

(No. 4.)



1867.

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T A S M A N I A.

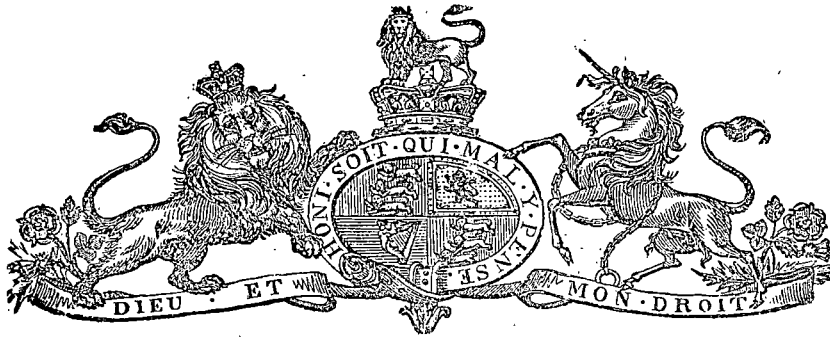
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## BOARDS OF WORKS.

Returns showing Moneys appropriated and expended to 30th June, 1867,  
with Amounts unexpended on that day, together with Progress Reports  
from the several Boards.

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Laid upon the Table by the Colonial Treasurer, and ordered by the House to be  
printed, 20 August, 1867.



A.

*RETURN showing the Amounts appropriated to the various BOARDS OF WORKS from the Balance of the Land Fund for the respective Years 1864, 1865, and 1866, for the Construction of Roads, Bridges, Jetties, &c., under the provisions of the 86th and 87th Sections of "The Waste Lands Act, 1863;" showing also the Sums expended, and the Balances due to the respective Boards up to the 30th June, 1867.*

| BOARDS.                       | AMOUNTS APPROPRIATED. |             |           | TOTAL<br>AMOUNTS<br>APPROPRI-<br>ATED. | AMOUNTS<br>EXPENDED. |             | BALANCES<br>UNEX-<br>PENDED. |
|-------------------------------|-----------------------|-------------|-----------|--|----------------------|-------------|------------------------------|
|                               | 1864.                 | 1865.       | 1866.     |  |                      |             |                              |
|                               | £ s. d.               | £ s. d.     | £ s. d.   | £ s. d.                                | £ s. d.              | £ s. d.     | £ s. d.                      |
| Bothwell .....                | 2063 6 1              | 621 18 0    | 473 11 8  | 3158 15 9                              | 2642 12 4            | 516 3 5     |                              |
| Brighton .....                | 162 16 4              | 105 11 10   | 116 6 11  | 384 15 1                               | 268 8 2              | 116 6 11    |                              |
| Campbell Town .....           | 545 19 10             | 544 15 3    | 468 9 9   | 1559 4 10                              | 925 19 1             | 633 5 9     |                              |
| Clarence .....                | —                     | 53 5 6      | 21 11 3   | 74 16 9                                | 53 5 6               | 21 11 3     |                              |
| Deloraine.....                | 679 18 10             | 232 18 11   | 270 5 10  | 1183 3 7                               | 912 17 9             | 270 5 10    |                              |
| Horton, now subdivided into   | 318 14 0              | —           | —         | 318 14 0                               | 318 14 0             | —           |                              |
| Emu Bay, East .....           | 68 9 8                | 214 6 10    | 219 4 11  | 502 1 5                                | —                    | 502 1 5     |                              |
| Emu Bay, West .....           | 56 5 1                | 171 6 1     | 184 16 8  | 412 7 10                               | —                    | 412 7 10    |                              |
| Evandale (Morven) .....       | 252 18 11             | 194 7 7     | 144 12 4  | 591 18 10                              | 428 3 11             | 163 14 11   |                              |
| Fingal .....                  | 743 15 4              | 620 12 2    | 640 14 0  | 2005 1 6                               | 994 5 10             | 1010 15 8   |                              |
| Franklin, now subdivided into | 452 3 4               | —           | —         | 452 3 4                                | 452 3 4              | —           |                              |
| Franklin .....                | 8 11 9                | 148 11 3    | 143 16 11 | 300 19 11                              | 100 14 1             | 200 5 10    |                              |
| Port Esperance .....          | 127 19 10             | 104 5 0     | 75 10 9   | 307 15 7                               | 76 11 6              | 231 4 1     |                              |
| Port Cygnet .....             | 123 12 6              | 114 9 9     | 116 10 11 | 354 13 2                               | 109 16 8             | 244 16 6    |                              |
| Glamorgan .....               | 382 3 9               | 428 15 4    | 575 7 11  | 1386 7 0                               | 684 11 9             | 701 15 3    |                              |
| Glenorchy .....               | 8 5 7                 | 35 12 7     | 6 4 9     | 50 2 11                                | 43 18 2              | 6 4 9       |                              |
| Green Ponds .....             | 93 17 0               | 20 19 4     | 73 3 0    | 187 19 4                               | 114 16 4             | 73 3 0      |                              |
| George Town .....             | 312 16 2              | 178 14 8    | 167 2 10  | 658 13 8                               | 415 14 4             | 242 19 4    |                              |
| Hamilton .....                | 1765 0 2              | 912 7 5     | 818 5 7   | 3495 13 2                              | 1778 4 11            | 1717 8 3    |                              |
| Hobart, now subdivided into   |                       |             |           |  |                      |             |                              |
| Hobart Town .....             | 134 9 8               | 92 15 1     | 19 18 11  | 247 3 8                                | 134 9 8              | 112 14 0    |                              |
| New Town .....                | 31 2 11               | 26 5 1      | 39 14 7   | 97 2 7                                 | 0 9 0                | 96 13 7     |                              |
| Queenborough.....             | 18 18 7               | 13 5 5      | 11 11 2   | 43 15 2                                | —                    | 43 15 2     |                              |
| Kingborough { North West      |                       |             |           |  |                      |             |                              |
| Bay .....                     | 134 1 8               | 67 10 6     | 72 7 9    | 273 19 11                              | 165 2 10             | 108 17 1    |                              |
| Long Bay,                     |                       |             |           |  |                      |             |                              |
| &c.....                       | 206 1 9               | 89 13 3     | 113 15 1  | 409 10 1                               | 268 9 3              | 141 0 10    |                              |
| Launceston .....              | 66 12 9               | 175 11 5    | 153 2 2   | 395 6 4                                | 242 4 2              | 153 2 2     |                              |
| Longford .....                | 81 15 11              | 48 2 10     | 52 8 4    | 182 7 1                                | 129 18 9             | 52 8 4      |                              |
| Lake District (South Long-    |                       |             |           |  |                      |             |                              |
| ford).....                    | 1080 13 7             | 544 16 5    | 577 4 4   | 2202 14 4                              | 1097 11 6            | 1105 2 10   |                              |
| New Norfolk .....             | 177 17 8              | 148 10 1    | 148 9 3   | 474 17 0                               | 153 13 6             | 321 3 6     |                              |
| Oatlands .....                | 1830 2 4              | 802 12 7    | 886 11 0  | 3519 5 11                              | 1669 10 7            | 1849 15 4   |                              |
| Port Sorell, now subdivided   |                       |             |           |  |                      |             |                              |
| into—                         | 1358 17 7             | —           | —         | 1358 17 7                              | 1358 17 7            | —           |                              |
| Mersey, East .....            | —                     | 342 5 6     | 347 8 10  | 689 14 4                               | 312 5 6              | 377 8 10    |                              |
| Mersey, West .....            | —                     | 671 18 0    | 769 12 0  | 1441 10 0                              | 671 18 0             | 769 12 0    |                              |
| Port Davey.....               | —                     | 1 3 3       | —         | 1 3 3                                  | —                    | 1 3 3       |                              |
| Ross.....                     | 50 18 9               | 142 8 8     | 42 1 3    | 235 8 8                                | 58 5 0               | 177 3 8     |                              |
| Russell.....                  | —                     | 2 8 0       | —         | 2 8 0                                  | —                    | 2 8 0       |                              |
| Richmond .....                | 200 0 0               | 149 12 4    | 151 9 1   | 501 1 5                                | 349 12 4             | 151 9 1     |                              |
| Spring Bay .....              | 939 11 1              | 655 9 5     | 592 4 10  | 2187 5 4                               | 1595 0 6             | 592 4 10    |                              |
| Selby .....                   | 646 19 2              | 842 0 2     | 587 7 9   | 2076 7 1                               | 1147 4 7             | 929 2 6     |                              |
| Sorell .....                  | 615 13 7              | 313 15 8    | 303 10 3  | 1232 19 6                              | 582 9 10             | 650 9 8     |                              |
| Westbury.....                 | 368 11 1              | 438 10 11   | 445 16 3  | 1252 18 3                              | 661 6 6              | 591 11 9    |                              |
|                               | 16,109 2 3            | 10,271 12 1 | 9830 8 10 | 36,211 3 2                             | 20,919 6 9           | 15,291 16 5 |                              |

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 27th July, 1867.

