

(No. 93.)



1881.

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T A S M A N I A.

LEGISLATIVE COUNCIL.

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BRANCH ROADS CONSTRUCTION BILL, 1881,  
[No. 23]:

REPORT OF SELECT COMMITTEE.

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Brought up by Mr. Chapman, and ordered by the Council to be printed,  
October 6, 1881.

## C O N T E N T S.

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*REPORT on the "Bill to provide for the Construction of certain Branch Roads and Bridges," No. 23 of the present Session.*

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THE Select Committee of the Legislative Council appointed on the 7th September to consider the provisions of the "Bill for the Construction of certain Branch Roads and Bridges," have the honor to report that—

Your Committee have carefully examined the several items of proposed Works referred to in the Schedule to the Bill, with the Engineer-in-Chief, and the Chief Clerk in the Public Works Branch of the Lands and Works Department, and collected a large amount of valuable information having reference to the Roads and Bridges proposed to be constructed by the Government under the authority of the said Bill. Your Committee have also obtained several valuable Returns and other Papers relating to previous and proposed expenditure on Public Works in the Districts in which it is intended that the several sums named in the Bill shall be expended. Your Committee beg to call special attention to the evidence given by Mr. Fincham, the Engineer-in-Chief, in reference to several important questions that have engaged their attention in the course of their enquiry. Your Committee had under their consideration the Bill to provide for the maintenance of certain Roads and Bridges, which was referred to your Committee for their report. Your Committee, finding the subjects of construction and maintenance of Roads and Bridges so intimately connected with each other, deemed it expedient to examine the provisions of the existing Laws now in force, and unanimously arrived at the opinion that "The Cross and Bye Roads Act, 1870," contains provisions for the construction and maintenance of the Cross Roads or Branch Roads of the Colony which, with some few amendments by means of increased Grants in Aid to the Road Trusts, would be found suitable for the present wants of the Colony. Your Committee reported their opinions to your Council on the 21st ultimo, which they deem expedient again to reiterate in their present Report on the Branch Roads Construction Bill. Your Committee, being still unanimously of opinion that it would be very undesirable to relieve the Landholders in a Road District of all liability in respect to the construction or substantial improvement of existing or proposed new Roads within a Road District, consider that, under existing circumstances, with a view to encourage local responsibility in the construction of such works, a liberal contribution should be made from the Public Treasury to the Trustees of any Road District towards defraying the cost of any line of Road, or the substantial improvement of any new line of Road. Your Committee therefore have the honor to recommend that Parliament should be invited to contribute a free grant from the Public Treasury of Two Pounds for every Pound sterling raised by way of Loan, secured by means of a Special Rate on the assessed annual value of the property of the Landholders in a Road District, or contributed by special subscription for that purpose.

Your Committee are also unanimously of opinion that Parliament should be invited to make provision for the construction and maintenance of every Bridge, wherever required in any part of the Island, and the cost of their construction and maintenance made chargeable to the Consolidated Revenue of the Colony.

Your Committee find that the proposed votes for the construction of Roads and Bridges in the Bill under consideration contemplates an expenditure of nearly £100,000 in many of the Road Districts of the Colony where large sums of public money have been expended on Public Works, but as the Trustees of the Road Districts have not made provision for their maintenance, most of the works have gone to ruin. Your Committee therefore are of opinion that it would not be wise on the part of the Legislature to make further grants from the Public Treasury for the construction of Roads or the substantial improvement of Roads within a Road

District (except in special cases) till the opinion of the Landholders in the District is first ascertained as to the necessity of the Road for supplying the wants of the inhabitants of the District: and on the opinion of the Landholders being ascertained, your Committee are of opinion that the Trustees of the Road District should be left to raise a portion of the funds required to defray the cost of the work, receiving from the Public Treasury a free grant in aid of the work as recommended by your Committee. By the adoption of such an arrangement for supplying the funds required for defraying the cost of constructing or substantially improving the Branch Roads or Cross Roads in a Road District, your Committee are of opinion that the roads will be much more economically constructed and better supervised by the Trustees resident in the District than they would be by the Officers of the Public Works Department, residing far away from the District where the Roads are being constructed.

Your Committee, in conclusion, beg to remark that, as the construction and maintenance of the Main Roads of the Island, now extending 705 miles in length, and the construction and maintenance of every Bridge in the Island, will throw a heavy burden on the Public Treasury, your Committee strongly recommend to the favourable consideration, of the Council the suggestions they have made.

Your Committee beg to return the Bills referred to them, to be dealt with as the Council may think best for the interests of the Inhabitants of the Colony.

The Minutes of Proceedings, with Evidence and Appendices, are attached to this Report.

THOS. D. CHAPMAN, *Chairman.*

*Legislative Council Chamber, 6th October, 1881.*

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## *SELECT COMMITTEE on Roads and Bridges Bills.*

### BRANCH ROADS CONSTRUCTION BILL, 1881, [No. 23.]

#### MEMBERS.

MR. AIKENHEAD.  
MR. CHAPMAN.  
MR. CROWTHER.  
MR. DODERY.

MR. GRUBB.  
MR. MACLANACHAN.  
MR. MOORE.

#### DAYS OF MEETING.

September 22, 23, 27, 28, 29, 30; October 4, 5, 6.

#### WITNESSES EXAMINED.

|                         | Page.   |
|-------------------------|---------|
| Mr. James Fincham ..... | 13. 15. |
| Mr. W. Smith .....      | 14.     |
| Mr. G. F. Lovett .....  | 14.     |
| Mr. B. T. Solly .....   | 15.     |

## MINUTES OF PROCEEDINGS.

### THURSDAY, SEPTEMBER 22, 1881.

The Committee met at ten o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Grubb, Mr. Maclanachan.

Mr. Chapman was appointed Chairman.

Mr. Fincham attended the Committee, and explained fully all the votes relating to Roads proposed in the Branch Roads Construction Bill, 1881, [No. 23.]

The Committee adjourned until two o'clock.

The Committee met at two o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Grubb, Mr. Maclanachan, Mr. Crowther.

Mr. Fincham handed to the Chairman the following papers:—

1. A Report from Mr. Cresswell on the Jetty at Beaconsfield, with suggestions for a new jetty on a different site. (Appendix A.)
2. Memorandum showing the total expenditure on Roads by the Government in the Forth Road District. (Appendix B.)

Mr. Fincham examined.

The Committee adjourned until to-morrow, at ten o'clock.

### FRIDAY, SEPTEMBER 23, 1881.

The Committee met at ten o'clock.

*Present.*—Mr. Chapman, Mr. Maclanachan, Mr. Aikenhead, Mr. Dodery.

Mr. Fincham attended the Committee, and explained fully all the votes relating to Bridges proposed in the Branch Roads Construction Bill, 1881, [No. 23.]

The Committee adjourned until two o'clock.

The Committee met at two o'clock.

*Present.*—Mr. Chapman, Mr. Aikenhead, Mr. Maclanachan, Mr. Dodery, Mr. Crowther.

Mr. Smith examined.

Mr. Lovett examined.

The Committee adjourned until half-past four o'clock.

The Committee met at half-past four o'clock.

*Present.*—Mr. Chapman, Mr. Aikenhead, Mr. Maclanachan, Mr. Dodery, Mr. Crowther.

Mr. Smith recalled, and further examined.

Mr. Lovett recalled, and further examined.

The Committee adjourned until Tuesday next, at ten o'clock.

TUESDAY, SEPTEMBER 27, 1881.

The Committee met at ten o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Maclanachan, Mr. Grubb.

Mr. Smith, Chief Clerk of the Public Works Branch of the Lands and Works Department, attended the Committee, and produced all the documents in his possession relating to the works proposed in the Branch Roads Construction Bill, 1881, [No. 23], including the Memoranda of the Engineer-in-Chief giving information to Ministers for Parliament on each work included in the Bill.

The Committee proceeded to examine Mr. Smith, and to compare the said documents with the items in the Schedule of the Bill to which they referred.

*County of Westmorland.*

| Items 1 and 2—  | £    | s. | d. |
|---|------|----|----|
| From proposed Bridge over Meander River, near Cheshunt, through Settlement to Crown Lands ..... | 700  | 0  | 0  |
| From Mole Creek, near Chudleigh, westward, through Crown Lands to River Mersey.....             | 2000 | 0  | 0  |

Papers produced—

No petitions, applications, or other information than the Memoranda of the Engineer-in-Chief above referred to.

(Note by the Committee.—It appears to the Committee that these two votes were initiated by the Executive with a view of opening up Crown Lands. These works are in the Chudleigh and Deloraine Road Districts.)

Mr. Smith informed the Committee that a sum of £161 had been expended on item No. 1, and a sum of £305 on item No. 2, from funds available under the Waste Lands Act; the expenditure on item No. 2 being confined to the Mole Creek District, and not serving—except indirectly—lands proposed to be opened out.

*County of Cornwall.*

| Item 3—  | £   | s. | d. |
|--|-----|----|----|
| From High-street, Launceston, to Main Road from Hobart to Launceston, at the "Sandhill". | 800 | 0  | 0  |

Papers produced—

1. Report of the Town Surveyor, Launceston.
2. Letter from the Mayor of Launceston, dated May 4, 1881.
3. Reply of the Hon. the Minister of Lands to ditto.
4. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This road appears to run through private land belonging to the estate of the late Mr. Lawrence, and is represented to be an improvement for traffic entering the Town of Launceston from the Sandhill, instead of over the old line of road, which will be closed. The work is in the Breadalbane Road District.)

| Item 4—   | £   | s. | d. |
|---|-----|----|----|
| From Evandale to Settlements at Blessington (English and Irish Towns) ..... | 500 | 0  | 0  |

Papers produced—

1. Petitions to His Excellency the Governor from inhabitants of English Town and Irish Town.
2. Memorandum from Mr. Cresswell. (Appendix C).
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—The Committee desire to call special attention to Mr. Cresswell's Report, [Appendix C]. In addition to the amount proposed there appears to be a sum of £673 available from the reserve for lands taken up under Sect. 24 of the Waste Lands Act. This work is in the Evandale and North Esk Road District.)

*County of Devon.*

| Items 5, 6, and 7—  | £   | s. | d. |
|---|-----|----|----|
| From Deloraine to Parkham Crown Lands .....   | 500 | 0  | 0  |
| Parkham Road, from Main Road at Rubicon River, Elizabeth Town, through Settlement ..... | 500 | 0  | 0  |
| Dunorlan Road, from Main Road, near Elizabeth Town, to Dynan's Ford .....               | 800 | 0  | 0  |

Papers produced—

No petitions, applications, or other information than the Memoranda of the Engineer-in-Chief above referred to.

(Note by the Committee.—The proposed expenditure appears to be for the improvement of roads leading to or through lands taken up under Sect. 24 of the Waste Lands Act [Appendix D], upon which the ten shillings per acre has already been expended. These works are in the Deloraine, Midhurst, and Exton Road Districts.)

Mr. Fincham examined.

Mr. Fincham produced—

1. A Return showing the land taken up under the 18th Section of the Waste Lands Act, 1870, on the east and west extension of the Castra Road, with names of settlers and area of each selection. (Appendix E.)
2. A Return showing the land taken up under Sect. 24 of the Waste Lands Act, 1870, on Castra Road, with names of settlers and area of each selection. (Appendix F).
3. A statement of approximate apportionment of votes for Branch Roads and Bridges to the several Road Districts in which the expenditure is proposed, showing also approximate extent of road to be constructed, together with total length of the roads operated upon in each district. [Appendix G.]

Mr. G. F. Lovett attended the Committee, and produced the only documents in his possession relating to the Bill, viz., a petition to His Excellency the Governor, dated June, 1881, praying that a sum of £4000 be included in the Public Works scheme for making a road between Campbell Town and Swansea, with reply of the Hon. the Minister of Lands and Works thereto.

Examination of the documents produced by Mr. Smith continued.

| Item 8—   | £    | s. | d. |
|---|------|----|----|
| From Sheffield, northwards, along Barrington Road to Junction with Nook Road..... | 3000 | 0  | 0  |

Papers produced—

1. Letter from Mr. Braddon (Appendix H), dated July 31, 1880, with proposals for roads in West Devon. [Vide items 15, 18, 20, 21, 22, 23.]
2. Memorandum of the Engineer-in-Chief.

The Committee adjourned until two o'clock.