## 1864.

*RETURN of the Purchase Money, Rent, and Licence Fees actually received in respect of the Waste Lands of the Crown, from 1st January to 31st December, 1864, specifying the several Police and Municipal Districts from which the said Fund is received.*

| <i>Districts.</i>  | <i>Amount of Purchase Money, &amp;c.</i> | <i>Proportion of Balances to Districts.</i> |
|--|--|---|
|  | £ s. d.                                  | £ s. d.                                     |
| Bothwell .....   | 11,626 6 8                               | 2063 6 1                                    |
| Brighton .....   | 917 8 11                                 | 162 16 4                                    |
| Clarence .....   | —  | —   |
| Campbell Town .....  | 3076 11 3                                | 545 19 10                                   |
| Deloraine .....  | 3831 7 0                                 | 679 18 10                                   |
| Franklin* .....  | 4014 1 8                                 | 712 7 5                                     |
| Fingal .....   | 4190 19 10                               | 743 15 4                                    |
| Glamorgan .....  | 2153 11 3                                | 382 3 9                                     |
| Glenorchy .....  | 46 14 4                                  | 8 5 7                                       |
| George Town .....  | 1762 12 6                                | 312 16 2                                    |
| Hamilton .....   | 9945 10 3                                | 1765 0 2                                    |
| Horton* .....  | 2498 14 0                                | 443 8 9                                     |
| Hobart* .....  | 2956 15 0                                | 524 14 7                                    |
| Green Ponds .....  | 528 16 8                                 | 93 17 0                                     |
| Longford .....   | 460 18 6                                 | 81 15 11                                    |
| Ditto, South .....   | 6089 9 7                                 | 1080 13 7                                   |
| Launceston* .....  | 4020 19 10                               | 713 11 11                                   |
| Morven .....   | 1425 6 5                                 | 252 18 11                                   |
| New Norfolk .....  | 1002 7 0                                 | 177 17 8                                    |
| Oatlands .....   | 10,312 7 6                               | 1830 2 4                                    |
| Port Sorell* .....   | 7657 0 8                                 | 1358 17 7                                   |
| Richmond .....   | 1126 19 7                                | 200 0 0                                     |
| Ross .....   | 287 0 9                                  | 50 18 9                                     |
| Sorell .....   | 3469 4 11                                | 615 13 7                                    |
| Spring Bay .....   | 5294 4 4                                 | 939 11 1                                    |
| Westbury .....   | 2076 14 10                               | 368 11 1                                    |
|  | 90,772 3 3                               | £16,109 2 3                                 |
| Less repayment of Revenue in Clarence District over amount received during year 1864 .....                   | 3 5 4                                    |   |
|  | £90,768 17 11                            |   |
| One-fourth to be appropriated in accordance with the 86th and 87th Sections of "Waste Lands Act, 1863" ..... | 22,692 4 6                               |   |
| Payments of Assessments to Road Districts .....  | 6583 1 0                                 |   |
| Balance to be appropriated proportionably to Police and Municipal Districts as above.....                    | £16,109 3 6                              |   |

W. LOVETT, *Assistant Colonial Treasurer.*

*Colonial Treasury, 27th July, 1867.*

\* For Subdivisions see Return marked A.

1865.

*RETURN of Purchase Money, Rent, and Licence Fees paid in respect of Waste Lands of the Crown from 1 January, 1865, to 31 December, 1865, specifying the several Police and Municipal Districts from which the said Fund is derived.*

| <i>Districts.</i>  | <i>Amount of Purchase Money, &amp;c.</i> | <i>Proportion of Balances to Districts.</i> |
|--|--|---|
|  | £ s. d.                                  | £ s. d.                                     |
| Bothwell .....   | 4210 19 7                                | 621 18 0                                    |
| Brighton .....   | 714 19 9                                 | 105 11 10                                   |
| Campbell Town .....  | 3688 13 6                                | 544 15 3                                    |
| Clarence .....   | 360 14 10                                | 53 5 6                                      |
| Deloraine .....  | 1577 6 3                                 | 232 18 11                                   |
| Emu Bay* .....   | 2611 5 9                                 | 385 12 11                                   |
| Evandale .....   | 1316 3 5                                 | 194 7 7                                     |
| Fingal .....   | 4202 4 8                                 | 620 12 2                                    |
| Franklin* .....  | 2487 1 1                                 | 367 6 0                                     |
| Glamorgan .....  | 2903 5 1                                 | 428 15 4                                    |
| Glenorchy .....  | 241 5 2                                  | 35 12 7                                     |
| Green Ponds .....  | 141 19 6                                 | 20 19 4                                     |
| George Town .....  | 1210 4 7                                 | 178 14 8                                    |
| Hamilton .....   | 6177 16 1                                | 912 7 5                                     |
| Hobart Town .....  | 628 1 5                                  | 92 15 1                                     |
| Kingborough* .....   | 1064 6 11                                | 157 3 9                                     |
| Launceston .....   | 1188 16 7                                | 175 11 5                                    |
| Longford .....   | 325 19 6                                 | 48 2 10                                     |
| Lake District (South Longford) .....   | 3689 1 1                                 | 544 16 5                                    |
| Mersey* .....  | 6867 2 10                                | 1014 3 6                                    |
| New Town .....   | 177 15 6                                 | 26 5 1                                      |
| New Norfolk .....  | 1005 11 2                                | 148 10 1                                    |
| Oatlands .....   | 5434 14 4                                | 802 12 7                                    |
| Port Davey .....   | 7 17 6                                   | 1 3 3                                       |
| Queenborough .....   | 89 17 3                                  | 13 5 5                                      |
| Russell .....  | 16 6 0                                   | 2 8 0                                       |
| Ross .....   | 964 9 2                                  | 142 8 8                                     |
| Richmond .....   | 1013 1 7                                 | 149 12 4                                    |
| Spring Bay .....   | 4438 6 0                                 | 655 9 5                                     |
| Selby .....  | 5701 7 6                                 | 842 0 2                                     |
| Sorell .....   | 2124 13 8                                | 313 15 8                                    |
| Westbury .....   | 2969 9 6                                 | 438 10 11                                   |
|  | £69,550 16 9                             | £10,271 12 1                                |
| One-fourth to be appropriated in accordance with 86th and 87th Sections of "Waste Lands Act, 1863" ..... | 17,387 14 2                              |   |
| Payment of Assessment to Road Districts .....  | 7116 1 0                                 |   |
| Balance to be appropriated proportionably to Police and Municipal Districts as above .....               | £10,271 13 2                             |   |

W. LOVETT, *Assistant Colonial Treasurer.*

*Colonial Treasury, 27th July, 1867.*

\* For Subdivisions see Return marked A.

1866.

*RETURN of Purchase Money, Rent, and Licence Fees paid in respect of Waste Lands of the Crown from 1 January, 1866, to 31 December, 1866, specifying the several Police and Municipal Districts from which the said Fund is derived.*

| DISTRICTS.   | Amount of Purchase Money. | Proportion of Balances to Districts. | DISTRICTS.                  | Amount of Purchase Money. | Proportion of Balances to Districts. |
|--|---------------------------|--------------------------------------|-----------------------------|---------------------------|--------------------------------------|
|  | £ s. d.                   | £ s. d.                              |                             | £ s. d.                   | £ s. d.                              |
| Bothwell .....   | 3022 3 4                  | 473 11 8                             | <i>Brought forward</i> .... | 30,132 14 10              | 4721 17 9                            |
| Brighton .....   | 742 9 3                   | 116 6 11                             | Launceston .....            | 977 1 4                   | 153 2 2                              |
| Campbell Town .....  | 2989 12 10                | 468 9 9                              | Longford .....              | 334 10 0                  | 52 8 4                               |
| Clarence .....   | 137 12 1                  | 21 11 3                              | Lake District .....         | 3683 10 1                 | 577 4 4                              |
| Deloraine .....  | 1724 17 9                 | 270 5 10                             | Mersey* .....               | 7128 7 7                  | 1117 0 10                            |
| Emu Bay* .....   | 2578 12 8                 | 404 1 7                              | New Town .....              | 253 11 2                  | 39 14 7                              |
| Evandale .....   | 922 17 10                 | 144 12 4                             | New Norfolk .....           | 947 8 3                   | 148 9 3                              |
| Fingal .....   | 4088 12 2                 | 640 14 0                             | Oatlands .....              | 5657 9 11                 | 886 11 0                             |
| Franklin* .....  | 2143 14 8                 | 335 18 7                             | Queenborough .....          | 73 15 7                   | 11 11 2                              |
| Glamorgan .....  | 3671 17 10                | 575 7 11                             | Ross .....                  | 268 8 6                   | 42 1 3                               |
| Glenorchy .....  | 39 16 1                   | 6 4 9                                | Richmond .....              | 966 10 3                  | 151 9 1                              |
| Green Ponds .....  | 466 16 3                  | 73 3 0                               | Spring Bay .....            | 3779 7 7                  | 592 4 10                             |
| George Town .....  | 1066 12 4                 | 167 2 10                             | Selby .....                 | 3748 7 11                 | 587 7 9                              |
| Hamilton .....   | 5221 16 7                 | 818 5 7                              | Sorell .....                | 1936 17 3                 | 303 10 3                             |
| Hobart Town .....  | 127 5 8                   | 19 18 11                             | Westbury .....              | 2844 18 7                 | 445 16 3                             |
| Kingborough* .....   | 1187 17 6                 | 186 2 10                             |                             |                           |                                      |
| <i>Carried forward</i> ....  | 30,132 14 10              | 4721 17 9                            |                             | 62,732 18 10              | 9830 8 10                            |
| One-fourth to be appropriated in accordance with 86th and 87th Sections of Waste Lands Act, 1863 ..... |                           |                                      |                             | 15,683 4 8                |                                      |
| Payment of Assessment to Road Districts .....  |                           |                                      |                             | 5852 14 11                |                                      |
| Balance to be appropriated proportionally to Police and Municipal Districts as above .....             |                           |                                      |                             | £9830 9 9                 |                                      |

## \* SUBDIVISIONS.

| DISTRICTS.        | SUBDIVISIONS.         | Amount of Purchase Money, &c. | Proportion of Balances. |
|-------------------|-----------------------|-------------------------------|-------------------------|
|                   |                       | £ s. d.                       | £ s. d.                 |
| EMU BAY .....     | Eastern Portion ..... | 1399 2 5                      | 219 4 11                |
|                   | Western Portion ..... | 1179 10 3                     | 184 16 8                |
|                   |                       | 2578 12 8                     | 404 1 7                 |
| FRANKLIN .....    | Franklin .....        | 917 18 11                     | 143 16 11               |
|                   | Port Esperance .....  | 482 1 2                       | 75 10 9                 |
|                   | Port Cygnet .....     | 743 14 7                      | 116 10 11               |
|                   |                       | 2143 14 8                     | 335 18 7                |
| KINGBOROUGH ..... | North West Bay .....  | 461 18 8                      | 72 7 9                  |
|                   | Long Bay, &c. ....    | 725 18 10                     | 113 15 1                |
|                   |                       | 1187 17 6                     | 186 2 10                |
| MERSEY .....      | East Side .....       | 2217 3 10                     | 347 8 10                |
|                   | West Side .....       | 4911 3 9                      | 769 12 0                |
|                   |                       | 7128 7 7                      | 1117 0 10               |

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 29th July, 1867.

1864.

*RETURN showing the Rate of Assessment, the Sum raised in the respective Road Districts, and the Amount of Government Contribution, for the Year 1864.*

| Districts.                     | Rate of Assessment per £1. |    | Sums raised. |    |    | Government Contribution. |    |    |
|--------------------------------|----------------------------|----|--------------|----|----|--------------------------|----|----|
|                                | s.                         | d. | £            | s. | d. | £                        | s. | d. |
| Clarence .....                 | 0                          | 6  | 249          | 9  | 0  | 124                      | 14 | 6  |
| New Norfolk .....              | 0                          | 6  | 148          | 2  | 5  | 74                       | 1  | 2  |
| Broad Marsh .....              | 0                          | 6  | 139          | 5  | 6  | 69                       | 12 | 9  |
| North West Bay .....           | 1                          | 0  | 181          | 2  | 6  | 90                       | 11 | 3  |
| Port Cygnet .....              | 1                          | 0  | 102          | 8  | 6  | 51                       | 4  | 3  |
| Upper Derwent .....            | 1                          | 0  | 313          | 14 | 10 | 156                      | 17 | 5  |
| Glamorgan and Cornwall .....   | 1                          | 0  | 1075         | 14 | 8  | 537                      | 17 | 4  |
| Glamorgan .....                | 0                          | 9  | 328          | 8  | 3  | 164                      | 4  | 1  |
| Huon .....                     | 1                          | 0  | 21           | 1  | 10 | 10                       | 10 | 11 |
| Southern Macquarie River ..... | 0                          | 6  | 146          | 17 | 9  | 73                       | 8  | 10 |
| Exton .....                    | 0                          | 6  | 418          | 5  | 2  | 209                      | 2  | 7  |
| Longford .....                 | 0                          | 6  | 206          | 10 | 0  | 103                      | 5  | 0  |
| Chudleigh .....                | 0                          | 8  | 1098         | 6  | 2  | 549                      | 3  | 1  |
| Victoria .....                 | 1                          | 0  | 407          | 0  | 0  | 203                      | 10 | 0  |
| Midhurst .....                 | 1                          | 0  | 54           | 16 | 10 | 27                       | 8  | 5  |
| Upper Meander .....            | 1                          | 0  | 316          | 16 | 6  | 158                      | 8  | 3  |
| Gordon Road .....              | 1                          | 0  | 136          | 9  | 6  | 68                       | 4  | 9  |
| Augusta .....                  | 0                          | 6  | 41           | 19 | 0  | 20                       | 19 | 6  |
| Dorset .....                   | 1                          | 0  | 237          | 3  | 0  | 118                      | 11 | 6  |
| Bothwell .....                 | 0                          | 6  | 137          | 17 | 0  | 68                       | 18 | 6  |
| Table Cape .....               | 1                          | 0  | 746          | 17 | 3  | 373                      | 8  | 7  |
| Lower Derwent .....            | 1                          | 0  | 114          | 10 | 0  | 57                       | 5  | 0  |
| Carrick .....                  | 0                          | 6  | 113          | 1  | 11 | 56                       | 11 | 0  |
| Hamilton .....                 | 0                          | 6  | 148          | 14 | 9  | 74                       | 7  | 4  |
| And on leased Lands .....      | 0                          | 3  | 566          | 16 | 0  | 283                      | 8  | 0  |
| Evandale .....                 | 0                          | 6  | 461          | 9  | 0  | 230                      | 14 | 6  |
| Deloraine .....                | 1                          | 0  | 193          | 5  | 0  | 96                       | 12 | 6  |
| Perth .....                    | 0                          | 6  | 231          | 9  | 3  | 115                      | 14 | 7  |
| Green Ponds .....              | 0                          | 2  | 74           | 9  | 9  | 37                       | 4  | 10 |
| And on leased Crown Land ..    | 0                          | 1  | 1235         | 8  | 0  | 617                      | 14 | 0  |
| Westbury .....                 | 1                          | 0  | 406          | 12 | 7  | 203                      | 6  | 3  |
| Northern Macquarie River ..... | 0                          | 6  | 46           | 4  | 3  | 23                       | 2  | 1  |
| And on leased Crown Land ..    | 0                          | 3  | 310          | 16 | 9  | 155                      | 8  | 4  |
| George Town .....              | 0                          | 6  | 127          | 4  | 9  | 63                       | 12 | 4  |
| Oatlands .....                 | 0                          | 3  | 160          | 7  | 0  | 80                       | 3  | 6  |
| And on leased Crown Land ..    | 0                          | 11 | 220          | 11 | 6  | 110                      | 5  | 9  |
| Westwood .....                 | 0                          | 6  | 146          | 18 | 7  | 73                       | 9  | 3  |
| North Esk .....                | 1                          | 0  | 264          | 17 | 3  | 132                      | 8  | 7  |
| Emu Bay .....                  | 0                          | 6  | 207          | 14 | 11 | 103                      | 17 | 5  |
| New Norfolk .....              | 1                          | 0  | 701          | 16 | 0  | 350                      | 18 | 0  |
| Spring Bay .....               | 1                          | 0  | 246          | 14 | 6  | 123                      | 7  | 3  |
| Horton .....                   | 1                          | 0  | 41           | 7  | 0  | 20                       | 13 | 6  |
| Devon .....                    | 1                          | 0  | 312          | 2  | 6  | 156                      | 1  | 3  |
| West Tamar .....               | 1                          | 0  | 325          | 6  | 3  | 162                      | 13 | 1  |
| Summerleas .....               | 0                          | 6  |              |    |    |                          |    |    |
| Lake River .....               |                            |    |              |    |    |                          |    |    |
| Sorell .....                   |                            |    |              |    |    |                          |    |    |
|                                |                            |    | £13,166      | 3  | 2  | £6583                    | 1  | 0  |

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 27th July, 1867.

1865.