The Committee met at two o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Grubb, Mr. Maclanachan, Mr. Crowther.

|  |      |    |    |
|--|------|----|----|
| Item 9—  | £    | s. | d. |
| From Junction of Barrington and Nook Road to Tarleton.....   | 1000 | 0  | 0  |
| Papers produced—   |      |    |    |
| 1. Petition from Inhabitants of Nook.  |      |    |    |
| 2. Ministerial reply to ditto.   |      |    |    |
| 3. Memorandum of Engineer-in-Chief.  |      |    |    |
| Item 10—   | £    | s. | d. |
| From Junction of Barrington and Nook Roads, southwards, to Nook Settlement.....  | 1500 | 0  | 0  |
| Papers produced—   |      |    |    |
| No petition, application, or other information than the Memorandum of the Engineer-in-Chief above referred to.   |      |    |    |
| (Note by the Committee.—Items 8, 9, and 10 are in the Tarleton Road District, and in the West Devon Electorate,—a rate of one shilling in the pound yielding from £65 to £70 per annum.) |      |    |    |
| Item 11—   | £    | s. | d. |
| Latrobe and Green's Creek (direct Road).....   | 500  | 0  | 0  |
| Papers produced—   |      |    |    |
| 1. Petitions to His Excellency the Governor from Inhabitants and Ratepayers of Harford and Templeton Road District.  |      |    |    |
| 2. Ministerial reply to ditto.   |      |    |    |
| 3. Memorandum of Engineer-in-Chief.  |      |    |    |
| (Note by the Committee.—This work is in the East Mersey, and Harford and Templeton Road Districts.)  |      |    |    |
| Items 12, 13, and 14—  | £    | s. | d. |
| Skelbrook Road, at Sassafras .....   | 500  | 0  | 0  |
| From Railton Station to Sheffield .....  | 1500 | 0  | 0  |
| From Sheffield to Back Settlements (Promised Land) .....   | 1500 | 0  | 0  |
| Papers produced.—  |      |    |    |
| No petitions, applications, or other information than the memoranda of the Engineer-in-Chief above referred to.  |      |    |    |
| (Note by the Committee.—These works are in the East Mersey and Kentish Plains Road Districts.)   |      |    |    |
| Item 15—   | £    | s. | d. |
| From Hamilton-on-Forth to proposed Bridge over River Wilmot at Alma .....  | 300  | 0  | 0  |
| Papers produced—   |      |    |    |
| 1. Letter from Mr. Braddon (Appendix H), <i>vide</i> item 8.   |      |    |    |
| 2. Letter from Mr. Braddon, dated December 4, 1880, forwarding recommendation from Mr. Hall, District Surveyor.  |      |    |    |
| 3. Ministerial reply to ditto.   |      |    |    |
| 4. Memorandum of Engineer-in-Chief.  |      |    |    |
| (Note by the Committee.—This work is in the Forth Road District.)  |      |    |    |
| Items 16 and 17—   | £    | s. | d. |
| From River Wilmot at Alma, southwards, to Crown lands .....  | 700  | 0  | 0  |
| From Hamilton-on-Forth to Kindred Plains .....   | 1500 | 0  | 0  |
| Papers produced—   |      |    |    |
| No petitions, applications, or other information than the Memoranda of the Engineer-in-Chief above referred to.  |      |    |    |
| (Note by the Committee.—These works are in the Forth Road District.)   |      |    |    |
| Items 18, 19, 20, 21—  | £    | s. | d. |
| From Ulverstone (River Leven) to East Castra; viz.—  |      |    |    |
| Metalling slabbed portion.....   | 3000 | 0  | 0  |
| Extension to G. A. Fulton's Lot.....   | 1100 | 0  | 0  |
| Branch from T. McDonald's Lot through Dooley's Plains to Gunn's Plains .....   | 1000 | 0  | 0  |
| From Ulverstone (River Leven) to West Castra.....  | 1100 | 0  | 0  |
| Papers produced—   |      |    |    |
| 1. Letter from Mr. Braddon (Appendix H): <i>vide</i> item 8.   |      |    |    |
| 2. Letter from Mr. Dooley, dated February 26, 1879 (Appendix I): <i>vide</i> items 22, 27, 28.   |      |    |    |
| 3. Copies of Resolutions passed at a Public Meeting at Ulverstone on July 19, 1880.  |      |    |    |
| 4. Ministerial reply to ditto.   |      |    |    |
| 5. Memoranda of Engineer-in-Chief on each of these works.  |      |    |    |
| (Note by the Committee.—These works are in the Forth Road District.)   |      |    |    |
| Item 22—   | £    | s. | d. |
| From Penguin Creek, southwards, along Pine Road (Hall's Survey).....   | 1500 | 0  | 0  |
| Papers produced—   |      |    |    |
| 1. Letter from Mr. Braddon, (Appendix H): <i>vide</i> item 8.  |      |    |    |
| 2. Letter from Mr. Dooley, (Appendix I): <i>vide</i> item 18.  |      |    |    |
| 3. Petition from electors and inhabitants of Penguin Creek, dated October, 1876.   |      |    |    |
| 4. Ministerial reply to ditto.   |      |    |    |
| 5. Memorandum of Engineer-in-Chief, ( <i>vide</i> Mr. Hall's report, L. C. Paper, No. 45, Session 1881).   |      |    |    |
| (Note by the Committee.—This work is in the Leven Road District.)  |      |    |    |
| The Committee adjourned until half-past four o'clock.  |      |    |    |
| The Committee met at a quarter-past five o'clock.  |      |    |    |
| <i>Present.</i> —Mr. Chapman, Mr. Aikenhead, Mr. Grubb, Mr. Dodery, Mr. Crowther.  |      |    |    |
| Item 23—   | £    | s. | d. |
| From Heybridge, southwards, along Blythe Road .....  | 500  | 0  | 0  |
| Papers produced—   |      |    |    |
| 1. Letter from Mr. Braddon. (Appendix H), <i>vide</i> item 8.  |      |    |    |
| 2. Letter from Mr. James Cowle, River Blythe, dated October 9, 1877.   |      |    |    |
| 3. Memorandum of Engineer-in-Chief.  |      |    |    |
| (Note by the Committee.—This work is in the Leven Road District.)  |      |    |    |

Item 24—  
From Wyvenhoe, southwards, on Stowport Road ..... £ s. d.  
1000 0 0

Papers produced—  
No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief above referred to.

(Note by the Committee.—This work is in the Emu Bay Road District.)

Item 25—  
From Beaconsfield to Government Jetty ..... £ s. d.  
1000 0 0

Papers produced—  
1. Petition from inhabitants of Beaconsfield to the Hon. the Minister of Lands and Works, dated June 30, 1880.  
2. Memorandum of Engineer-in-Chief, (*vide* Mr. Fincham's evidence).

(Note by the Committee.—This work is in the West Tamar Road District.)

*Counties of Wellington and Russell.*

Item 26—  
From Burnie (Emu Bay) to Rouse's Camp, near Waratah (Mt. Bischoff) ..... £ s. d.  
2000 0 0

Papers produced—  
1. Letter from the Member for Wellington to the Hon. the Minister of Lands and Works, dated April 15, 1879.  
2. Reply to ditto, dated April 26, 1879.  
3. Petition to His Excellency the Governor from inhabitants of Mount Bischoff, dated November, 1879.

(Note by the Committee.—This work is in the Emu Bay and Waratah Road Districts.)

Mr. Smith produced—  
1. Return showing the expenditure on account of maintenance or construction on Castra Road and extensions, (Appendix K).  
2. Return of the total expenditure on the West Castra Road, including extension of same. (Appendix L.)

The Committee adjourned until to-morrow at ten o'clock.

WEDNESDAY, SEPTEMBER 28, 1881.

The Committee met at ten o'clock.

*Present.*—Mr. Chapman, Mr. Aikenhead, Mr. Grubb, Mr. MacLanachan, Mr. Dodery.

Mr. Smith's examination, and that of the papers produced by him, continued.

*Counties of Wellington and Russell.*

Item 27—  
From Main Road near Table Cape to Mount Hicks ..... £ s. d.  
1500 0 0

Papers produced—  
No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Table Cape Road District.)

Mr. Fincham informed the Committee that a similar amount, or thereabouts, had been previously expended on this road, and that this expenditure will complete the road as necessary.

Item 28—  
From end of metalling on Flowerdale Road, extending through settlement ..... £ s. d.  
1800 0 0

Papers produced—  
No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Table Cape Road District. There appears to have been about £2000 of government money already spent on this road, one half being from contributions under Sect. 24 of the Waste Lands Act [Appendix D.] This expenditure will complete about eight miles of road.)

Item 29—  
From Wynyard (Table Cape) to Hellyer River, including Bridge over Hellyer River ..... £ s. d.  
2000 0 0

Papers produced—  
No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Table Cape and Waratah Road Districts.)

Item 30—  
Calder Road, Table Cape ..... £ s. d.  
500 0 0

Papers produced—  
No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Table Cape Road District.)

Item 31—  
South (Forest) Road, Circular Head ..... £ s. d.  
1500 0 0

Papers produced—  
No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Horton Road District.)

Item 32—  
From South Road, Circular Head, eastward, into Crown Lands ..... £ s. d.  
500 0 0



## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Horton Road District.)

## Item 33—

From Smithton (Duck River) to Irish Town ..... £ s. d.  
1200 0 0

## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Horton Road District.)

## Item 34—

From Smithton (Duck River) to Montagu, including Bridge over Duck River ..... £ s. d.  
1000 0 0

## Papers produced—

1. Petition from the settlers on the Montagu to the Hon. the Minister of Lands and Works, dated July, 1880.
2. Reply to ditto.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Horton Road District.)

## Item 35—

From Montagu Jetty to Settlement..... £ s. d.  
600 0 0

## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Horton Road District.)

*County of Dorset.*

## Items 36, 37, 38, 39, 40, 41—

|  | £    | s. | d. |
|--|------|----|----|
| From Main Road at Rocher's Lane, on Piper's River Road, to Bridge over Piper's River (Hall's Track)..... | 1000 | 0  | 0  |
| From Bridge over Piper's River, northwards, through Settlement (Hall's Track) .....                      | 1000 | 0  | 0  |
| From the Finger Post, on Piper's River Road, to Turner's Marsh Settlement .....                          | 1000 | 0  | 0  |
| From Turner's Marsh to Alford, Lower Piper's Settlement (Rowley's Hill).....                             | 500  | 0  | 0  |
| From Alford (Lower Piper Settlement) to George Town Road.....  | 500  | 0  | 0  |
| From Back Creek to Lefroy.....   | 500  | 0  | 0  |

## Papers produced—

1. Petition to the Hon. the Minister of Lands and Works from Landholders of Turner's Marsh (no date).
2. Petition to ditto from Landholders and Residents of Lower Piper, dated June 29, 1880.
3. Petition from Residents of Back Creek, dated June 26, 1880. (This Petition was addressed to the Hon. C. O'Reilly, Minister of Lands and Works, and Audley Coote, Esq., M.H.A.)
4. Petition to the Hon. the Minister of Lands and Works from Residents of Upper Piper's River District, dated Feb. 28, 1881.
5. Petition to ditto from Australasian Slate Company, Limited, dated October 10, 1877.
6. Correspondence between the Hon. the Minister of Lands and Works and Audley Coote, Esq., M.H.A., with letters from residents in the districts praying for roads, &c.
7. Letter to the Hon. Nicholas J. Brown from Mr. William Ritchie, St. John-street, Launceston, dated Oct. 13, 1877.
8. Memoranda of the Engineer-in-Chief on each work: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—These works are in the Dorset, Tankerville, Saltwood, and George Town Road Districts.)

## Item 42—

From Scottsdale to Upper Ringarooma..... £ s. d.  
3000 0 0

## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Scottsdale and Ringarooma Road Districts, and appears to be specially required for the Mineral District of Mount Cameron.)

## Items 43, 44, 45, 46, and 47—

|   | £    | s. | d. |
|---|------|----|----|
| From Scottsdale to Gladstone .....  | 500  | 0  | 0  |
| From Main Road at Springfield, through Settlement of Springfield, to junction with main road from Scottsdale to Bridport..... | 1000 | 0  | 0  |
| From Main Road at Springfield, <i>via</i> Parr's Plains, to Road from Scottsdale to Upper Ringarooma.....                     | 500  | 0  | 0  |
| From Moorina Road, near Ringarooma Port, to Gladstone .....   | 2000 | 0  | 0  |
| From Ringarooma Port to Moorina .....   | 2000 | 0  | 0  |

## Papers produced—

No petitions, applications, or other information than the Memoranda of the Engineer-in-Chief: (*vide* Minutes, September 27).

(Note by the Committee.—Items 43 and 45 are in the Scottsdale and Ringarooma Road Districts; item 44 in the Scottsdale Road District; item 46 in no Road District; and item 47 partly in the Ringarooma Road District.)

## Items 48, 49, 50—

|   | £    | s. | d. |
|---|------|----|----|
| From Branxholm to Moorina .....   | 1500 | 0  | 0  |
| From Moorina to Weldborough .....   | 1000 | 0  | 0  |
| From Scottsdale and Upper Ringarooma Road to Branxholm (Branxholm Road) ..... | 1000 | 0  | 0  |

(Note by the Committee.—These works are chiefly in the Ringarooma Road District.)

## Papers produced—

1. Letter to the Hon. the Minister of Lands and Works from the several Mining Companies situated at Branxholm, dated July 12, 1881.
2. Ministerial reply to ditto.

3. Letter to the Hon. the Minister of Lands and Works from Mr. A. H. Boyd, Branhholm, dated February 23, 1880.
4. Ministerial reply to ditto.
5. Petition to the Hon. the Minister of Lands and Works from residents of Branhholm, dated June 22, 1880.
6. Memorandum of Engineer-in-Chief.

Item 51—£ s. d.  
From Gould's Country (Lower Junction) to Weldborough ..... 4000 0 0

Papers produced—

1. Petition to the Minister of Lands and Works from inhabitants of Thomas's Plains, received June 14, 1880.
2. Letter from Mr. James Irwin, Blue Tier, dated September 4, 1880, and reply thereto.
3. Resolutions at public meeting at St. Helen's, June 16, 1881.
4. Address to the Hon. the Minister of Lands and Works, presented at Thomas's Plains on June 19, 1880.
5. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This appears to be a special work, being the main road through the mineral districts. The work is in the Gould's Country Road District.)

Mr. Solly examined.

The Committee adjourned until two o'clock.

The Committee met at two o'clock.

*Present.*—Mr. Chapman, Mr. Grubb, Mr. Aikenhead, Mr. Maclanachan, Mr. Dodery.

Mr. Fincham attended the Committee, and explained items 27, 29, 30, and 31.

Examination of documents produced by Mr. Smith continued.

Item 52—£ s. d.  
From Slabbed Road, Gould's Country, through Settlements on Upper George's River..... 500 0 0

Papers produced—

1. Petition to the Hon. the Minister of Lands and Works from occupiers of land at George's River, dated June 1, 1880.
2. Ministerial reply to ditto.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Gould's Country Road District.)

Item 53—£ s. d.  
County of Glamorgan.  
From Swansea to Avoca ..... 1000 0 0

Papers produced—

1. Petitions to His Excellency the Governor from inhabitants of Glamorgan and St. Paul's Plains, dated June 29, 1878.
2. Ministerial reply to ditto.
3. Letter from Mr. J. Lyne, Warden, Swansea, dated May 14, 1879, to the Hon. the Minister of Lands and Works, and reply thereto.
4. Memorandum from the Engineer-in-Chief.

(Note by the Committee.—This work is in the Glamorgan Road District.)

Item 54—£ s. d.  
From Swansea and Avoca Road, near Riversdale, to Campbell Town..... 4000 0 0

Papers produced—

1. Numerous Petitions, extending over several years, together with the District Surveyors' Reports.
2. Ministerial replies to ditto.
3. Memorandum from the Engineer-in-Chief.