*RETURN showing the Rate of Assessment, the Sum raised in the respective Road Districts, and the Amount of Government Contribution for the Year 1865.*

| Districts.                           | Rate of Assessment per £1. |    | Sums raised. |    |    | Government Contribution. |    |    |
|--------------------------------------|----------------------------|----|--------------|----|----|--------------------------|----|----|
|                                      | s.                         | d. | £            | s. | d. | £                        | s. | d. |
| Clarence .....                       | 0                          | 6  | 250          | 7  | 1  | 125                      | 3  | 6  |
| Bothwell—Private Property .....      | 0                          | 6  | 374          | 4  | 2  | 187                      | 2  | 1  |
| Crown Lands .....                    | 0                          | 3  |              |    |    |                          |    |    |
| New Norfolk.....                     | 0                          | 6  | 142          | 11 | 10 | 71                       | 5  | 11 |
| Westbury .....                       | 1                          | 0  | 1243         | 1  | 0  | 621                      | 10 | 6  |
| North West Bay .....                 | 1                          | 0  | 178          | 5  | 0  | 89                       | 2  | 6  |
| Deloraine .....                      | 1                          | 0  | 218          | 12 | 6  | 109                      | 6  | 3  |
| West Mersey.....                     | 1                          | 0  | 271          | 10 | 6  | 135                      | 15 | 3  |
| Broad Marsh.....                     | 0                          | 6  | 114          | 7  | 0  | 57                       | 3  | 6  |
| Midhurst .....                       | 1                          | 0  | 349          | 19 | 0  | 174                      | 19 | 6  |
| Upper Meander .....                  | 1                          | 0  | 137          | 14 | 6  | 68                       | 17 | 3  |
| Glamorgan and Cornwall.....          | 1                          | 0  | 1058         | 16 | 10 | 529                      | 8  | 5  |
| Dorset .....                         | 0                          | 6  | 140          | 8  | 9  | 70                       | 4  | 4  |
| Longford ..                          | 0                          | 9  | 1287         | 5  | 8  | 643                      | 12 | 10 |
| Augusta.....                         | 1                          | 0  | 236          | 6  | 6  | 118                      | 3  | 3  |
| Gordon .....                         | 0                          | 6  | 47           | 0  | 0  | 23                       | 10 | 0  |
| Southern Macquarie River .....       | 0                          | 6  | 419          | 13 | 9  | 209                      | 16 | 10 |
| Upper Derwent .....                  | 1                          | 0  | 321          | 11 | 0  | 160                      | 15 | 6  |
| Glamorgan, on—Private Property ..... | 0                          | 6  | 205          | 10 | 0  | 102                      | 15 | 0  |
| Crown Lands...                       | 0                          | 3  |              |    |    |                          |    |    |
| North Esk.....                       | 0                          | 6  | 165          | 8  | 0  | 82                       | 14 | 0  |
| Exton .....                          | 0                          | 6  | 205          | 0  | 0  | 102                      | 10 | 0  |
| Huon .....                           | 1                          | 0  | 152          | 9  | 0  | 76                       | 4  | 6  |
| Westwood .....                       | 1                          | 0  | 246          | 7  | 6  | 123                      | 3  | 9  |
| Table Cape .....                     | 1                          | 0  | 132          | 0  | 0  | 66                       | 0  | 0  |
| Victoria .....                       | 1                          | 0  | 56           | 14 | 2  | 28                       | 7  | 1  |
| Emu Bay .....                        | 1                          | 0  | 227          | 2  | 6  | 113                      | 11 | 3  |
| Summerleas .....                     | 1                          | 0  | 41           | 7  | 0  | 20                       | 13 | 6  |
| Oatlands—Private Property .....      | 0                          | 6  | 835          | 14 | 2  | 417                      | 17 | 1  |
| Crown Land .....                     | 0                          | 3  |              |    |    |                          |    |    |
| Horton .....                         | 0                          | 6  | 202          | 1  | 6  | 101                      | 0  | 9  |
| West Tamar .....                     | 0                          | 6  | 265          | 2  | 10 | 132                      | 11 | 5  |
| Longford, (2nd Rate) .....           | 0                          | 2  | 279          | 5  | 5  | 139                      | 12 | 8  |
| Bridgewater .....                    | 0                          | 6  | 29           | 17 | 3  | 14                       | 18 | 7  |
| Carrick .....                        | 0                          | 6  | 137          | 3  | 9  | 68                       | 11 | 10 |
| Northern Macquarie River—            |                            |    |              |    |    |                          |    |    |
| Private Property .....               | 0                          | 6  | 462          | 4  | 6  | 231                      | 2  | 3  |
| Crown Land .....                     | 0                          | 3  |              |    |    |                          |    |    |
| Kentishbury .....                    | 1                          | 0  | 88           | 6  | 6  | 44                       | 3  | 3  |
| Port Cygnet .....                    | 1                          | 0  | 97           | 12 | 8  | 48                       | 16 | 4  |
| Spring Bay—Private Property ..       | 0                          | 6  | 140          | 14 | 0  | 70                       | 7  | 0  |
| Crown Land .....                     | 0                          | 3  |              |    |    |                          |    |    |
| Chudleigh.....                       | 1                          | 0  | 421          | 0  | 0  | 210                      | 10 | 0  |
| Hamilton—Private Property ....       | 0                          | 6  | 552          | 5  | 7  | 276                      | 2  | 9  |
| Crown Land .....                     | 0                          | 3  |              |    |    |                          |    |    |
| Lower Derwent.....                   | 1                          | 0  | 220          | 9  | 6  | 110                      | 4  | 9  |
| Perth .....                          | 0                          | 6  | 225          | 15 | 6  | 112                      | 17 | 9  |
| Green Ponds.....                     | 0                          | 2  | 3            | 15 | 3  | 1                        | 17 | 7  |
| Evandale .....                       | 0                          | 4  | 331          | 17 | 4  | 165                      | 18 | 8  |
| Honeywood .....                      | 0                          | 9  | 24           | 10 | 5  | 12                       | 5  | 2  |
| Lake River .....                     | 0                          | 6  | 152          | 16 | 3  | 76                       | 8  | 1  |
| Sorell.....                          | 0                          | 6  | 337          | 15 | 0  | 168                      | 17 | 6  |
| George Town .....                    | 0                          | 6  | 47           | 3  | 6  | 23                       | 11 | 9  |
| East Mersey .....                    | 1                          | 0  | 375          | 3  | 3  | 187                      | 11 | 7  |
| Great Lake ..                        | 0                          | 6  | 370          | 11 | 9  | 185                      | 0  | 0  |
| Richmond .....                       | 0                          | 6  | 407          | 15 | 6  | 203                      | 17 | 9  |
|                                      |                            |    | £14,232 14 8 |    |    | £7116 1 0                |    |    |

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 27th July, 1867.

1866.

*RETURN showing the Rate of Assessment, the Sum raised in the respective Road Districts, and the Amount of Government Contribution, for the Year 1866.*

| Districts.                     | Rate of Assessment per £1. |    | Sums raised.   |    |     | Government Contribution. |    |    |
|--------------------------------|----------------------------|----|----------------|----|-----|--------------------------|----|----|
|                                | s.                         | d. | £              | s. | d.  | £                        | s. | d. |
| Templeton .....                | 1                          | 0  | 155            | 16 | 0   | 77                       | 18 | 0  |
| Perth .....                    | 0                          | 3  | 112            | 9  | 6   | 56                       | 4  | 9  |
| Spring Bay—Private Property .. | 0                          | 6  | 158            | 8  | 3½  | 79                       | 4  | 2  |
| Crown Land .....               | 0                          | 3  |                |    |     |                          |    |    |
| Sorell .....                   | 0                          | 6  | 328            | 5  | 0   | 164                      | 2  | 6  |
| Port Cygnet .....              | 1                          | 0  | 100            | 12 | 4   | 50                       | 6  | 2  |
| Table Cape .....               | 0                          | 9  | 111            | 15 | 9   | 55                       | 17 | 10 |
| Chudleigh .....                | 1                          | 0  | 451            | 4  | 6   | 225                      | 12 | 3  |
| Northern Macquarie—            |                            |    |                |    |     |                          |    |    |
| Private Property .....         | 0                          | 6  | 511            | 4  | 9   | 255                      | 12 | 4  |
| Crown Land .....               | 0                          | 1½ |                |    |     |                          |    |    |
| Lower Derwent .....            | 0                          | 6  | 101            | 12 | 10  | 50                       | 16 | 5  |
| Hamilton—Private Property .... | 0                          | 6  | 573            | 10 | 11  | 286                      | 15 | 5  |
| Crown Lands .....              | 0                          | 3  |                |    |     |                          |    |    |
| Upper Derwent .....            | 0                          | 6  | 280            | 17 | 3½  | 140                      | 8  | 7  |
| Carrick .....                  | 0                          | 6  | 127            | 17 | 0   | 63                       | 18 | 6  |
| Glamorgan and Cornwall .....   | 1                          | 0  | 1066           | 2  | 7½  | 533                      | 1  | 4  |
| Dorset .....                   | 0                          | 6  | 122            | 8  | 9   | 61                       | 4  | 4  |
| West Tamar ..                  | 0                          | 6  | 285            | 15 | 0   | 142                      | 17 | 6  |
| Special .....                  | 0                          | 6  |                |    |     |                          |    |    |
| Evandale .....                 | 0                          | 3  | 253            | 3  | 6½  | 126                      | 11 | 9  |
| North Esk .....                | 0                          | 4  | 118            | 13 | 6   | 59                       | 6  | 9  |
| Augusta .....                  | 1                          | 0  | 235            | 15 | 6   | 117                      | 17 | 9  |
| Longford .....                 | 0                          | 6  | 1196           | 2  | 4½  | 598                      | 1  | 2  |
| Special .....                  | 0                          | 2  |                |    |     |                          |    |    |
| Kentishbury .....              | 1                          | 0  | 106            | 9  | 0   | 53                       | 4  | 6  |
| Clarence .....                 | 0                          | 6  | 250            | 12 | 6   | 125                      | 6  | 3  |
| Westwood .....                 | 0                          | 6  | 135            | 17 | 6   | 67                       | 18 | 9  |
| Westbury .....                 | 1                          | 0  | 1269           | 6  | 0   | 634                      | 13 | 0  |
| Exton .....                    | 0                          | 6  | 209            | 5  | 6   | 104                      | 12 | 9  |
| Deloraine .....                | 1                          | 0  | 231            | 10 | 0   | 115                      | 15 | 0  |
| Midhurst .....                 | 1                          | 0  | 380            | 17 | 6   | 190                      | 8  | 9  |
| North West Bay .....           | 1                          | 0  | 170            | 4  | 6   | 85                       | 2  | 3  |
| Emu Bay .....                  | 0                          | 6  | 100            | 11 | 0   | 50                       | 5  | 6  |
| Broad Marsh .....              | 0                          | 6  | 116            | 6  | 9   | 58                       | 3  | 4  |
| Gordon .....                   | 0                          | 6  | 42             | 5  | 6   | 21                       | 2  | 9  |
| George Town .....              | 0                          | 6  | 49             | 16 | 3   | 24                       | 18 | 1  |
| West Mersey .....              | 1                          | 0  | 273            | 18 | 6   | 136                      | 19 | 3  |
| Southern Macquarie .....       | 0                          | 3  | 212            | 17 | 10½ | 106                      | 8  | 11 |
| Bothwell—Private Property .... | 0                          | 6  | 358            | 13 | 0   | 179                      | 6  | 6  |
| Crown Land .....               | 0                          | 3  |                |    |     |                          |    |    |
| New Norfolk .....              | 0                          | 6  | 143            | 12 | 7   | 71                       | 16 | 3  |
| Upper Meander .....            | 0                          | 6  | 75             | 12 | 3   | 37                       | 16 | 1  |
| Victoria .....                 | 1                          | 0  | 56             | 13 | 10  | 28                       | 6  | 11 |
| Huon .....                     | 1                          | 0  | 156            | 10 | 0   | 78                       | 5  | 0  |
| Glamorgan—Private Property ... | 0                          | 6  | 205            | 9  | 0   | 102                      | 14 | 6  |
| Crown Land .....               | 0                          | 3  |                |    |     |                          |    |    |
| Great Lake—Private Property .. | 0                          | 6  | 372            | 16 | 10¼ | 186                      | 8  | 5  |
| Crown Land ..                  | 0                          | 3  |                |    |     |                          |    |    |
| East Mersey .....              | 1                          | 0  | 243            | 3  | 9   | 121                      | 11 | 10 |
| Honeywood .....                | 0                          | 9  | 23             | 16 | 1   | 11                       | 18 | 0  |
| Horton .....                   | 0                          | 6  | 198            | 5  | 0   | 99                       | 2  | 6  |
| Bridgewater .....              | 0                          | 6  | 29             | 4  | 9   | 14                       | 12 | 4  |
|                                |                            |    | £11,705 10 11½ |    |     | £5852 14 11              |    |    |

W. LOVETT, Assistant Colonial Treasurer.

Colonial Treasury, 27th July, 1866.



*RETURN showing the Amount expended by the following LOCAL BOARDS OF WORKS from the Land Fund from the date of last Report, 1866, under the 86th and 87th Sections of "The Waste Lands Act, 1863."*

### BOTHWELL.

A. M'DOWALL, *Chairman.*  
EDWARD NICHOLAS,  
ALEX. REID.

J. IBBOTT.  
HON. CAPTAIN LANGDON, M.L.C.  
WM. BEDFORD.

*Bothwell, 3rd August, 1867.*

SIR,  
In transmitting the accompanying Return from the Board of Works, I beg to inform you that in the preparation of it I regret to say that an error was discovered in the former Return, that is of 1865-6, of £173 1s. 4d., which was put down as paid on account of the Hamilton Road at the time the work was approved of, but before it was actually paid. This accounts for the discrepancy between the amount of the sums placed at the disposal of the Board and the total expenditure as shown by the two Returns.

I have the honor to be,

Sir,

Your obedient Servant,

A. M'DOWALL, *Chairman.*

*The Hon. Colonial Treasurer.*

| <i>Amount expended.</i> | <i>Nature of Work.</i>  | <i>Advantages accruing to the District.</i>   |
|-------------------------|---|---|
| £ s. d.                 |   |   |
| 79 13 6                 | <i>Road from Bothwell to Melton Mowbray.</i><br>209 rods of newly metalled road blinded; 30 rods of road pitched and metalled, and culvert repaired.  | This road being the chief one of the District, leading to the markets at Melton Mowbray and Green Ponds and to the main line of communication with the Capital of the Island, the advantages from this and similar improvements must prove beneficial to the inhabitants in general by the greater facility and saving in time of the driving of stock, conveyance of grain and stores and of the mails, and in the passenger traffic, which such improvements tend to produce. |
| 535 5 3                 | <i>From Bothwell to Shannon and Great Lake.</i><br>14 trees cut down and cleared away; 523 rods of new road near Hunterston cleared and fenced; 3 new culverts erected; 726 rods 2 links of post and rail fencing (the material for which, together with the carting, being found by the workmen); 694 rods 9 links of dead wood fencing erected; 59 rods of dead wood fencing and 244 rods of post and rail fencing were shifted and re-erected. Several hollow places and some old water-courses were filled in, and other repairs made, and a new culvert erected. | The old road, from the swampy nature of the soil, was at all times bad, and in wet seasons impassable. The improvement therefore is great.  |
| 304 6 4                 | <i>From Bothwell to Hamilton.</i><br>84 rods of road between Bothwell and Spring Hill were cut, formed, and drained; 16 rods of road were cut and formed only; 62 rods of road were metalled; 101 rods 9 links of road, the metalling of which was commenced last year, were completed; a new causeway made, with extra work adjoining; 101 rods 9 links of newly metalled road were blinded; a tree removed; an ascent cut down, and another causeway made, the bridge at the Marsh repaired, a pitched water-course made, and holes and ruts filled in.             | Portions of this road between Bothwell Township and Spring Hill were, in the winter season and after rainy weather, very bad and next to impassable. The improvements as detailed are substantial, and of great benefit to all who use this road. A considerable quantity of grain is brought to the mill, and stores, along this road; vast numbers of stock also traverse it during the year.   |
| 91 16 6                 | <i>From Bothwell towards Oatlands.</i><br>44 rods of road newly metalled; 130 cubic yards of sand carted and spread on another portion of the road, and newly metalled road blinded.  | The portion of the Oatlands Road referred to is a dead level, and in wet weather was worn into deep ruts, and almost impassable. The improvements are valuable. This road, in addition to being a cross road between two Townships, leads to the mills, and there is constant traffic upon it.  |
| 18 0 0                  | <i>Lake Crescent Road.</i><br>The work performed on this road was various, and in detached portions; it consisted in removing all large stones, trees, stumps, roots, and timber to the width of 12 feet along the line from Dennistown Gate to the Legs of Man Gate leading to the Lake Crescent, filling in all cavities, lengthening the causeway opposite the Police Station 42 feet, and metalling the same, &c.   | This work was much required, owing to the difficulty there was in driving stock to and from the Lakes, and conveyance of supplies, and is considered of great advantage by those who have occasion to make use of this road.  |

| <i>Amount expended.</i> | <i>Nature of Work.</i>  | <i>Advantages accruing to the District.</i>   |
|-------------------------|---|---|
| <i>£ s. d.</i>          | <i>Blue Hill and Ouse Road.</i>   |   |
| 18 0 0                  | The work on this road was also various and in detached portions. It consisted in removing large boulders, filling in cavities and ruts, metalling, cutting down, and levelling sidelong rises, and widening sharp turn of road. | This work is a great improvement. The portions of road now repaired were not safe for vehicles, owing to the sidelong nature of some and the enormous boulders in others. Two or three accidents, in the upsetting of a loaded team and dog-carts, had occurred here. |
| 25 17 6                 | On a separate and distinct portion of this road, called "The Horse Gully Road," 23 rods, 14 feet wide, have been metalled 6 inches deep.  | A great improvement, owing to the clayey nature of the soil rendering the drag up hill very heavy in bad weather.   |
| 1072 19 1               | Total Roads.  |   |
| 85 0 7                  | Total Miscellaneous.*   |   |
| 1157 19 8               | General Total expended.   |   |
| 6 11 3                  | Balance†  |   |
| 1164 10 11              | Total Amount at Board's disposal at commencement of official year.†   |   |

|                                  |                |
|----------------------------------|----------------|
| * Miscellaneous—                 | <i>£ s. d.</i> |
| Paid Outlands Board .....        | 51 1 0         |
| Secretary's Salary .....         | 20 0 0         |
| Stamps and Postages .....        | 0 13 0         |
| Advertising (2 newspapers) ..... | 12 18 0        |
| Stationery .....                 | 0 8 7          |
| Total .....                      | £85 0 7        |

|                                    |                    |
|------------------------------------|--------------------|
| † Balance from previous year ..... | 542 12 11          |
| Fresh Grant for 1866 .....         | 621 18 0           |
|                                    | <u>£1164 10 11</u> |

A. M'DOWALL, *Chairman.*

## BRIGHTON.

ALEXANDER FINLAY, *Chairman.*  
H. REYNOLDS.  
R. T. ALLWRIGHT.