(Note by the Committee.—This work will be through part of the Glamorgan and Northern Macquarie Road Districts.)

The Committee adjourned until half-past four o'clock.

The Committee met at half-past four o'clock.

*Present.*—Mr. Chapman, Mr. Crowther, Mr. Dodery, Mr. Maclanachan, Mr. Aikenhead, Mr. Grubb.

Examination of papers produced by Mr. Smith continued.

Item 55—£ s. d.  
County of Monmouth.  
From Brighton to Railway Station ..... 500 0 0

Papers produced—

1. Letters from the Manager of the Tasmanian Main Line Railway Company to the Hon. Colonial Secretary dated May 1 and May 14, 1877, and replies thereto.
2. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Old Beach Road District.)

Item 56—£ s. d.  
From Tunnack Road to Jericho Railway Station..... 1500 0 0

Papers produced—

1. Petition to the Hon. Minister of Lands and Works from Ratepayers of the Oatlands District, dated November, 1877.
2. Petition to the Hon. the Minister of Lands and Works from the residents and landholders at Tunnack, dated July 13, 1881.
3. Ministerial reply to ditto, dated September 14, 1881.
4. Memorandum of Engineer-in-Chief.

Item 57—£ s. d.  
From Jericho and Eastern Marshes Road to Settlement and Crown lands at the Back Bluff,  
Tunnack ..... 1000 0 0

Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, September 27).

(Note by the Committee.—The works proposed in items 56 and 57 are in the Oatlands Road District.)

*County of Buckingham.*

Item 58—  
From Main Road at the Falls, near New Norfolk, to Dry Creek Settlement ..... £ s. d.  
500 0 0

## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, September 27).

## Items 59 and 60—

From Road to Dry Creek Settlement extending into Crown lands ..... £ s. d.  
400 0 0  
From Main Road, near New Norfolk, to junction with Road to Collins' Cap (Sorell Creek Road) 400 0 0

## Papers produced—

1. District Surveyor's Report for 1881. L.C. Paper, No. 45.
2. Letter from District Surveyor, September 16, 1879.
3. Letters from Mr. H. J. Wallace, New Norfolk, to Hon. Minister of Lands and Works, dated January 22 and January 31, 1880.
4. Petition to the Hon. the Minister of Lands and Works from settlers on the Sorell Creek Road, received February 2, 1880.
5. Memoranda of Engineer-in-Chief on each work.

(Note by the Committee.—The works proposed in items 58, 59, and 60 are in the New Norfolk and Upper Derwent Road Districts.)

Item 61—  
From Ellendale (Monto's Marsh) to Hamilton, *via* Jones' River..... £ s. d.  
1500 0 0

## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, September 27.)

(Note by the Committee.—This work is in the Hamilton Road District.)

Item 62—  
From Main Road at *Berriedale Inn*, near Hobart, to Settlement at head of Sorell Creek..... £ s. d.  
800 0 0

## Papers produced—

1. Petitions to His Excellency the Governor and to the Hon. the Minister of Lands and Works, dated July 11, 1881, from landowners and residents of Sorell Creek.
2. Letter from the Hon. the Minister of Lands and Works to the Hon. A. Dobson, M.H.A., dated August 3, 1881.
3. Memorandum from the Engineer-in-Chief.

(Note by the Committee.—£1000 has already been expended on this work, and special attention is called to it being a new settlement outside a Road District.)

Item 63—  
Sandy Bay Beach, Road and Causeway ..... £ s. d.  
500 0 0

## Papers produced—

No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, September 27.)

(Note by the Committee.—This work is in the Queenborough Road District.)

Item 64—  
Sandy Bay Rivulet to Ridgeway ..... £ s. d.  
500 0 0

## Papers produced—

1. Letters from Colonel Fitzroy to the Hon. the Minister of Lands and Works, dated September 1, 1880, and September 9, 1880.
2. Report of District Surveyor.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the new Road District of Ridgeway.)

Item 65—  
From Kingston (Brown's River) to Leslie..... £ s. d.  
600 0 0

## Papers produced—

1. Petition to the Hon. the Minister of Lands and Works from landholders of Kingston, received May, 1879.
2. Reply to ditto.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Kingston and Leslie Road Districts.)

The Committee adjourned until to-morrow at ten o'clock.

## THURSDAY, SEPTEMBER 29, 1881.

The Committee met at ten o'clock.

*Present.*—Mr. Chapman, Mr. Dodery, Mr. Grubb, Mr. MacLanachan, Mr. Aikenhead.

Examination of papers produced by Mr. Smith continued.

*County of Buckingham.*

Item 66—  
From Main Road near Leslie to Sandfly Settlements ..... £ s. d.  
1000 0 0

## Papers produced—

1. Petition to the House of Assembly from residents at the Sandfly, received August, 1879.
2. Ministerial reply to ditto.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Longley Road District.)

Item 67—  
From Victoria to Upper Huon Settlements ..... £ s. d.  
1000 0 0

## Papers produced—

1. Letter to the Hon. the Minister of Lands and Works from Mr. George G. Sherwin, Upper Huon, dated September 27, 1878.
2. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Victoria Road District.)

## Item 68—

|  |     |    |    |
|--|-----|----|----|
|  | £   | s. | d. |
| From Port Cygnet to Wattle Grove ..... | 500 | 0  | 0  |

## Papers produced—

- No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—This work is in the Road District of Port Cygnet.)

## Items 69, 70—

|  |      |    |    |
|--|------|----|----|
| From Port Cygnet (Main Road) to settlement at Nickoll's Rivulet; viz.—   | £    | s. | d. |
| Port Cygnet to Junction with Road to Gardner's Bay, &c. ....             | 500  | 0  | 0  |
| Junction with Road to Gardner's Bay to Nickoll's Rivulet Settlement..... | 1000 | 0  | 0  |

## Papers produced—

1. Letters to the Minister of Lands and Works from Mr. R. M. Pollard, dated June 8 and Aug. 5, 1880.
2. Reply to letter of Aug. 5.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Port Cygnet Road District. Between £700 and £800 has been already expended in the districts named in items 69 and 70 under Section 28 of the Waste Lands Act.) [Appendix D.]

## Item 71—

|   |     |    |    |
|---|-----|----|----|
|   | £   | s. | d. |
| From Oyster Cove to Three Hut Point ..... | 500 | 0  | 0  |

## Papers produced—

- No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, September 27).

(Note by the Committee.—This work is in the Gordon Road District. Nearly £500 has been expended in this District under Sect. 28 of the Waste Lands Act, [Appendix D], in addition to £2000 in the Public Works Act, 1877, 41 Vict. No. 10.)

*County of Kent.*

## Item 72—

|  |      |    |    |
|--|------|----|----|
|  | £    | s. | d. |
| From Main Road at Huon Bridge to Settlement at She-oak Hills ..... | 1000 | 0  | 0  |

## Papers produced—

- No petitions, applications, or other information than the Memorandum of the Engineer-in-Chief: (*vide* Minutes, September 27).

(Note by the Committee.—This work is in the Upper Huon Road District.)

## Item 73—

|   |     |    |    |
|---|-----|----|----|
|   | £   | s. | d. |
| From Main Road near Franklin to Settlements on Swamp Road ..... | 500 | 0  | 0  |

## Papers produced—

1. Petition to the Hon. the Minister of Lands and Works from inhabitants of Swamp Road, dated 16th June, 1881.
2. Reply to ditto.
3. Memorandum of Engineer-in-Chief.

(Note by the Committee.—This work is in the Huon Road District.)

## Items 74, 75, and 76—

|                                      |      |    |    |
|--------------------------------------|------|----|----|
| From Honeywood to Southport, viz.—   | £    | s. | d. |
| Honeywood to Flight's Bay .....      | 2000 | 0  | 0  |
| Flight's Bay to Port Esperance ..... | 1000 | 0  | 0  |
| Port Esperance to Southport.....     | 1500 | 0  | 0  |

## Papers produced—

1. Letter to the Hon. the Minister of Lands and Works from the Rev. Mr. Bird, dated 5th February, 1880.
2. Memorandum of Engineer-in-Chief on each work.

(Note by the Committee.—From the present sparse population of these districts, which is principally engaged in connection with the saw-mills, the productions from which are conveyed to market by water, it appears to the Committee that these works require special legislation. (*Vide* District Surveyor's Report, L.C. Paper, No. 45, Session 1881. The works are in the Liverpool, Surges' Bay, and Esperance and Southport Road Districts.)*County of Pembroke.*

## Items 77 and 78—

|  |      |    |    |
|--|------|----|----|
|  | £    | s. | d. |
| From Upper Carlton, at Carlton River, to Ragged Tier, west .....                   | 2500 | 0  | 0  |
| From Ragged Tier, east, to Dunally, East Bay Neck (including Bender's Bridge)..... | 500  | 0  | 0  |

## Papers produced—

- No petitions, applications, or other information than the Memoranda of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—These works are in the Bream Creek Road District.)

## Items 79 and 80—

|   |     |    |    |
|---|-----|----|----|
|   | £   | s. | d. |
| From Dunally, East Bay Neck, to Eagle Hawk Neck and Carnarvon ..... | 800 | 0  | 0  |
| From Eagle Hawk Neck to Settlement at Saltwater River .....         | 800 | 0  | 0  |

## Papers produced—

- No petitions, applications, or other information than the Memoranda of the Engineer-in-Chief: (*vide* Minutes, Sept. 27.)

(Note by the Committee.—Of the works named in item 79, only about £200 is in the Bream Creek Road District; the remainder is in no Road District. It is a question for consideration whether the cost of these roads should not be defrayed out of the proceeds of the sale of Government lands and buildings at Port Arthur.)

Mr. Solly, Assistant Colonial Secretary, Mr. Fincham, Engineer-in-Chief, Mr. Lovett, Ministerial Clerk, Lands and Works Department, and Mr. Smith, Chief Clerk of the Public Works Branch of the Lands and Works Department.

ment, having, by the direction of the Ministerial Heads of their Departments, protested against the action of the Committee in requiring their attendance as witnesses, the Chairman called the attention of these gentlemen to the provisions of the Parliamentary Privilege Act, 22 Vict. No. 17, (Sections 1, 2, 3, 4,) [Appendix O,] before proceeding to examine them.

The Committee adjourned until two o'clock.

The Committee met at two o'clock.

*Present.*—Mr. Chapman, Mr. Dodery, Mr. Grubb, Mr. Maclanachan, Mr. Aikenhead.

*Bridges on Branch Roads.*

| Items.  | £    | s. | d. |
|---|------|----|----|
| 81. Meander River near Cheshunt, in Deloraine Road District .....   | 400  | 0  | 0  |
| 82. Meander River near Exton, in Exton ditto .....  | 500  | 0  | 0  |
| 83. Meander River at Egmont, in Exton and Westwood ditto .....  | 500  | 0  | 0  |
| 84. Meander River at M'Kinnon's, in Westwood and Westbury ditto.....  | 200  | 0  | 0  |
| 85. Mersey River near Gad's Hill, in Chudleigh ditto.....   | 600  | 0  | 0  |
| 86. Mersey River near Dynan's Ford, in Midhurst and Kentish Plains ditto.....   | 600  | 0  | 0  |
| 87. Mersey River near Kimberley's Ford, in Midhurst and Kentish Plains ditto .....                                      | 600  | 0  | 0  |
| 88. Wilnot River at Alma, in Forth ditto .....  | 500  | 0  | 0  |
| 89. Waratah River near Mount Bischoff, in Waratah ditto.....  | 1000 | 0  | 0  |
| 90. Bridging Streams and improving Track on Road, Circular Head <i>via</i> Montagu to<br>Corinna, in Horton ditto ..... | 200  | 0  | 0  |
| 91. South Esk River near Dan's Rivulet, in Glamorgan and Cornwall ditto .....   | 200  | 0  | 0  |
| 92. Clyde River at Bothwell, in Bothwell ditto .....  | 900  | 0  | 0  |
| 93. Shannon River (on Road to Lake Country), in Bothwell ditto .....  | 400  | 0  | 0  |
| 94. Nive River (Road to Lake Country), in Hamilton ditto .....  | 600  | 0  | 0  |
| 95. Ouse River (on Road to Lake Country) <i>via</i> Tunbridge, in Great Lake and Hamilton ditto                         | 500  | 0  | 0  |
| 96. Swan River (Swansea to Avoca), in Glamorgan ditto .....   | 500  | 0  | 0  |
| 97. Jordan River at Old Beach, Bridgewater, in Old Beach ditto .....  | 500  | 0  | 0  |
| 98. Carlton River at Upper Carlton, in Lower Sorell and Bream Creek ditto .....   | 500  | 0  | 0  |
| 99. Dunrobin Bridge Approaches, in Hamilton ditto .....   | 500  | 0  | 0  |
| 100. Lachlan River (Lachlan Road), in New Norfolk ditto .....   | 200  | 0  | 0  |
| 101. Mountain River at Victoria, in Victoria, ditto.....  | 600  | 0  | 0  |
| 102. Great and Little Henty Rivers (West Coast) .....   | 1000 | 0  | 0  |
| 103. Coal River (Rumney's Hut), in Oatlands Road District .....   | 500  | 0  | 0  |

Mr. Smith produced numerous Petitions together with the Memoranda of the Engineer-in-Chief (*vide* Minutes, September 27), relating to Bridges on Branch Roads, Items 81 to 103.

The Committee adjourned until to-morrow at half-past eleven o'clock.

FRIDAY, SEPTEMBER 30, 1881.

The Committee met at 12 o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Maclanachan.

The Chairman produced a letter from Mr. Fincham, Engineer-in-Chief, requesting that the telegrams laid upon the Table by him on September 21 may be returned to him.

*Ordered,* That the Clerk of the Council write to Mr. Fincham and inform him that the telegrams in question remain the property of the Council until the end of the Session, when they will be returned as requested.

The Committee adjourned until Tuesday next at ten o'clock.

TUESDAY, OCTOBER 4, 1881.

The Committee met at ten o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Maclanachan, Mr. Grubb, Mr. Crowther.

The Committee deliberate.

The Committee adjourned until three o'clock.

The Committee met at a quarter past three o'clock.

The Committee deliberate.

The Committee adjourned until to-morrow at ten o'clock.

WEDNESDAY, OCTOBER 5, 1881.

The Committee met at 10 o'clock.

*Present.*—Mr. Chapman, Mr. Dodery, Mr. Maclanachan, Mr. Grubb, Mr. Aikenhead, Mr. Crowther.

Mr. Fincham examined.

The Committee adjourned until to-morrow at two o'clock.

THURSDAY, OCTOBER 6, 1881.

The Committee met at half-past two o'clock.

*Present.*—Mr. Aikenhead, Mr. Chapman, Mr. Dodery, Mr. Grubb, Mr. Maclanachan, Mr. Crowther.

The Chairman submitted a Draft Report on the Branch Roads Construction Bill, 1881, [No. 23,] which was read and adopted.

The Committee adjourned.

## BRANCH ROADS CONSTRUCTION BILL, 1881, [No. 23].

## SCHEDULE.

## COUNTY OF WESTMORELAND.

|  | £    | s. | d. |
|--|------|----|----|
| 1. From proposed Bridge over Meander River near Cheshunt through Settlement to Crown Lands ..... | 700  | 0  | 0  |
| 2. From Mole Creek, near Chudleigh, westward, through Crown Lands to River Mersey .....          | 2000 | 0  | 0  |

## COUNTY OF CORNWALL.

|  |     |   |   |
|--|-----|---|---|
| 3. From High-street, Launceston, to Main Road from Hobart to Launceston, at the "Sandhill" ..... | 800 | 0 | 0 |
| 4. From Evandale to Settlements at Blessington (English and Irish Towns) .....                   | 500 | 0 | 0 |

## COUNTY OF DEVON.

|  |      |   |   |
|--|------|---|---|
| 5. From Deloraine to Parkham Crown Lands .....   | 500  | 0 | 0 |
| 6. Parkham Road, from Main Road at Rubicon River, Elizabeth Town, through Settlement ..... | 500  | 0 | 0 |
| 7. Dunorlan Road, from Main Road, near Elizabeth Town, to Dynan's Ford .....               | 800  | 0 | 0 |
| 8. From Sheffield, northwards, along Barrington Road to Junction with Nook Road .....      | 3000 | 0 | 0 |
| 9. From Junction of Barrington and Nook Road to Tarleton .....                             | 1000 | 0 | 0 |
| 10. From Junction of Barrington and Nook Roads, southwards, to Nook Settlement .....       | 1500 | 0 | 0 |
| 11. Latrobe and Green's Creek (direct Road) .....  | 500  | 0 | 0 |
| 12. Skelbrook Road, at Sassafiras .....  | 500  | 0 | 0 |
| 13. From Railton Station to Sheffield .....  | 1500 | 0 | 0 |
| 14. From Sheffield to Back Settlements (Promised Land) ....                                | 1500 | 0 | 0 |
| 15. From Hamilton-on-Forth to proposed Bridge over River Wilmot at Alma .....              | 300  | 0 | 0 |
| 16. From River Wilmot at Alma, southwards, to Crown Lands .....                            | 700  | 0 | 0 |
| 17. From Hamilton-on-Forth to Kindred Plains .....   | 1500 | 0 | 0 |
| 18. From Ulverstone (River Leven) to East Castra; viz.—<br>Metalling slabbed portion ..... | 3000 | 0 | 0 |
| 19. Extension to G. A. Fulton's Lot .....  | 1100 | 0 | 0 |
| 20. Branch from T. McDonald's Lot through Dooley's Plains to Gunn's Plains .....           | 1000 | 0 | 0 |
| 21. From Ulverstone (River Leven) to West Castra .....                                     | 1100 | 0 | 0 |
| 22. From Penguin Creek, southwards, along Pine Road (Hall's Survey) .....                  | 1500 | 0 | 0 |
| 23. From Heybridge, southwards, along Blythe Road .....                                    | 500  | 0 | 0 |
| 24. From Wyvenhoe, southwards, on Stowport Road .....                                      | 1000 | 0 | 0 |
| 25. From Beaconsfield to Government Jetty .....  | 1000 | 0 | 0 |

## COUNTIES OF WELLINGTON AND RUSSELL.

|   |      |   |   |
|---|------|---|---|
| 26. From Burnie (Emu Bay) to Rouse's Camp, near Waratah (Mt. Bischoff) .....              | 2000 | 0 | 0 |
| 27. From Main Road, near Table Cape, to Mt. Hicks .....                                   | 1500 | 0 | 0 |
| 28. From end of metalling on Flowerdale Road, extending through Settlement .....          | 1800 | 0 | 0 |
| 29. From Wynyard (Table Cape) to Hellyer River, including Bridge over Hellyer River ..... | 2000 | 0 | 0 |
| 30. Calder Road, Table Cape .....   | 500  | 0 | 0 |
| 31. South (Forest) Road, Circular Head .....  | 1500 | 0 | 0 |
| 32. From South Road, Circular Head, eastward, into Crown lands .....                      | 500  | 0 | 0 |
| 33. From Smithton (Duck River) to Irish Town .....  | 1200 | 0 | 0 |
| 34. From Smithton (Duck River) to Montagu, including Bridge over Duck River .....         | 1000 | 0 | 0 |
| 35. From Montagu Jetty to Settlement .....  | 600  | 0 | 0 |

## COUNTY OF DORSET.

|  | £    | s. | d. |
|--|------|----|----|
| 36. From Main Road at Rocher's Lane, on Piper's River Road, to Bridge over Piper's River (Hall's Track) . . .                          | 1000 | 0  | 0  |
| 37. From Bridge over Piper's River, northwards, through Settlement (Hall's Track) . . . . .  | 1000 | 0  | 0  |
| 38. From the Finger Post on Piper's River Road to Turner's Marsh Settlement . . . . .  | 1000 | 0  | 0  |
| 39. From Turner's Marsh to Alford, Lower Piper Settlement (Rowley's Hill) . . . . .  | 500  | 0  | 0  |
| 40. From Alford (Lower Piper Settlement) to George Town Road . . . . .   | 500  | 0  | 0  |
| 41. From Back Creek to Lefroy . . . . .  | 500  | 0  | 0  |
| 42. From Scottsdale to Upper Ringarooma . . . . .  | 3000 | 0  | 0  |
| 43. From Scottsdale to Gladstone . . . . .   | 500  | 0  | 0  |
| 44. From Main Road at Springfield, through Settlement of Springfield, to junction with main road from Scottsdale to Bridport . . . . . | 1000 | 0  | 0  |
| 45. From Main Road at Springfield, <i>via</i> Parr's Plains, to Road from Scottsdale to Upper Ringarooma . . . . .                     | 500  | 0  | 0  |
| 46. From Moorina Road, near Ringarooma Port, to Gladstone . . . . .  | 2000 | 0  | 0  |
| 47. From Ringarooma Port to Moorina . . . . .  | 2000 | 0  | 0  |
| 48. From Branxholm to Moorina . . . . .  | 1500 | 0  | 0  |
| 49. From Moorina to Weldborough . . . . .  | 1000 | 0  | 0  |
| 50. From Scottsdale and Upper Ringarooma Road to Branxholm (Branxholm Lane) . . . . .  | 1000 | 0  | 0  |
| 51. From Gould's Country (Lower Junction) to Weldborough . . . . .   | 4000 | 0  | 0  |
| 52. From Slabbed Road, Gould's Country, through Settlements on Upper George's River . . . . .  | 500  | 0  | 0  |

## COUNTY OF GLAMORGAN.

|  |      |   |   |
|--|------|---|---|
| 53. From Swansea to Avoca . . . . .  | 1000 | 0 | 0 |
| 54. From Swansea and Avoca Road, near Riversdale, to Campbell Town . . . . . | 4000 | 0 | 0 |

## COUNTY OF MONMOUTH.

|  |      |   |   |
|--|------|---|---|
| 55. From Brighton to Railway Station . . . . .   | 500  | 0 | 0 |
| 56. From Tunnack Road to Jericho Railway Station . . . . .   | 1500 | 0 | 0 |
| 57. From Jericho and Eastern Marshes Road to Settlement and Crown Lands at the Back Bluff, Tunnack . . . . . | 1000 | 0 | 0 |

## COUNTY OF BUCKINGHAM.

|  |      |   |   |
|--|------|---|---|
| 58. From Main Road at the Falls, near New Norfolk, to Dry Creek Settlement . . . . .                       | 500  | 0 | 0 |
| 59. From Road to Dry Creek Settlement, extending into Crown Lands . . . . .                                | 400  | 0 | 0 |
| 60. From Main Road near New Norfolk to Junction with Road to Collins' Cap (Sorell Creek Road) . . . . .    | 400  | 0 | 0 |
| 61. From Ellendale (Monto's Marsh) to Hamilton, <i>via</i> Jones' River . . . . .                          | 1500 | 0 | 0 |
| 62. From Main Road at <i>Berriedale Inn</i> , near Hobart, to Settlement at head of Sorell Creek . . . . . | 800  | 0 | 0 |
| 63. Sandy Bay Beach Road and Causeway . . . . .  | 500  | 0 | 0 |
| 64. Sandy Bay Rivulet to Ridgeway . . . . .  | 500  | 0 | 0 |
| 65. From Kingston (Brown's River) to Leslie . . . . .  | 600  | 0 | 0 |
| 66. From Main Road near Leslie to Sandfly Settlements . . . . .  | 1000 | 0 | 0 |
| 67. From Victoria to Upper Huon Settlements . . . . .  | 1000 | 0 | 0 |
| 68. From Port Cygnet to Wattle Grove . . . . .   | 500  | 0 | 0 |
| From Port Cygnet (Main Road) to Settlement at Nickoll's Rivulet, viz.—                                     |      |   |   |
| 69. Port Cygnet to Junction with Road to Gardner's Bay, &c. . . . .  | 500  | 0 | 0 |
| 70. Junction with Road to Gardner's Bay to Nicholl's Rivulet Settlement . . . . .                          | 1000 | 0 | 0 |
| 71. From Oyster Cove to Three Hut Point . . . . .  | 500  | 0 | 0 |

## COUNTY OF KENT.

|  |      |   |   |
|--|------|---|---|
| 72. From Main Road at Huon Bridge to Settlement at She-Oak Hills . . . . . | 1000 | 0 | 0 |
| 73. From Main Road near Franklin to Settlements on Swamp Road . . . . .    | 500  | 0 | 0 |
| From Honeywood to Southport, viz.—   |      |   |   |
| 74. Honeywood to Flight's Bay . . . . .                                    | 2000 | 0 | 0 |
| 75. Flight's Bay to Port Esperance . . . . .                               | 1000 | 0 | 0 |
| 76. Port Esperance to Southport . . . . .                                  | 1500 | 0 | 0 |

## COUNTY OF PEMBROKE.

|   | £    | s. | d. |
|---|------|----|----|
| 77. From Upper Carlton at Carlton River to Ragged Tier West                               | 2500 | 0  | 0  |
| 78. From Ragged Tier East to Dunally, East Bay Neck,<br>(including Bender's Bridge) ..... | 500  | 0  | 0  |
| 79. From Dunally, East Bay Neck, to Eagle Hawk Neck and<br>Carnarvon .....                | 800  | 0  | 0  |
| 80. From Eagle Hawk Neck to Settlement at Saltwater River                                 | 800  | 0  | 0  |

## BRIDGES ON BRANCH ROADS.

|  |      |   |   |
|--|------|---|---|
| 81. Meander River near Cheshunt .....  | 400  | 0 | 0 |
| 82. Meander River near Exton .....   | 500  | 0 | 0 |
| 83. Meander River at Egmont .....  | 500  | 0 | 0 |
| 84. Meander River at M'Kinnon's .....  | 200  | 0 | 0 |
| 85. Mersey River near Gad's Hill ... ..  | 600  | 0 | 0 |
| 86. Mersey River near Dynan's Ford .....   | 600  | 0 | 0 |
| 87. Mersey River near Kimberley's Ford .....   | 600  | 0 | 0 |
| 88. Wilmot River at Alma .....   | 500  | 0 | 0 |
| 89. Waratah River, near Mount Bischoff .....   | 1000 | 0 | 0 |
| 90. Bridging Streams and improving Track on Road, Circular<br>Head <i>via</i> Montagu to Corinna ..... | 200  | 0 | 0 |
| 91. South Esk River, near Dan's Rivulet .....  | 200  | 0 | 0 |
| 92. Clyde River at Bothwell .....  | 900  | 0 | 0 |
| 93. Shannon River (on Road to Lake Country) .....  | 400  | 0 | 0 |
| 94. Nive River (Road to Lake Country) .....  | 600  | 0 | 0 |
| 95. Ouse River (on Road to Lake Country) <i>via</i> Tunbridge ..                                       | 500  | 0 | 0 |
| 96. Swan River (Swansea to Avoca) .....  | 500  | 0 | 0 |
| 97. Jordan River at Old Beach, Bridgewater .....   | 500  | 0 | 0 |
| 98. Carlton River at Upper Carlton .....   | 500  | 0 | 0 |
| 99. Dunrobin Bridge Approaches .....   | 500  | 0 | 0 |
| 100. Lachlan River (Lachlan Road) .....  | 200  | 0 | 0 |
| 101. Mountain River at Victoria .....  | 600  | 0 | 0 |
| 102. Great and Little Henty Rivers (West Coast) .....  | 1000 | 0 | 0 |
| 103. Coal River (Rumney's Hut) .....   | 500  | 0 | 0 |

## SUMMARY.

*FUNDS reserved for Assessment, Government Contribution from 1871 to 1880.*

| YEAR.      | Amount raised. | Government Contribution. | TOTAL.       |
|------------|----------------|--------------------------|--------------|
|            | £ s. d.        | £ s. d.                  | £ s. d.      |
| 1871 ..... | 9910 18 10     | 6980 3 11                | 16,891 2 9   |
| 1872 ..... | 9858 13 3      | 7357 19 9                | 17,216 13 0  |
| 1873 ..... | 8770 19 11     | 5367 10 8                | 14,138 10 7  |
| 1874 ..... | 12,991 14 5    | 11,056 9 3               | 24,048 3 8   |
| 1875 ..... | 12,161 0 8     | 9703 1 5                 | 21,864 2 1   |
| 1876 ..... | 13,785 6 7     | 12,244 4 1               | 26,029 10 8  |
| 1877 ..... | 12,993 15 8    | 11,576 4 0               | 24,569 19 8  |
| 1878 ..... | 14,198 1 9     | 12,729 16 0              | 26,925 17 9  |
| 1879 ..... | 10,990 6 7     | 9898 4 5                 | 20,888 11 0  |
| 1880 ..... | 9784 10 2      | 6340 18 1                | 16,125 8 3   |
|            | 115,445 7 10   | 93,252 11 7              | 208,697 19 5 |



## E V I D E N C E.

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THURSDAY, SEPTEMBER 22, 1881.