T. REYNOLDS.  
JOHN HAYES, M.H.A.  
W. GUNN.

|          |   |  |
|----------|---|--|
| 20 0 0   | Draining, metalling, erecting culverts, and altering gradients at the Old Beach.                              | The Old Beach Road in 1865 was impassable. By a judicious outlay of £40 (two years' contribution) on the worst places, a through transit on this road in winter is now practicable.  |
| 15 0 0   | Draining, sidecutting, and laying logs on the corderoy principle on the Dromedary Roads, Bridgewater portion. | £5 of this sum were laid out on what is termed the "Mill Bottom." A small general traffic takes place on this road. £10 were laid out in a road leading from the Dromedary to Pontville and Main Road. The improvements effected are of special value to those engaged in the timber trade.  |
| 10 0 0   | Filling up and metalling ford over Jordan at Old Brewery.   | This work was required. The ford in question has not only been difficult at all times, but the greater part of the year actually dangerous. A metalled approach on the right bank is wanted.   |
| 11 5 0   | Side drains, pitched culverts and metal, Richmond Road.   |  |
| 7 10 0   | Side draining and metalling road from Broad Marsh to Bagdad.  | Richmond road is a long line with considerable traffic. The effects of the side drains and pitched waterways are already acknowledged. Parties travelling can now calculate on getting through with either sheep or vehicles.  |
| 3 15 0   | Side draining, filling up ruts, &c., Tea Tree Road.   | This sum would only admit of patching. The traffic, however, is not extensive.   |
| 3 10 0   | Side drain, Black Brush Lane.   | This amount was expended in a side drain, preventing the water from washing the road.  |
| 4 0 0    | Side drains, leveling and removing boulders, Till's Road.   | Till's Road: a short line in our District. The boggy and rough bouldered parts of this road have been improved.  |
| 13 10 0  | Making and altering roads in Dromedary, Broad Marsh portion.  | These roads lead from Dromedary into the Broad Marsh Road. The work done is trifling compared with what is required. Improvements in this locality are subject to several difficulties and drawbacks, among which are—a want of the right sort of labour, the natural obstacles of a hilly and timbered country, and the perversity of some small proprietors. |
| £88 10 0 |   |  |

A. FINLAY, *Chairman.*

15 July, 1867.

## CAMPBELL TOWN.

JAMES MERCER, *Chairman*.  
I. A. ALLISON.  
J. MACLANACHAN.  
DAVID TAYLOR.

JAMES GIBSON.  
WM. HARRISON.  
C. HEADLAM.

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>   |
|-------------------------|--|---|
| £ s. d.<br>175 0 0      | This amount has been expended in making new road through Messrs. Leakes' Estate on Eastern Macquarie River Road, which is now completed. The works done on road have been clearing, grubbing, forming, fencing, gravelling, &c., making 6 culverts, side draining to the extent of 141 chains.                             | The old road through Messrs. Leakes' Estate was almost impassable for any conveyance during the winter months; it is now a good road, and a public benefit to the District while travelling and carting from Campbell Town via Turnbull's Bridge.   |
| 175 0 0                 | This amount has been expended in making a new road through Messrs. James Bayles and George Gatenby's Forest on the Western Macquarie River Road leading to Lake River and Longford. The works done have been grubbing, clearing and forming 58 chains, also gravelling 21½ chains, and making large causeway 50 × 30 feet. | The old road was circuitous and very rutty for travelling during the winter months; it is now all ready for gravelling, and will be a great benefit to travellers when completed as the traffic now is large on this road and still increasing, being also the Mail Road to Lake River.   |
| 73 11 0                 | This amount has been expended on road from Campbell Town to Swansea, commencing at junction of Southern Macquarie River Road District, part of which being left undone last year. The works done have been grubbing, clearing, forming, and side-cutting, and to the extent of 2 miles.                                    | The road from Campbell Town to Swanport when completed would open up a new line of traffic to the coast, but at present no conveyance of any kind can travel without danger. The Board of Works has now completed 5½ miles of road which is made passable for wheels of any description, but it will take a large amount to complete this road. |
| 30 0 0                  | This amount has been expended on Eastern Macquarie River Road from Kirklands northwards. The work done grubbing, clearing, forcing, and cutting, and forming to the extent of 54 chains; also making 3 culverts.   | The Board of Works have deviated a little from the old road, making the rises of less ascent: it will be a lasting benefit to travellers when gravelled.  |
| 8 16 8                  | Expenses for surveying roads.  |   |
| 462 7 8                 |  |   |

JAMES MERCER, *Chairman Board of Works, Campbell Town.*

22 July, 1867.

## CLARENCE.

Honorable EDWARD ABBOTT, *Chairman*.  
HENRY DAWSON.

GEORGE JAMES MORRISBY.

|         |   |  |
|---------|---|--|
| 10 0 0  | This amount has been spent in putting up thirty-six rod of three-rail fencing near the Wharf at Bellerive in pursuance of approval in Colonial Treasurer's letter of 12 December, 1866. | The advantage of this fencing is that, for the entire distance along the Cross-road from the Wharf to Richmond, it prevents carts and horses slipping over a precipice, which they might easily do but for the prevention. |
| 43 5 6  | In course of being spent at Muddy Plains according to approval in the above letter.   | To be hereafter stated.  |
| £53 5 6 |   |  |

EDW. ABBOTT, *Chairman Clarence Board of Works.*

25 July, 1867.

NOTE.—This is the first sum ever received under the 86th and 87th Sections of the Waste Lands Act, 1863, in this District.—EDW. ABBOTT.

## DELORAINE.

WM. ARCHER, *Chairman.*  
J. HART.  
J. RITCHIE.  
JNO. FIELD.

A. F. ROOKE.  
S. SHOREY.  
HENRY DOUGLAS.

| <i>Amount expended.</i> | <i>Nature of Work.</i>  | <i>Advantages accruing to the District.</i>  |
|-------------------------|---|--|
| £ s. d.                 |   |  |
| 50 0 0                  | Gravelling Upper Meander Road between Pumice-stone Marsh and the Township of Deloraine. | Facilitating the means of communication between the Township and the District beyond, comprising Stocker's Plains, Cheshunt, and a large quantity of Crown Lands, &c.  |
| 77 11 2                 | Making and repairing portions of the Mersey and Deloraine Road near Elizabeth Town.     | A rocky and very dangerous portion of the main line of road from Deloraine to the coast has been made passable.  |
| 55 0 0                  | Repairing Deloraine Bridge.   | It is scarcely necessary to remark upon the necessity of keeping this bridge in repair, it being the connecting link between all the country lying west of the Meander River and that lying to the east of it. |
| 50 0 0                  | Making portion of Chudleigh Road between Red Hill and Deloraine.                        | Facilitating the means of communication between the Townships of Deloraine and Chudleigh as well as the country beyond and intervening.  |
| 0 7 9                   | Deducted for stationery by the Government.  | No advantage to the Municipality that I am aware of.   |

A. F. ROOKE, *Acting Chairman Deloraine Board of Works.*

30 July, 1867.

## EMU BAY, EAST.

JOHN DOWLING.  
WM. MOORE.

CHARLES JOHN M'KENZIE.

No action taken.

## EMU BAY, WEST.

G. ANDERSON.  
F. W. FORD.

WM. BORRADALE.

No action taken.

## EVANDALE.

JOHN RALSTON, *Chairman.*  
J. BRIAN.J. POWELL.  
J. ROBOTHAM.