MR. FINCHAM, *examined.*

1. *By Mr. Chapman.*—Your name is James Fincham, and you are Engineer-in-Chief in the service of the Government of this Colony? I am.

2. *By Mr. Chapman.*—Do you concur in the recommendations made by Mr. Cresswell (Appendix A.) as regards his proposal for a new jetty at Beauty Point, Beaconsfield, rather than expend more money in extending the old one? Yes, as far as my information at present goes, as I believe the new portion of road from the township would be over drier ground, vessels could lie in perfect shelter in deep water, and the cost of the new jetty would, I have no doubt, be very much less than that of extending the old one, which is in a very exposed situation, and, according to Mr. Cresswell's report (Appendix A.), the sea washes over it in northerly gales.

3. *By Mr. Grubb.*—Do you not think that a deviation from the old road to escape the hill, so as to go straight in to the centre of the township, would be a much better line of road? Probably, but I should prefer having a personal inspection before giving a definite answer.

4. *By Mr. Chapman.*—In the Bill there is a vote for £1000 for the road from the jetty to the township: will that sum defray the cost of making an ordinary Government road 12 feet wide? It will cover the whole of the bad ground, leaving portions of firm ground unmetalled.

5. Do you think a road 12 feet wide will give sufficient accommodation for the traffic on that road? I think it would be better to increase the width to 16½ feet.

6. Considering the probable importance of this rising township, would it not be desirable to have the road thoroughly metalled the whole of the way from the new jetty to the township, with a foot-path 5 or 6 feet wide on one side? I have no doubt it would.

7. Can you give a rough estimate of the probable cost of such a road and foot-path? £2000 would cover the whole cost.

8. Have you received any instructions to form an estimate of the road from Beaconsfield to Dixon's Point in the West Tamar Road District? I received instructions some time back to give the cost of completing the road in question, and advised that a sum of about £1500 would be sufficient to do all that was urgently necessary.

9. Do I understand you to say that the proposed roads from the jetty to the township and from the township to Dixon's Point would be continuous? Clearly so.

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FRIDAY, SEPTEMBER 23, 1881.

MR. FINCHAM'S *examination continued.*

10. *By Mr. Chapman.*—With regard to the proposed bridge at Waratah, have you secured public property to erect it on? It can be erected on public property, but in my estimates I contemplated being able to save expense by going partly on to private property.

11. The private property you speak of is land leased by the Government to the Van Diemen's Land Company for the purposes of their tramway? It is.

12. If the Government can make arrangements with the Van Diemen's Land Company to utilise the embankment and a portion of the bridge, some £400 or £500 may be saved? Yes, and the work can be completed for £1000 as proposed in the Bill; but should satisfactory arrangements not be made, and the bridge have to be erected on Crown Lands, it will probably cost from £400 to £500 more.

13. With regard to the vote of £500 for a bridge over the Coal River, can you point out the site of that bridge? The bridge is actually over a branch of the Coal River and quite close to the same. The proper description should be "over a gully and branch of the Coal River."

14. With regard to the initiation of the roads in the Schedule to this Bill, were petitions forwarded to the Government or letters from the landholders in the Road Districts or Municipalities, and, if so, were such documents referred to you for your examination of such proposed works and your report thereon? I must ask the Committee to excuse my answering the question, as I consider that it would be a breach of confidence towards the Minister of my Department.

15. Have you any such documents in your possession as Engineer-in-Chief, such as petitions, letters from landholders in the Road Trusts and Municipalities? Most of these applications are referred to me by the Minister for my observations and remarks, and my practice is to return them to him with any remarks or recommendations I may have to make endorsed thereon. Occasionally applications are sent to me direct, and in this case I have endorsed them before passing them on to the Minister.

16. In whose custody are these documents? In Mr. Smith's and in Mr. Lovett's.

17. With regard to the respective votes for roads in the Schedule to this Bill, are you of opinion that they are all necessary and useful roads for the benefit of the inhabitants of the districts, so far as you are acquainted? I can confidently inform the Committee from personal knowledge of the several districts

that, on the whole, the roads and bridges are really of a good and useful character, and believe that in many cases they will be the means of greatly facilitating settlement on crown lands.

18. As Engineer-in-Chief you have had charge of all the bridges on the Main Roads of the Colony, the cost of their construction and maintenance being defrayed by the Public Treasury : are they under the sole charge of your Department or under that of the Main Road Boards ? They are under these Boards or Sub-Boards ; but I am strongly of opinion that all the larger bridges in the Colony, whether on main or branch roads, should be constructed and maintained by the Government.

19. I gather from your answer that these bridges are under the management of District Boards, subject to the approval of the Commissioner of Main Roads, but that you are decidedly of opinion that it would be better for the public interests that all the larger bridges should be placed solely under the charge of the Public Works Department ? After careful consideration for some time past I am satisfied that such an arrangement would be to the advantage of all concerned, and I have reason to believe that the Boards would be glad to be relieved of the responsibility, as from their want of technical knowledge they are unable to look properly after the maintenance of these bridges ; but at the same time the Department would only be too happy to avail themselves of such assistance as the Boards might be willing to render in cases of emergency from floods or otherwise.

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MR. W. SMITH, *examined.*

20. *By Mr. Chapman.*—Your name is William Smith, and you are Chief Clerk in the Public Works branch of the Lands and Works Department, and you received a summons to attend the Committee to-day ? Yes ; the Minister of Lands has directed me to attend the Committee in obedience to their summons, but instructed me to protest against the action of the Committee in requiring my attendance on this occasion. (Appendix M.)

21. Can you produce to the Committee any petitions, applications, or recommendations for all the Public Works referred to in the Branch Roads and Bridges Construction Bill, together with the Engineer-in-Chief's observations and remarks thereon, and copies of the Ministerial replies thereto ? I cannot produce petitions, applications, or letters for all the works referred to, but for some.

22. Can you furnish the Committee with all the papers in your possession this afternoon ? I will endeavour to do so.

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MR. G. F. LOVETT, *examined.*

23. *By Mr. Chapman.*—Your name is G. F. Lovett, and you are Ministerial Clerk in the Lands and Works Department ? Yes. I desire to state that I attend the Committee under protest, which I am prepared to hand in in writing. (Appendix N.)

24. When did you receive the instructions referred to in your protest ? I applied in writing to the Minister of Lands for permission to attend, and received a verbal reply by the office messenger, Mr. Fowler, at ten minutes past one, stating that I could attend the Committee under protest.

25. Can you produce to the Committee any petitions, applications, or recommendations for all the Public Works referred to in the Branch Roads and Bridges Construction Bill, together with the Engineer-in-Chief's observations and remarks thereon, and copies of the Ministerial replies thereto ? I do not think I have a single petition, application, or recommendation in my possession relating to either of the works enumerated in the Branch Roads Construction Bill, unless it be petitions to His Excellency the Governor.

26. Will you make an immediate search for any such documents, and produce them to the Committee this afternoon ? I will.

---

MR. SMITH, *recalled and further examined.*

27. *By Mr. Chapman.*—Can you now produce the papers referred to in the questions put to you this afternoon ? I can produce some of them only.

28. Will you be able to furnish the Committee with the whole of the documents, and a return corresponding with the Bill by 10 o'clock on Tuesday next ? Yes.

---

MR. LOVETT, *recalled and further examined.*

29. *By Mr. Chapman.*—Can you now produce the papers referred to in the questions put to you this afternoon ? I can produce one only.

30. Will you be able to furnish the Committee with the whole of the documents and a return corresponding with the Bill by 10 o'clock on Tuesday next ? Yes.

31. In addition to the papers asked for, will you furnish the Committee with copies of the Ministerial replies to all such documents ? I will.

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TUESDAY, SEPTEMBER 27, 1881.

MR. FINCHAM'S *examination continued.*

32. *By Mr. Chapman.*—With reference to the proposed expenditure at Beaconsfield, can you inform the Committee of the probable cost of a suitable Jetty at Beauty Point? About £350 would construct a Jetty suitable for vessels of large draught, such as the steamer Devon.

33. This would bring up the total expenditure for works from the Jetty to Beaconsfield, and from Beaconsfield to Dixon's Point, including the cost of a new jetty to £3850? Yes.

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WEDNESDAY, SEPTEMBER 28, 1881.

MR. SOLLY, *examined.*

34. *By Mr. Chapman.*—Your name is Benjamin Travers Solly, and you are Assistant Colonial Secretary? Yes. I attend in accordance with a summons I have received from the Committee to produce a certain Petition, by permission of the Hon. the Colonial Secretary. I am further instructed to state to the Committee that my attendance is under protest.

35. Can you produce the Petition for Branch Roads to His Excellency the Governor from Inhabitants of the North West Coast, laid on the Table of the House by the Hon. the Colonial Treasurer on August 9, 1881? I can. [Petition, with Ministerial reply thereto, Address to the Governor, &c. produced. (Appendix P.)].

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WEDNESDAY, OCTOBER 5, 1881.

MR. FINCHAM'S *examination continued.*

36. *By Mr. Chairman.*—The Committee have resolved to recommend that all bridges throughout the Colony should be constructed and maintained at the cost of the General Government and placed under the charge of the Lands and Works Department: as Engineer-in-Chief are you of opinion that the best interests of the country will be benefited by such an arrangement? I am of opinion that all the larger bridges should be so constructed and maintained.

37. The Committee contemplate recommending that a bridge shall mean any structure (including approaches) erected over a running stream of water, a dry creek, a ravine, or a tramway or railway, the cost of which may exceed £75: from your experience and knowledge of the country do you concur in the proposed recommendation of the Committee? Taking into account the necessities of the less wealthy and unsettled districts, I should not recommend a higher limit than £75.

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## APPENDIX A.

*MR. CRESSWELL'S Report on the Jetty at Beaconsfield, with suggestions for a new Jetty on a different site.*

## BOWIN'S JETTY, BEACONSFIELD.

## MEMO.

THE jetty is in good repair, but the approach to it is bad. The sea washes over it at high tides, and when a northerly wind is blowing the wash is considerable. At a distance of 80 feet from the end of the present jetty the water deepens suddenly; but to get a depth sufficient to float the steamer *Devon* at least 150 feet will have to be added to the present length; a T head should also be put on, say 40 feet in length, giving a total length of 190 feet; and this, with tramway and all complete, will cost about £2 12s. 6d. per running foot of jetty. The approach to the jetty on the land side wants making up and facing with stone, to protect it from the wash of the heavy sea which washes in when a northerly gale is blowing,—2 chains of embankment with metal 12 feet wide, say £20.

*Estimate.*

|  | £           | s.        | d.       |
|--|-------------|-----------|----------|
| 190 feet of jetty, at £2 12s. 6d. ....   | 498         | 15        | 0        |
| 2 chains of stone-faced embankment, 20 feet wide on top,<br>and metalled ..... | 20          | 0         | 0        |
| Contingencies, say .....   | 20          | 0         | 0        |
|  | <u>£538</u> | <u>15</u> | <u>0</u> |

A much better site for a jetty can be obtained at the old "saw-mill jetty" at Beauty Point, where deep water can be had at a short distance from the shore. Good shelter from north winds is also obtainable; whereas at the present jetty the sea runs very high, and vessels cannot lie at the jetty head. The road to Beauty Point is not many chains further than that to Bowin's Jetty, and runs on drier ground for the whole distance. The best portion of the existing road could be utilised, that is, the portion in best repair next to Beaconsfield. The last half of the road is in very bad condition, and will have to be formed and metalled before Bowin's Jetty can be of any use to the public.

There is an unlimited supply of stone at Beauty Point for the making of embankments.

*The Hon. C. O'REILLY, Minister of Lands and Works.*

M. CRESSWELL.  
10. 9. 81.

## APPENDIX B.

*MEMO. showing Total Expenditure by the Government on Roads in the Forth Road District.*

|   | £              | s.       | d.       |
|---|----------------|----------|----------|
| Ulverstone to Castra .....              | 11,034         | 0        | 0        |
| West Castra Road .....                  | 1131           | 0        | 0        |
| Hamilton-on-Forth to Wilmot River ..... | 818            | 0        | 0        |
| Ditto, Kindred Plains .....             | 1873           | 0        | 0        |
| Waste Lands Act, 28th Section .....     | 1318           | 0        | 0        |
| Ditto, 18th Section .....               | 3663           | 0        | 0        |
|   | <u>£19,837</u> | <u>0</u> | <u>0</u> |

WILLIAM SMITH, C. C. P. W.  
22. 9. 81.

Bridges, Forth and Leven, not included; nor expenditure prior to 1865,  
under Northern Sub-Board of Works.

W. S.

## APPENDIX C.

## BRANCH ROADS.

*ROADS from Evandale to English and Irish Towns in Blessington.*

## MEMO.

HEREWITH particulars of some of the more urgent wants of the settlers, although to make anything approaching a fair road from Evandale direct to Irish Town would take £5000 at least, as there are nine

miles of as bad road as any in Tasmania. I therefore commenced in the settlement at Mr. Parker's farm, and went towards the cross roads near school-house, Irish Town, and then on towards the Nile over rocky hill. This rocky hill is one mile in extent, and falls, with a grade of 1 in 8, over a continuous rocky surface.

English Town is approachable only *via* Deddington and up the Nile by Lillyburn bridge. The great need on this road is a means of getting across the Nile, which has broken bounds and cut across the road in two places, and keeps the settlers locked in for a week at a time. The roads farther into the settlement are as bad as can be described; there is a rise of about 1 in 5 for 15 chains on a slippery rock all the way, besides other difficulties.

M. CRESSWELL.

4. 8. 81.

*The Engineer-in-Chief.*

#### APPENDIX D.

*SUMMARY showing Amounts authorised and expended to 30th June, 1881, in the under-mentioned Localities under the provisions of "The Waste Lands Act, 1870," 34 Vict. No. 10.*

| County.          | Parish.                                       | Amount authorised. |    |    | Amount expended since last Return. |    |    | Total expended to Date. |    |    |
|------------------|---|--------------------|----|----|------------------------------------|----|----|-------------------------|----|----|
|                  |   | £                  | s. | d. | £                                  | s. | d. | £                       | s. | d. |
| Devon.....       | Castra .....                                  | 3900               | 0  | 0  | ...                                |    |    | 3773                    | 13 | 2  |
| Ditto .....      | Stoodley and Dulverton .....                  | 2270               | 0  | 0  | 16                                 | 1  | 0  | 2195                    | 6  | 4  |
| Ditto .....      | Nook .....                                    | 1863               | 0  | 0  | 5                                  | 1  | 6  | 1368                    | 5  | 8  |
| Ditto .....      | Malling and Parkham .....                     | 2846               | 3  | 9  | 104                                | 16 | 5  | 1970                    | 11 | 3  |
| Ditto .....      | Ashwater and Stowport.....                    | 3300               | 0  | 0  | 257                                | 0  | 6  | 1969                    | 0  | 5  |
| Ditto .....      | Forrabury, Harford, and Templeton .....       | 500                | 0  | 0  | 13                                 | 15 | 6  | 58                      | 10 | 6  |
| Ditto .....      | Marland .....                                 | 750                | 0  | 0  | 2                                  | 9  | 6  | 8                       | 12 | 1  |
| Ditto .....      | Winkleigh and Wells .....                     | 750                | 0  | 0  | 100                                | 17 | 3  | 434                     | 18 | 5  |
| Ditto .....      | Bridgenorth .....                             | 400                | 0  | 0  | 351                                | 16 | 4  | 386                     | 4  | 2  |
| Ditto .....      | Roland .....                                  | 1400               | 0  | 0  | 206                                | 15 | 4  | 206                     | 15 | 4  |
| Ditto .....      | Kentishbury .....                             | 1875               | 10 | 0  | 409                                | 11 | 0  | 1113                    | 4  | 1  |
| Ditto .....      | Midhurst and Ashgrove .....                   | 1177               | 0  | 0  | 2                                  | 8  | 0  | 940                     | 11 | 6  |
| Ditto .....      | Barrington .....                              | 1309               | 0  | 0  | 285                                | 6  | 2  | 1012                    | 6  | 3  |
| Ditto .....      | Abbotsham and Bradworthy .....                | 1825               | 0  | 0  | 180                                | 8  | 8  | 768                     | 3  | 1  |
| Ditto .....      | North Motton.....                             | 850                | 0  | 0  | 11                                 | 6  | 0  | 549                     | 7  | 5  |
| Westmoreland.... | Chudleigh (Mole Ceeek and Wesleydale).....    | 2600               | 0  | 0  | 7                                  | 3  | 2  | 1605                    | 16 | 5  |
| Ditto .....      | Quamby's Bluff .....                          | 1850               | 0  | 0  | 417                                | 4  | 2  | 1608                    | 8  | 5  |
| Ditto .....      | Dalebrook .....                               | 800                | 0  | 0  | 38                                 | 4  | 0  | 707                     | 2  | 8  |
| Ditto .....      | Brumby's Creek .....                          | 600                | 0  | 0  | 21                                 | 16 | 0  | 28                      | 2  | 1  |
| Wellington.....  | Flowerdale, Table Cape .....                  | 1200               | 0  | 0  | 128                                | 0  | 7  | 929                     | 17 | 10 |
| Ditto .....      | Cam and Seabrook.....                         | 1250               | 0  | 0  | 297                                | 18 | 2  | 977                     | 0  | 5  |
| Ditto .....      | Montagu River, Circular Head .....            | 450                | 0  | 0  | 9                                  | 17 | 6  | 288                     | 5  | 7  |
| Dorset.....      | Upper Piper .....                             | 2130               | 0  | 0  | 567                                | 6  | 3  | 1883                    | 18 | 10 |
| Ditto .....      | Lower Piper .....                             | 450                | 0  | 0  | 160                                | 14 | 10 | 411                     | 8  | 0  |
| Ditto .....      | Springfield and Scottsdale .....              | 2450               | 0  | 0  | 307                                | 3  | 11 | 2258                    | 1  | 1  |
| Ditto .....      | Kay (Ringarooma District).....                | 2850               | 0  | 0  | 960                                | 12 | 8  | 2276                    | 4  | 9  |
| Ditto .....      | George's Bay and Gould's Country .....        | 1200               | 0  | 0  | 117                                | 4  | 11 | 736                     | 16 | 10 |
| Ditto .....      | Moorina .....                                 | 1700               | 0  | 0  | 41                                 | 4  | 5  | 43                      | 5  | 5  |
| Ditto .....      | Vicinity of Hall's Track .....                | 1200               | 0  | 0  | 4                                  | 16 | 0  | 4                       | 16 | 0  |
| Cornwall.....    | Vicinity of Egremont .....                    | 699                | 0  | 0  | 6                                  | 4  | 0  | 630                     | 2  | 3  |
| Ditto .....      | Kendall and Gray .....                        | 700                | 0  | 0  | 612                                | 6  | 0  | 669                     | 2  | 9  |
| Monmouth.....    | Whiteford .....                               | 4022               | 0  | 0  | 130                                | 8  | 7  | 2737                    | 13 | 4  |
| Ditto .....      | Jervis .....                                  | 500                | 0  | 0  | 5                                  | 14 | 6  | 8                       | 13 | 0  |
| Ditto .....      | Wallace .....                                 | 300                | 0  | 0  | 123                                | 6  | 0  | 217                     | 4  | 0  |
| Ditto .....      | Pelham, Hollow Tree Bottom.....               | 500                | 0  | 0  | 104                                | 17 | 0  | 184                     | 15 | 3  |
| Ditto .....      | Melville .....                                | 290                | 0  | 0  | 2                                  | 7  | 6  | 176                     | 11 | 11 |
| Ditto .....      | Ormaig, White Kangaroo Rivulet .....          | 325                | 0  | 0  | 34                                 | 7  | 0  | 301                     | 4  | 9  |
| Ditto .....      | Hartington .....                              | 400                | 0  | 0  | 138                                | 17 | 0  | 138                     | 17 | 0  |
| Buckingham.....  | Monto's Marsh .....                           | 800                | 0  | 0  | 21                                 | 12 | 9  | 714                     | 6  | 2  |
| Ditto .....      | Uxbridge.....                                 | 1520               | 0  | 0  | 14                                 | 16 | 3  | 1321                    | 16 | 1  |
| Ditto .....      | Upper Sorell River, Camden, and Wellington... | 1000               | 0  | 0  | 32                                 | 8  | 0  | 922                     | 10 | 10 |
| Ditto .....      | Glenorchy .....                               | 1214               | 2  | 6  | 31                                 | 12 | 6  | 1069                    | 5  | 3  |
| Ditto .....      | Sandfly Basin, Huon.....                      | 1051               | 0  | 0  | 89                                 | 3  | 6  | 991                     | 4  | 2  |
| Ditto .....      | Vicinity of Port Cygnet, Huon .....           | 750                | 0  | 0  | 2                                  | 8  | 0  | 584                     | 14 | 5  |
| Ditto .....      | Nicholl's Rivulet .....                       | 440                | 0  | 0  | ...                                |    |    | 397                     | 14 | 9  |
| Ditto .....      | Gardner's Bay .....                           | 360                | 0  | 0  | 32                                 | 12 | 6  | 337                     | 9  | 6  |
| Ditto .....      | Mountain River, Huon .....                    | 400                | 0  | 0  | 67                                 | 0  | 0  | 394                     | 0  | 3  |
| Ditto .....      | Vicinity of Hull, Upper Huon.....             | 730                | 0  | 0  | 63                                 | 18 | 6  | 512                     | 0  | 9  |
| Ditto .....      | Oyster Cove (Three Hut Point) .....           | 1100               | 0  | 0  | 73                                 | 11 | 3  | 471                     | 3  | 2  |
| Ditto .....      | Deep Bay, Huon .....                          | 250                | 0  | 0  | ...                                |    |    | 238                     | 1  | 4  |
| Kent .....       | Leithbridge .....                             | 1195               | 0  | 0  | 170                                | 1  | 6  | 926                     | 0  | 8  |
| Ditto .....      | Honeywood.....                                | 1780               | 0  | 0  | 147                                | 12 | 7  | 1335                    | 7  | 2  |
| Ditto .....      | Garrett.....                                  | 250                | 0  | 0  | ...                                |    |    | 159                     | 1  | 10 |
| Ditto .....      | Price (vicinity of Surges Bay) .....          | 250                | 0  | 0  | 15                                 | 12 | 0  | 154                     | 14 | 5  |
| Pembroke.....    | Vicinity of Bream Creek .....                 | 700                | 0  | 0  | 12                                 | 9  | 6  | 341                     | 13 | 9  |
| Lincoln .....    | Horncastle .....                              | 1000               | 0  | 0  | ...                                |    |    | 16                      | 2  | 8  |
|                  |   | 68,271             | 16 | 3  | 6960                               | 6  | 2  | 46,466                  | 5  | 5  |

J. FINCHAM, *Engineer-in-Chief.*

## APPENDIX E.

*LAND taken up under the 18th Section of The Waste Lands Act, 1870, on the East and West extension of the Castra Road, with Names of Settlers and Area of each Selection.*

| <i>Name.</i>          | <i>Area.</i> | <i>Name.</i>                  | <i>Area.</i> |
|-----------------------|--------------|-------------------------------|--------------|
|                       | Acres.       |                               | Acres.       |
| <i>East Branch—</i>   |              | <i>West Branch—</i>           |              |
| L. V. Fraser .....    | 90           | J. R. Scott .....             | 160          |
| W. F. F. Waller ..... | 320          | J. H. Wilson .....            | 320          |
| William Guthrie ..... | 319          | D. G. S. St. John Grant ..... | 320          |
| C. T. Heathcote ..... | 320          | Thomas Watson .....           | 150          |
| H. L. Bernard .....   | 320          | E. H. Crawford .....          | 200          |
| Thos. Hy. White ..... | 260          | H. W. Stackley .....          | 160          |
| G. A. Fulton .....    | 320          |                               |              |
| W. W. Blower .....    | 320          |                               | 1310         |
| J. Brebner .....      | 179          |                               |              |
| C. S. Bailey .....    | 160          |                               |              |
| G. A. Fulton .....    | 30           |                               |              |
| T. K. J. Fulton ..... | 30           |                               |              |
| Richard Tomes .....   | 30           |                               |              |
|                       | 2748         |                               |              |

H. J. HULL, *Deputy-Commissioner Crown Lands.*

27th September, 1881.

## APPENDIX F.

*LAND taken up under the 24th Section of The Waste Lands Act, 1870, on Castra Road, with Names of Settlers and Area of each Selection.*

| <i>Name.</i>             | <i>Area.</i>      | <i>Name.</i>            | <i>Area.</i>       |
|--------------------------|-------------------|-------------------------|--------------------|
|                          | Acres.            |                         | Acres.             |
| * T. L. Button .....     | 36                | * R. M'Donald .....     | 49 $\frac{1}{2}$   |
| * F. L. Button .....     | 34 $\frac{1}{2}$  | * J. S. Stuart .....    | 51                 |
| * S. S. Travers .....    | 130               | * S. Smith .....        | 50                 |
| * Isaac Hutchins .....   | 100               | * J. Rowland .....      | 51                 |
| * S. S. Travers .....    | 205               | * D. Sweeney .....      | 51                 |
| * P. C. Maxwell .....    | 33 $\frac{1}{2}$  | * B. Sweeney .....      | 51 $\frac{1}{2}$   |
| * James Hastie .....     | 101               | * John Powell .....     | 30                 |
| * William Scott .....    | 83 $\frac{1}{2}$  | * Henry Biddle .....    | 45                 |
| * John Reid .....        | 49                | * Robert Payne .....    | 46 $\frac{1}{2}$   |
| * A. M. Reid .....       | 32 $\frac{1}{2}$  | * John Knott .....      | 51                 |
| * C. Crayton .....       | 25 $\frac{1}{2}$  | * John Powell .....     | 100                |
| * William Thompson ..... | 95                | * Matthew Green .....   | 110                |
| * S. Lynch .....         | 49                | * W. F. Woodhouse ..... | 47                 |
| * J. Hicks .....         | 46 $\frac{1}{2}$  | G. E. M'Donald .....    | 320                |
| * John Robertson .....   | 50                | F. A. M'Donald .....    | 320                |
| H. Polden .....          | 63 $\frac{1}{2}$  | W. W. M'Donald .....    | 320                |
| T. H. Williams .....     | 35                | M. E. M'Donald .....    | 318                |
| F. Moore .....           | 104 $\frac{3}{4}$ | J. R. Scott .....       | 48 $\frac{1}{2}$   |
| C. J. Lowe .....         | 101               | P. C. Maxwell .....     | 30                 |
| * G. Goold .....         | 25 $\frac{1}{2}$  | Andrew Crawford .....   | 320                |
| * John Watt .....        | 101               | C. N. Ackelstone .....  | 38                 |
| * George Goold .....     | 53                |                         |                    |
| * George T. Rodman ..... | 83                |                         | 4085 $\frac{1}{2}$ |

\* 32 Lots excluded under the 28th Section Waste Lands Act, 1870, containing 2167 acres.

H. J. HULL, *Deputy-Commissioner of Crown Lands.*

27th September, 1881.