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>   |
|-------------------------|--|---|
| £ s. d.                 |  |   |
| 77 18 0                 | Forming, gravelling, and putting in the necessary culverts on the Upper Nile roads beyond Deddington, 207 rods at 7s. 6d., and grubbing one large stump. | I have the honor to remark, that the advantage accruing to the Evandale District from the Works carried out by this Board is, that the several pieces of almost impassable road leading to the outlying portions of the District have been put in a passable state, which could not have been done unless by an additional Road Rate, which would have borne heavily on the inhabitants at this particular time when all are suffering from the low price of grain and the consequent general depression. |
| 17 4 6                  | Forming, gravelling, including one culvert, on the direct road to Blessington, 53 rods at 6s. 6d.  |   |
| 22 0 0                  | Forming, gravelling, and putting in the necessary culverts on the direct Blessington Road at Pigeon Hollow, 55 rods at 8s.                               |   |
| 58 2 6                  | Cutting down, forming, gravelling, and removing large stones on the direct road to Blessington, and adjoining the above, 93 rods at 12s. 6d.             |   |
| £175 5 0                |  |   |

JOHN RALSTON, *Chairman of the Board.*

26 July, 1867.

## FINGAL.

JAMES GRANT, JUN., *Chairman.*  
F. GROOM.  
T. RANSOM.  
F. W. VON STIEGLITZ.E. BOULTBEE.  
H. B. NICKOLLS.  
H. P. DOWLING.

|           |   |   |  |
|-----------|---|---|--|
| 480 1 0   | Amount expended at date of last Return  | Between Fingal and Avoca.   | All these works were in progress at the date of last Return, and were included in the remarks then made. I may add, that the contracts were satisfactorily executed, and at a reasonable rate. |
| 232 10 0  | Reforming, draining, and gravelling 620 rods, at 7s. 6d. per rod  |   |  |
| 4 0 0     | Laying a new causeway   |   |  |
| 4 17 6    | Culvert and repairs to culvert  |   |  |
| 2 6 10    | Stationery, printing, stamps, and advertisements.   |   |  |
| 20 0 0    | Balance in full for completion of jetty at Falmouth.  |   |  |
|           | Amount of Grant payable in 1865, £743 15s. 4d.  |   |  |
| 89 0 9    | Surveying roads, &c. at New England, County of Dorset.  | This expenditure is preliminary and necessary to the opening of cart tracks into New England from George's River. The importance of this work can hardly be over estimated, and will be more apparent when this valuable tract of country becomes more known. The soil and timber are said to be fully equal to the best lands of the North Coast, and supposed to extend to Scott's New Country, as well as towards Ringarooma. An outlet from that country eastwards to the seaport at George's Bay is worthy of the immediate attention of the Government, with a view to the settlement of an agricultural population along the whole line. The Members of this Board who have visited the New England Country have been much struck with its capabilities. |  |
| 15 0 0    | Salary of Secretary for one year.   |   |  |
|           | Appropriations are made, and Tenders invited for works, at the Scamander, East Coast; clearing cart tracks into New England; clearing, draining, forming road, and constructing embankments and culverts on the Black Boy Road between Fingal and Fonthill. |   |  |
|           | Clearing, draining, forming, gravelling road, and building a bridge on the Mangana Road, which in places is almost impassable, and requires much more money than is available from either this Board or from the Road Trust Funds.                          | The constant traffic on this road from Fingal will ere long require special aid.  |  |
|           | Clearing, draining, forming road, &c. on the St. Paul's Line between Avoca and Leipsic.   | Tenders for this work have been accepted, and I believe the contract has been commenced.  |  |
| £847 16 1 |   |   |  |

JAMES GRANT, JUN., *Chairman Fingal Board of Works.*

22nd July, 1867.

## FRANKLIN.

RICHARD HILL, *Chairman.*  
JOHN HAY, SEN.

H. CHESTERMAN.  
J. T. McDOWALL.

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>  |
|-------------------------|--|--|
| £ s. d.<br>55 5 0       | Constructing roadway, bridge, and culverts between Franklin and Castle Forbes Bay.         | The improvement of the line of road destined ultimately to connect the whole of the settlements on the western bank of the Huon with Hobart Town by means of the New Huon Road.                  |
| 1 16 0                  | Fencing roadway near above-mentioned bridge.   | Ditto ditto.   |
| 37 3 0                  | Constructing roadway and culverts between the Franklin and Upper Huon,                     | This work is an improvement of the connecting roadway between the Franklin and Victoria Townships, also to connect the extensive District of the Upper Huon with the Franklin and New Huon Road. |
| 78 11 7                 | Clearing and constructing roadway and culverts between Castle Forbes Bay and Flight's Bay. | This is for the improvement of Main line of Road from Southport to Hobart Town, as per remark to first item.   |
| 9 12 10½                | Incidental expenses.   | Clerical assistance, advertising, &c.  |
| £182 8 5½               |  |  |

R. HILL, *Chairman.*

30 July, 1867.

## GEORGE TOWN.

JAMES RICHARDSON, *Chairman.*  
THOS. JONES.  
T. PHILIPS.  
JNO. THOMAS.

A. W. BREWER.  
THOS. MEADOWS.  
F. Y. WILMORE.  
THOS. G. WILLIAMS.

|         |   |  |
|---------|---|--|
| 35 0 0  | [As per Tenders, 25th June, 1866.]<br>A substantial log bridge erected over the "Little Piper's River" on the present line of road from Launceston to Bridport. | Previous to the erection of the bridges all communication with the opposite banks of these streams was stopped after heavy rains during the winter months: now travellers can pass with safety at all times. |
| 27 0 0  | A substantial log bridge erected over Piper's Brook on the present line of road from Launceston to Bridport.  |  |
| 26 9 4  | Clearing and forming half a mile of road from Launceston to Sidmouth, West Tamar.   | This part of the road had previously to be avoided with top-heavy loads, from its steep inclination and rocky surface, but now it can be used with safety.   |
| 18 0 0  | Repairing the bridge at the Fourteen-mile Creek on the road from George Town to Launceston, and repairs to various portions of the same road.                   | This bridge had been much injured by floods, and at such times was dangerous to pass over: since the repairs the danger has been removed, and the other repairs to the road have been appreciated.           |
| 106 9 4 |   |  |

JAMES RICHARDSON, *Chairman Board of Works.*

## GLAMORGAN.

A. GRAHAM, *Chairman.*  
JOHN AMOS.  
ADAM AMOS.

J. P. KING.  
FRANCIS COTTON.  
WM. LYNE.

|          |  |  |
|----------|--|--|
| 11 12 10 | Bridge over Kelvedon Lagoon, on the road between Swansea and Spring Bay. | A tender of £100 for the construction of this bridge was accepted previous to sending in the last Report. That Report showed a reserve of £92 13s. 3d.; but the Government having paid two items amounting to £4 6s., the balance from 1865 moneys was only £88 7s. 2d., leaving £11 12s. 10d. to be provided from those of 1866, (as per reserve).<br>Though the completion of this work was to have been within six months from July 1866, the contractor, for |
|----------|--|--|

| Amount expended. | Nature of Work.  | Advantages accruing to the District.   |
|------------------|--|--|
| £ s. d.          |  |  |
| 384 7 6          | Repairs, &c. on road over St. Paul's Tiers, between Waters Meeting and boundary of District. | various assigned reasons, applied for and obtained an extension of the limit: now, however, more than a month has elapsed beyond that limit, and yet there is little prospect of the bridge being finished: even so far as it has progressed, the Committee appointed to supervise its construction find great fault, and recommend that a portion should be taken down and rebuilt according to specification. The delay in this instance much inconveniences travellers to and from Spring Bay and Swansea, and several persons have narrowly escaped drowning when crossing at the mouth of the lagoon during a flood. This will illustrate the desirableness of the work and the benefit that will accrue to the District.   |
| 2 8 0            | Paid by Government to D. W. L. Murray for printing notices, &c.                              | This road is a continuation of the line between Gala Kirk and Waters Meeting, described in last Report; and the expenditure extends, on detached portions, over a distance of about 8 miles, those parts which were formerly almost impassable from the precipitous and rocky ascents and descents first receiving attention.  |
|                  |  | To accomplish an improvement that would prove of material and lasting benefit, it was considered essential several digressions should be made from the former track, and great trouble has been taken to ensure the most advantageous route: frequent inspection also bears witness to the work being performed in a satisfactory manner.  |
|                  |  | Without intermission the whole extent of road crossing the St. Paul's Tiers much requires a greater outlay of money upon it, but so far as our means would allow, all that could be desired is accomplished; nevertheless, there is still a vast amount of improvement required to connect those portions that have been and are yet undergoing repairs, so that the road may in any way be considered complete; and should the Board shortly be in a position, they hope to obtain the sanction of the Government to an increase of expenditure, when a fair line of road may be anticipated from Swansea to the boundary of the Glamorgan District; and as the Fingal Board have commenced, and appear anxious to complete, a passable road to meet at that point, it is probable the difficulty of exit from this District will be much lessened. |
| 2 0 0            | Repairs to Swansea Jetty.  | The jetty was much out of repair, and being used by a large portion of the inhabitants for shipping produce, &c., the work was necessary.  |
| 8 0 0            | Secretary's salary for 8 months, January to August, 1866.                                    | By authority of Colonial Treasurer's letter of 20th August, 1866, the Secretary is allowed a salary of £12 per annum for his services, it being desirable the person in that capacity should bear some responsibility.   |
| 20 7 0           | Balance of 1866 money.   | Of which £15 12s. 6d. is due to Contractors of the road over St. Paul's Tiers: £6 is also due to the present Secretary for his services from January to June, 1867, inclusive, which slightly exceeds our total for 1866.  |
| £428 15 4        |  |  |

23 July, 1867.

JOHN MEREDITH, *Chairman of the Board.*

GLENORCHY.