## APPENDIX G.

## BRANCH ROADS AND BRIDGES CONSTRUCTION BILL, 1881.

*STATEMENT of approximate apportionment of Votes for Branch Roads and Bridges to the several Road Districts in which the expenditure is proposed, showing also approximate extent of Road to be constructed, together with total length of the Roads operated upon in each District.*

| District.                        | Amount. | Length of Roads operated upon in each District. | Length of new Road to be constructed in each District. | District.                          | Amount. | Length of Roads operated upon in each District. | Length of new Road to be constructed in each District. |
|----------------------------------|---------|---|--|------------------------------------|---------|---|--|
|                                  | £       |   |  |                                    | £       |   |  |
| Bothwell .....                   | 1300    | ..  | 2 bridges.   | North West Bay ..                  | 300     | 3 miles   | 1½ miles.  |
| Bream Creek ....                 | 3000    | 12 miles  | 6¾ miles.  | New Norfolk ....                   | 1500    | 12½ miles                                       | 6¼ miles and bridge.                                   |
| Brown's River and Sandy Bay .... | 500     | 4 miles   | 1 mile.  | North Esk .....                    | 250     | 5 miles   | ¾ mile.  |
| Chudleigh .....                  | 2600    | 11½ miles                                       | 11½ miles.   | North Macquarie..                  | 2000    | 20½ miles                                       | 16 miles.  |
| Deloraine .....                  | 1600    | 6 miles   | 2¾ miles.  | Oatlands .....                     | 3000    | 12 miles  | 7¾ miles and bridge.                                   |
| Dorset .....                     | 2500    | 18½ miles                                       | 4¾ miles.  | Old Beach .....                    | 1000    | 3 miles   | ½ mile and bridge.                                     |
| East Mersey ....                 | 1000    | 8½ miles  | 2¼ miles.  | Port Cygnet ....                   | 2000    | 18 miles  | 18 miles.  |
| Emu Bay .....                    | 3000    | 45 miles  | 5¾ miles.  | Portland .....                     | 4500    | 15½ miles                                       | 7 miles.   |
| Esperance and Southport ....     | 2000    | 7¾ miles  | 3 miles.   | Queenborough ..                    | 500     | ½ mile  | ½ mile.  |
| Evandale .....                   | 250     | 5 miles   | ¾ mile.  | Ringarooma ....                    | 5000    | 54½ miles                                       | 43 miles.  |
| Exton .....                      | 750     | ..  | Bridge.  | Saltwood .....                     | 1000    | 11 miles  | 2¼ miles.  |
| Forth .....                      | 9200    | 40½ miles                                       | 19 miles and bridge.                                   | Scottsdale .....                   | 3250    | 41 miles  | 32 miles.  |
| Glamorgan .....                  | 3000    | 40½ miles                                       | 38½ miles & bridge.                                    | Surges Bay .....                   | 1500    | 6 miles   | 6 miles.   |
| Glamorgan and Cornwall .....     | 700     | 20 miles  | 12½ miles & bridge.                                    | Table Cape .....                   | 5800    | 37 miles  | 28½ miles.   |
| Gordon .....                     | 500     | 12 miles  | 1½ miles.  | Tankerville .....                  | 1000    | 5 miles   | 2½ miles.  |
| Great Lake .....                 | 500     | ..  | Bridge.  | Tarleton .....                     | 5500    | 8¼ miles  | 8¼ miles.  |
| Hamilton .....                   | 2600    | 3½ miles  | 3½ miles and bridge.                                   | Upper Huon ....                    | 1000    | 6 miles   | 6 miles.   |
| Horton .....                     | 4800    | 39 miles  | 13 miles.  | Victoria .....                     | 1600    | 7 miles   | 3½ miles and bridge.                                   |
| Huon .....                       | 500     | 4 miles   | 1¾ miles.  | Waratah .....                      | 1000    | ..  | Bridge.  |
| Kentish Plains ..                | 3600    | 13 miles  | 4¾ miles and bridge.                                   | Westbury .....                     | 350     | ..  | Bridge.  |
| Leven .....                      | 2000    | 14 miles  | 5 miles.   | West Tamar ....                    | 1000    | 2½ miles  | 1½ miles.  |
| Leslie .....                     | 300     | 3 miles   | 1½ miles.  | Westwood .....                     | 100     | ..  | Bridge.  |
| Liverpool .....                  | 1000    | 2½ miles  | 1¾ miles.  | Municipal Council, Launceston .... | 800     | —   | —  |
| Longley .....                    | 1000    | 7 miles   | 2½ miles.  | Not under any Trust .....          | 7850    | 58 miles  | 17½ miles and various small bridges.                   |
| Lower Sorell ....                | 500     | ..  | Bridge.  |                                    |         |   |  |
| Midhurst .....                   | 1900    | 12 miles  | 2 miles.   |                                    | 102,400 | 654½ miles                                      | 354¾ miles.  |

J. FINCHAM, *Engineer-in-Chief.*

## APPENDIX H.

## MR. BRADDON'S PROPOSAL.

PLEASE have Mr. Braddon's Memo. "West Devon Roads" copied, and letter for signature prepared in reply thanking him for valuable information in connection with roads in his District, and intimation that Main Road shall receive attention over Forth, &c. Also, express regret at delay in forwarding reply, &c.

C. O'REILLY.

*Forth, 31st July, 1880.*

DEAR MR. O'REILLY,

HEREWITH a Memo. of roads *required*—urgently required—by West Devon. It may seem a hurriedly prepared paper, but I can assure you that it has not been dashed off without thought and much consultation with the best informed inhabitants of the district. Will you kindly have copy of it kept for me for future reference?

One last word by post about district matters,—this time about the Main Road through our Forth Township, and more particularly the trans-Forth portion. The whole is bad, but the latter part is a disgrace to the Colony; and, as to the latter, there is no present remedy from the Trust, because of the mutiny of that body. Will you do something to keep Forth people (or the people forth, I might say, for they will soon be shut up—muddled up in their houses.) The case is urgent and demands strong action.

Yours, &c.

E. BRADDON.

## WEST DEVON ROADS.

1.—I. *Class* (metalled road)—Barrington Road, from south end of Barrington settlement northwards, 6 miles. This work should commence at Barrington, so as to give settlers outlet. In the first year the road might be completed as far as Don Tramway. In the second it might be continued towards Latrobe.

1A.—III. *Class*.—(To be made out of 10s. per acre.)—Barrington and Hamilton-on-Forth road.

2.—I. *Class*.—Forth and Wilmot road, 17 miles. A track has been cleared, grubbed, and bridged for seven miles, to about the point where the River Wilmot is to be bridged. Extension 10 miles beyond the river would open out a wide extent of first-class agricultural land, besides passing some scattered blocks of good land by the way. At six miles beyond the river you come upon a large expanse of first-class Crown land, which Mr. Surveyor Hall has satisfied himself is at least 5000 acres. Mr. Dooley said in the House that there were 15,000 acres. Other explorers (Messrs. James Smith and Chaffey) have reported good land beyond this, south. Three miles of extension from Wilmot River need not be metalled and would cost very little for clearing.

2A.—III. *Class*.—Kindred Road extension to Foster's now being effected out of 10s.

3.—I. *Class*.—Branch road from Kindred Road to East Castra Road, 3 miles. This would give outlet to a considerable area between the two roads which now lie uncleared. It would also give Castra people a second market at Forth, and be of immense service as means of communication between Kindred and Castra. There is still some Crown land to be taken up here; and it may be hoped that iron will be found along the road in quantity and of quality to justify working it.

4.—I. *Class*.—East Castra (slabbed road), 20 miles from Ulverstone, would tap 16,000 acres of first-class agricultural land, surveyed by Mr. Dooley. This road passes by G. A. Fulton's block.

5.—I. *Class*.—Old Gawler Road, from junction of North Motton (West Castra) Road to East Castra Road, 5 miles. This road is the only outlet for many settlers, and should be metalled to be of any lasting service. There are some hundreds of acres of rich land along this road still uncleared, but none unalienated. The road would encourage settlers upon these lands.

6.—I. *Class*.—West Castra (North Motton) Road. Extension necessary for miles beyond point where metalling has been completed or contracted for (7 miles thus provided for). This extension to A. W. Ritherdon's block, 5 miles beyond Leven township, where it would fall into branch road from East Castra to Gunn's Plains. A good part of this extension grubbed and cleared. Along this extension there are, at least, 1000 acres of good Crown land.

7.—I. *Class*.—Branch East Castra Road to Gunn's Plains, leaving East Castra Road at about 11 miles from Ulverstone (J. and S. Stuart's block), running south-west to meet West Castra extension, and then west to Gunn's Plains: distance, 9 miles. No portion of this work done, I believe. This road would give outlet to settler's of Gunn's Plains, now without any, and open out some considerable quantity of good crown land (area unknown). Limestone of excellent quality here.

7B.—II. *Class*.—Penguin and Ironcliff Road. A track was opened from Penguin Township to Ironcliff 18 years ago by Beecroft for getting out palings. That track has been, and still is, the only outlet for the following settlers: Col. Crawford, D. Good, Robt. Smith, Jonathan Graham, Jacob Andrews, Josh. Ling, Jas. Yaxley, Robt. Smith, jun., Alex. Mather, Thos. Sulacks, John Russell, and Wm. Spleen. It has never been surveyed or proclaimed a road, although marked as one in Government Map. Road Trust will not recognise it; settlers try to keep it up themselves. Much good land reported out this way. W. Stott has recently taken up 500 acres. Survey of road required; diversion of a few chains at a point near Penguin, where there is a dangerous decline and incline to be avoided, and such outlay as will make it passable without metalling.

8.—I. *Class*.—Pine Road. 2½ miles of first 3 metalled, half a mile only requiring metal. Extension required 10 miles further, of which some portion cleared and grubbed, bearing S.W. This would open up 3000 acres good crown land. At 15 miles from coast by this road, granite country.

9.—I. *Class*.—Pine Road branch, 6½ miles S.W. from C. Lillico's Lot 2205, across Sulphur Creek, past junction with Blyth Road to Westcombe's lot, through rich country already taken up.

9B.—II. *Class*.—Nine-mile Road, 4 miles from coast to the point where it would join above road. Should not be metalled until the blackwood hauling is done or until provision is made by law as to gauge of wheels and timber hauling.

9B2.—II. *Class*.—Blyth Road from coast, 5 miles, would give outlet to settlers not provided for by Nine-mile Road. If the latter were not made Blyth Road would have to be extended some miles further. This road need not be metalled at present. See above.

## NOTES.

*Class I*.—Permanent roads, metalled, that may be handed over on completion, to be maintained by settlers.

*Class II*.—Temporary road that may be metalled and brought into *Class I*. hereafter.

*Class III*.—Roads constructed out of moiety of price of crown lands.

I have been very cautious in estimate of crown lands to be opened out, accepting only figures that seem assured as accurate; and taking only the area that would be opened up by roads 2, 4, 6, and 8, we have 25,000 acres.

Now, allowing 4 head of population per 100 acres, these 25,000 acres would give us in customs duties alone a return equal to interest upon £50,000, and I do not estimate cost of all roads mentioned at more than this sum.

So that the State would be the gainer, in absolute profit, of—first, what is cleared out of price of these 25,000 acres; second, all taxes other than customs paid by 2000 people; and third, all that came out of



sale of crown lands upon roads other than 2, 4, 6, and 8, together with all taxes and duties paid by settlers upon such other crown lands, and upon many thousand acres of alienated land now withheld from settlement by absence of roads.

*P.S.*—I do not ask that these roads should all be provided for out of next Public Works Budget Grant. Let the larger works be undertaken section by section, votes being taken accordingly. But let them all be shown at once in Public Works scheme, with estimated cost, although that cost may be distributed over 3 years.

FORWARDED to the Engineer-in-Chief for his observations.

C. O'REILLY.  
5. 8. 80.

## APPENDIX I.

### MR. DOOLEY'S Proposal.

#### MEMO.

£700—To connect the Main line from Deloraine with the Moriarty Road, about two and a-half miles, forming a direct road between Green's Creek and Latrobe, and accommodating many settlers on the way.

This formed the subject matter of a deputation which waited on you at Latrobe. It is to supply the gap purposed to be filled by £1000 for Green's Creek Road. You almost promised the subject a favourable consideration.

#### ESTIMATE of Works required in East and West Devon according to promise.

£70,000 for the purchase and completion of the Mersey and Deloraine Tramway.

£3500 for completion of main road from Deloraine to Emu Bay.

£2000 for road from Tarleton to Parish of Kentishbury *via* Barrington.

£2000 from Barrington *via* Sheffield to Railton.

£500, Nook Road.

£500, Formby (new road).

£2000, Castra Road.

£1000, North Motton Road.

£1000, Pine Road.

£500, Branch to the west off Pine Road.

£1000, Blythe Road.

#### JETTIES AND BRIDGES.

£400, Latrobe.

£1000, Latrobe Inlet or Creek improvements.

£3600, Leven and Blythe Bridges.

£700, Wilmot Bridge.

£1800, Bridge across Mersey at White Rock, one mile above Kimberley's Ford.

£700, Bridge across the River Dasher.

C. O'REILLY, Esq.

J. M. DOOLEY.  
April 21, 1879.

Latrobe, 26th February, 1879.

SIR,

I BEG to suggest to you that you try to negotiate with the executors of the late Messrs. Foster and Morrison for one, two, or three hundred acres of land at Kimberley's Ford Railway Station, east of the Mersey. A bridge across the Mersey at the White Rock is a great necessity, and cannot be longer deferred. This bridge will very materially enhance the value of the estate of the late Messrs. Foster and Morrison, and in all justice and fairness the estate should contribute towards the cost of the bridge. If you get 200 acres where indicated it will sell for £2000 readily when the railway is made. Pray excuse me for imposing on your time with my transient ideas.

I have, &c.

The Hon. the Minister of Lands and Works.

J. M. DOOLEY.

## APPENDIX K.

### RETURN of Expenditure on account of Maintenance or Construction on Castra Road and Extensions.

| Under Public Works Acts—                                   | £       | s. | d.          |
|--|---------|----|-------------|
| 29 Vict. No. 1, 31 Vict. No. 23, and 41 Vict. No. 10 ..... | 11,034  | 0  | 0           |
| Waste Lands Act, Sections 18 and 24 .....                  | 1820    | 0  | 0           |
| Maintenance .....  |         |    | <i>Nil.</i> |
|  | £12,854 | 0  | 0           |

WILLIAM SMITH, Chief Clerk, Public Works.  
26. 9. '81.

## APPENDIX L.

*RETURN of Total Expenditure on West Castra Road, including Extension of same.*

| Under Public Works Acts—                   | £            | s.       | d.       |
|--|--------------|----------|----------|
| 31 Vict. No. 23, and 41 Vict. No. 10. .... | 1131         | 0        | 0        |
| Waste Lands Act, Sections 18 and 24. ....  | 2959         | 0        | 0        |
|  | <u>£4090</u> | <u>0</u> | <u>0</u> |

WILLIAM SMITH, *Chief Clerk, Public Works.*  
26. 9. '81.

## APPENDIX M.

*To the Chairman, Select Committee,  
Legislative Council.*

I AM directed by the Hon. the Minister of Lands and Works to attend, in obedience to the summons of the Committee; but am instructed to protest against the action of the Committee in requiring my attendance to give evidence on the occasion.

WILLIAM SMITH, *C.C. Public Works.*  
23rd September, 1881.

## APPENDIX N.

*Lands and Works Office, Hobart, 23rd September, 1881.*

## MEMORANDUM.

IN obedience to a summons from a Select Committee of the Legislative Council on the Roads and Bridges Bill, received by me at 1 P.M. this day, I attend, under instructions from the Government that I do so under protest.

GEO. F. LOVETT, *Ministerial Clerk.*

## APPENDIX O.

*PARLIAMENTARY Privilege Act, 22 Vict. No. 17, Sections 1, 2, 3, and 4.*

**1** Each House of the Parliament of *Tasmania*, and any Committee of either House duly authorised by the House to send for Persons and Papers, is hereby empowered to order any Person to attend before the House or before such Committee, as the case may be, and also to produce to such House or Committee any paper, book, record, or other document in the possession or power of such Person; and all Persons are hereby required to obey any such Order.

**2** Any such Order to attend, or to produce documents, before either House shall be notified to the Person required to attend, or to produce documents, by a summons under the hand of the President or Speaker, as the case may be; and any such Order to attend, or to produce documents, before any such Committee, shall be notified to the Person required to attend, or to produce documents, by a Summons under the hand of the Chairman of the Committee; and in any such Summons shall be stated the time and place when and where the Person summoned is to attend; and such Summons shall be served on the Person mentioned therein, either personally, or by leaving the same with some Person for him, at his usual or last known place of abode: Provided that, notwithstanding anything contained in this Section, a Member of either House may be ordered to attend before the House or any such Committee, without Summons, in the manner heretofore accustomed.

**3** Each House is hereby empowered to punish in a summary manner, as for Contempt, by imprisonment in such custody and in such place as it may direct, during the then existing Session or any portion thereof, any of the offences hereinafter enumerated, whether committed by a Member of the House or by any other Person:—

The disobedience of any Order of either House, or of any Committee duly authorised in that behalf, to attend, or to produce papers, books, records, or other documents before the House or such Committee:

Refusing to be examined before, or to answer any lawful and relevant question put by, the House or any such Committee:

The assaulting, menacing, obstructing, or insulting of any Member in his coming to or going from the House, or in the House, or on account of his behaviour in Parliament, or endeavouring to compel any Member by force, insult, or menace to declare himself in favour of or against any proposition or matter depending or expected to be brought before either House:

The publishing or sending to a Member any insulting or threatening letter on account of his behaviour in Parliament:

- The sending a challenge to fight a Member, on account of his behaviour in Parliament :
  - The offering of a bribe to, or attempting to bribe, a Member :
  - The creating of, or joining in, any disturbance in the House, or in the immediate vicinity of the House.
- 4 A Member of either House guilty of disobedience of any Order of the House, or of any Committee duly authorised in that behalf, to attend, or to produce papers, books, records, or other documents before the House, or such Committee, shall be liable to be punished in a summary manner as aforesaid for such disobedience, whether summoned to attend in the manner provided by Section 2 of this Act, or ordered to attend, without Summons, in the manner heretofore accustomed.

## APPENDIX P.

*ADDRESS to His Excellency the Governor.—Petition from Inhabitants of North West Coast; and Ministerial reply.*

### LEGISLATIVE COUNCIL.

*To His Excellency Lieutenant-General SIR JOHN HENRY LEFROY, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Companion of the Most Honorable Order of the Bath, Administrator of the Government of Tasmania and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,

WE, Her Majesty's dutiful and loyal Subjects the Members of the Legislative Council of Tasmania, in Parliament assembled, pray that Your Excellency will cause to be placed on the Table of this Council a copy of a Petition presented to Your Excellency some time since, asking that branch roads should be made in the several districts on the North West Coast of this Colony, and expressing their willingness to accept the principle of local responsibility for the maintenance of properly constructed roads (proclaimed as such by the Governor in Council), on the condition as to subsidy which has hitherto prevailed; together with your Excellency's reply thereto.

FRED. M. INNES, *President.*

PASSED the Legislative Council this 1st day of September, 1881.

E. C. NOWELL,  
*Clerk of the Council.*

THE Petition referred to herein is herewith transmitted, to enable the Hon. the Colonial Secretary to comply with the prayer of the Legislative Council.

C. O'REILLY, *Minister of Lands and Works,*  
22 Sept., 1881.

*To His Excellency SIR JOHN HENRY LEFROY, K.C.M.G., C.B., Administrator of the Government of Tasmania.*

YOUR EXCELLENCY:

YOUR Petitioners, the undersigned inhabitants of the North-West Coast of Tasmania, most respectfully address to you their humble Petition, and ask your Excellency's favourable consideration thereto, on the grounds both of justice to petitioners and promotion of the best interests of the whole Colony.

The North-West Coast comprises the Port Sorell District, which, as to agriculture, is first of the twenty-eight Municipal and Police Districts into which Tasmania is divided; and within its limits are the large towns of Latrobe and Waratah, and Bischoff, the most productive and permanent tin mine.

But considerable though its growth has been, the North-West Coast is yet only in the early stage of development. Already standing first among agricultural and mining districts, it possesses a capacity of expansion that is rivalled by no other part of Tasmania. The value of the North-West Coast to the State is great now: it may be far greater if timely measures be adopted for encouraging mining and promoting settlement.

It is not that the North-West Coast clamours for much, and gives nothing. It has yielded to the State by sale of Crown Lands more than £300,000, of which less than half has been expended upon its public works. It has by its minerals largely contributed to the wealth of the Colony, and its population may safely be said to pay one-eighth of the Customs duties levied in Tasmania, *i.e.*, £27,000 per annum, besides their share of other imposts.

But while the people of the North-West Coast have paid taxes unmurmuringly, and exhibited unflinching loyalty to the Government, they have seen their interests sacrificed by the Legislature, and themselves denied a fair share in those advantages of roads and railways for which they so largely help to pay. By the obstructive action of the Legislative Council in this respect, the progress of settlement has been seriously stayed, and the lot of many existing settlers rendered almost unendurable. It is no exaggeration to say that a continuance of such legislative action must not only stop new settlement, but drive out of the district many who are now settled.

For the difficulties of carriage experienced by the farmers in the country lying back a few miles from the seaboard are such as none would submit to but for the hope of immediate improvement. For want of roads to carry their produce to market many farmers of the North-West Coast are unable to grow potatoes, although potatoes constitute for others the most, and sometimes the only, remunerative crop. Other farmers, unable for the same reason to get their crops to market, now have the produce of their labour lying rotten and useless in their barns; and these farmers are struggling men, whose toil is their capital—to whom one bad season brings much of deprivation, and whose ultimate ruin must be the outcome of a series of bad seasons due in great part to the one crowning difficulty—the want of roads.

Your petitioners therefore humbly pray that their necessities in respect of branch roads may be taken into earnest consideration by your Excellency's Government; and in asking this they would point out the indubitable fact that by giving the roads for which the North-West Coast asks, the State will be more than fully reimbursed by increased population and advanced settlement. The branch roads, that will open up the rich and agricultural lands and the vast mineral resources of this Coast, must prove in the best sense remunerative works. It is the prayer of your petitioners that early and effective measures may be adopted to confer upon them the boon these roads must prove to them and the colony generally.

In asking that branch roads should be made, your petitioners express their willingness to accept the principle of local responsibility for maintenance of properly constructed roads (proclaimed as such by the Governor in Council), on the condition as to subsidy which has hitherto prevailed.

And your petitioners will ever pray, &c.

|                   |                     |                           |
|-------------------|---------------------|---------------------------|
| John Harman       | Patrick Carroll     | his                       |
| Frank H. Cotton   | Albert Darman Boys  | Edward × Kenzie           |
| John Morris       | James Dobson        | mark                      |
| John Cocker       | George Genge        | William Hutton            |
| Thos. Rutter      | David Boys          | William Mason             |
| M. Smallcomb      | Thomas Harman       | W. R. Bell                |
| Henry Mawer       | John Lee Archer     | Henry Boys                |
| Joseph Acklin     | Frédéric Harman     | James F. Boys             |
| Jas. Wyllie       | George Edge         | John Bellinger            |
| Ellis Atkinson    | Alexander Hutton    | Sydney H. Wragg           |
| Frederick Winduss | Thos. Bonney        | John G. Dobson            |
| James Jeffréy     | James York          | Albert B. Dobson          |
| Josh. Harman      | David Jeffrey       | Burgoyne Harman           |
| H. P. Dolbel      | James Barker        | Robt. Dallas              |
| John Campbell     | C. T. Gabell        | Michael Reardon           |
| J. W. Smithies    | W. Archer           | Joseph Rawson             |
| Andrew Fagan      | John Virtigan, sen. | Jonathan Graham           |
| James Suckling    | Andrew Lillico      | Thomas Brown              |
| David Eld         | Robert Gibson       | Robert Peebles            |
| William Dent      | Mark Stewart        | Robert Beveridge          |
| Frank Hodgkinson  | Robert Montgomery   | George Bennett            |
| John Rolson       | William Reynolds    | M. W. Loane               |
| John Flannery     | Thomas Oakley       | Thomas Boutcher           |
| T. Maxfield       | D. L. Westcombe     | Francis Rockliff          |
| James M'Haguh     | Patrick Hagerty     | Robert Grant, Penguin     |
| Donald Westcombe  | A. H. Mitchell      | Richard Warne Kenner      |
| R. E. Westcombe   | Robert Earl         | Joseph J. Kenner, Penguin |
| W. F. Von Bibra   | Charles Lovett      | John W. Kenner, ditto     |
| Joseph Pearce     | George Harrison     | James Brown, ditto        |
| Robert Mansfield  | James Thompson      | Charles Plapp, ditto      |
| George Archer     | John Batsford       | J. T. Brown, ditto        |
| Thomas Watt       | Brian O'Brien       | P. T. Sullivan, ditto     |
| James Beaumont    | T. O'Neil           | Edward Rowden             |
| John Hepburn      | W. B. Baker         | James Kaine, ditto        |
| Jacob Lehman      | Edwin Baker         | John Wilson, ditto        |
| William Nibbs     | Michael Roach       | James T. Ling, ditto      |
| James Shaw        | P. Roche            | James Yaxley, ditto       |
| W. Howell         | John Powell         | Charles Lillico, ditto    |
| Frank Woodhouse   | F. Heald            | David Good, ditto         |
| M. J. Aherne      | Richard Bird        | John Sice                 |
| James Cole        | R. Beaumont         | R. Golding                |
| W. Thompson       | E. Poulter          | C. Ling                   |
| Judd Macrow       | A. Rockliff         | John Russell              |
| Robert Macrow     | W. Johnson          | Alexander Oliver          |
| Charles A. Burr   | George Hamilton     | George Edwards, Penguin   |
| Jabez Long        | A. Beaumont         | John Hardstaff            |
| W. Page           | Thomas Forster      | George T. Smith           |
| Richard Ward      | John Gibson         | Charles Rooke, M.R.C.S.E. |
| A. Nothross       | C. Gibbons          | James Hall, Penguin       |
| J. Mitchell       | R. Gower            | Isaac Hall, ditto         |
| William Nalley    | A. Littlejohn       | Joseph Hall, ditto        |
| John Parker       | John Daley          | John Stone                |
| John Mills        | George Whisker      | Win Ling, Penguin         |
| John Virtigan     | A. Christensen      | W. Mainwaring, ditto      |

James Jackson  
 Peter Thomson  
 David Robson  
 Robert Snare  
 F. A. Sage  
 Thomas Trebilcock  
 W. Eastland  
 Edwin Addison  
 David Sheahan  
 John Rockliff  
 E. A. Sullivan  
 Peter J. Douglas  
 James Spicer  
 John Williams  
 John Bramich, jun.

B. Betts  
 G. Betts  
 G. Milton  
 John S. Brain  
 John Henry  
 Geo. B. Moore  
 J. H. Henry  
 William Shaw  
 Russell Kelchie  
 W. W. Smithies  
 Thomas Lillico  
 J. H. Mitchell  
 R. Mitchell  
 G. Ingram  
 H. Rockliff

James Sushames  
 William Barnes, Penguin  
 Robert Smith, ditto  
 Daniel Monson, ditto  
 Robert Neill, ditto  
 Amos Drew  
 George Ellis, Sulphur Creek  
 Elijah Barker, Penguin  
 George Jones  
 George Radford  
 James Barnes  
 George Dorset  
 Robert Lancaster  
 John Spencer  
 George Sushames

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*Lands and Works Office, 15th August, 1881.*

GENTLEMEN,

I HAVE the honor to inform you that your Petition to His Excellency the Governor, with reference to Branch Roads, North West Coast, has been transmitted by His Excellency to Ministers, and received the due consideration of the Government.

Provision has been made in the Public Works proposals submitted to Parliament for Cross Roads in the District referred to, which I trust will meet requirements of Memorialists.

I have, &c.

C. O'REILLY, *Minister of Lands and Works.*

JONATHAN GRAHAM, *Esq.*, M. W. LOANE, *Esq.*,  
*and the other Gentlemen signing the Petition.*