HENRY BILTON, *Chairman.*  
JOHN BRENT.  
WM. MURRAY.

RICHARD SHOOBRIDGE.  
ISAAC WRIGHT.

|         |  |  |
|---------|--|--|
| 35 12 7 | Lining out, levelling, and metalling a portion of the road leading from the Township of Glenorchy to New Town Bay commenced as noted in last report. | This road, which has been hitherto almost impassable, when completed will not only furnish a direct line to the River Derwent from Glenorchy Township, but will also be a saving in distance to travellers of nearly three miles in reaching Risdon Ferry for Richmond and other Districts in that direction. This road when completed will be of great benefit to the residents passing to and from Risdon, New Town Bay, and its vicinity; and, by a liberal response to an appeal for private subscription, a much larger portion of the road in question has been completed than could otherwise have been done with the limited amount at the disposal of the Board of Works. |
|---------|--|--|

5th August, 1867.

HENRY BILTON, *Chairman Board of Works, Glenorchy.*

## GREEN PONDS.

GEO. A. KEMP, *Chairman.*  
OSCAR FLEXMORE.  
JAMES BROCK.

THOMAS WEEDING.  
JOHN PALMER.

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>  |
|-------------------------|--|--|
| £ s. d.                 |  |  |
| 24 0 0                  | Repairs on various parts of the road leading from the Hunting Ground to Constitution Hill. | The road upon which the money has been expended has been almost impassable for years, but has been now made comparatively speaking good, although there are parts that will require a further outlay to put the whole road in a state of thorough repair. What has been done has rendered travelling much easier, and enabled graziers and farmers to drive their stock and cart their grain to market without any danger. |

G. A. KEMP, *Chairman Board of Works, Green Ponds.*

22nd July, 1867.

## HAMILTON.

J. F. SHARLAND, *Chairman.*  
Hon. Captain LANGDON, M.L.C.  
W. A. B. GELLIBRAND.  
JOSEPH CLARKE.

HENRIC NICHOLAS.  
WM. SIBLEY, M.H.A.  
JOHN KING.

|          |  |   |
|----------|--|---|
| 159 0 0  | £175 was appropriated towards forming and metalling that part of the road between Hamilton and Broad Marsh known as the Sugar-loaf Tier. The balance has been appropriated, &c.  | 1. This expenditure, in consequence of the almost impassable state of the road through Crown lands at the Tier, facilitates the communication with Brighton, Bagdad, Bridge-water, Hunting Ground, and Broad Marsh, and will enable the residents in those localities who possess property in the New Country to send their flocks and drays.   |
| 20 0 0   | Balance of £50 appropriated towards forming and metalling that part of the Bothwell and New Norfolk Road known as the Hollow Tree.<br><br>£8, balance of the £55 appropriated and expended on the Ouse and Marlborough Road. <i>Vide</i> Report, 1866. This balance has been appropriated.<br><br>£250, including £50 from the appropriation of 1865, and supplemented in 1866 to £250, towards the re-erection of the bridge over the Nive River. This work is progressing most favourably, and will be completed in a few weeks. | 2. Hitherto this was only a bush road quite impassable for traffic during the winter months. This expenditure will give great facility to the great number of settlers living in its immediate neighbourhood to take their produce to market, and will enable them to get their wool down from the Great Lake country.<br><br>3. This most useful expenditure on the main line of road to Marlborough has been described and remarked upon in the Report for 1866.  |
| 105 0 0  | Appropriated towards the re-erection of the bridge over the Pine River.  | 4. This bridge has been swept away by the floods of 1866. It is on the main line of road to the Clarence, to the Derwent, and to Lake St. Clair, where extensive areas of Crown land exist.   |
| 63 0 0   | Balance of £100 appropriated towards erecting four culverts and forming a part of the road between Hamilton and the Ouse.  | 5. This expenditure will enable the sheepowners in that locality to get down their wool; it will also tend to facilitate the communication with Crown and other land in the neighbourhood of Lake Fergus and the Skull Bone Plains.   |
| 14 7 6   | £70 appropriated towards the repair of the roads approaching Dunrobin Bridge. The residue has been appropriated and tenders invited.   | 6. This appropriation has been expended in opening up and forming a new line of road.   |
| 103 17 0 | £105 appropriated towards making and repairing the main line of road between Dunrobin Bridge and Glenora.  | 7. This expenditure will facilitate the traffic in timber, large quantities of which are brought down to Dunrobin Bridge for building and fencing purposes. One of the approaches to the bridge was in so bad a state that a new line of road had to be cut and formed.<br><br>8. This line is in the Upper Derwent District, and has been sadly neglected for the last ten years. This outlay will enable the settlers in its neighbourhood to send their stock to the Marlborough country, and will facilitate communication with the Gordon country, and will also give them easy access to the Hamilton Township. |



| <i>Amount received.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>   |
|-------------------------|--|---|
| £ s. d.<br>100 0 0      | Appropriated towards clearing, forming, and making a new line of road, and erecting culverts thereon, from Dunrobin Bridge, through Monto's Marsh, to Glenora.   | 9. This road will open up communication with a considerable area of Crown land in the neighbourhood of Monto's Marsh, where there are located already a great many small farmers, freehold.   |
| 50 0 0                  | Appropriated towards re-erecting the bridge over the Serpentine Rivulet, and repairing the approaches, &c.   | 10. Same remark as there is to the Pine Bridge. <i>Vide</i> Remark No. 5; it is the same route.   |
|                         | £100 appropriated towards erecting culverts, making and forming the line of road between the Main Road to Lane's Tier. This work will be completed in a few days.  | 11. This expenditure will enable a number of small farmers, freehold, at Lane's Tier, and settlers along the line, to get their produce to market, and also will open up communication with available Crown land.   |
| 40 0 0                  | £140 appropriated towards erecting four culverts on, and forming and making the line of road from the Ouse Bridge, by J. F. Triffitt's, to Crown land. Tenders for the remainder of this work have been accepted. The work is progressing, and will be completed in a week or two. | 12. This outlay will be of great advantage to several settlers along its route, particularly to the agriculturist. Hitherto the road, during the winter months, was impassable for drays. It will also open up communication with Crown land.   |
|                         | £50 appropriated towards cutting and forming, and erecting culverts thereon, of about 20 chains of road near the Saddle on the Hamilton and Hollow Tree Road. This work is progressing.  | 13. This outlay is for diverting the road to avoid a most dangerous ascent on either side of the Saddle, which in all seasons is most difficult of access, even for bullock teams. This road leads to a large settlement of farmers located in the vicinity of the Hollow Tree: there are also extensive sheep stations along its line.   |
| 30 0 0                  | Appropriated towards cutting down a part of Peppermint Gully Hill on the Hamilton and Bothwell Road.   | 14. This expenditure will be of great advantage, as the hill has been cut down considerably: hitherto, in wet weather, it was dangerous and most difficult of access. It is on the main line of road between Hamilton and Bothwell.   |
| 70 0 0                  | £314 11s. 5d. appropriated towards improving the main line of road between Hamilton and New Norfolk. Tenders have been invited for the remainder of the work.  | 15. This road is the main artery from Hobart Town <i>via</i> New Norfolk, Macquarie Plains, Hamilton, and the Ouse to the Crown lands in the Marlborough, Lake St. Clair, and Echo Districts. Along its line are extensive sheep-runs, and some of the richest agricultural land (alluvial and deluvial) in this Colony, particularly contiguous to the Derwent, Ouse, and Clyde Rivers, a large section of which is cultivated. There are also rich bitumenous coal and shale fields. This outlay, in addition to the sum expended last year by the Board of Works, will be of paramount advantage in enabling the farmers to get their produce to market, and will facilitate the communication from Hobart Town to the several Districts in the New Country. The coal-field is within one mile of Hamilton Township. |
|                         | £40 appropriated towards improving the Roads on the right bank of the Derwent. This amount is about being expended.  | 16. This outlay, in addition to the sums expended last year, and which will be supplemented from the sum now due to the Board of Works, will enable the different settlements, composed of small farmers, on the banks of the Derwent and Monto's Marsh, to get their produce to market. It will also open up communication with crown land.  |
| 31 17 6                 | £50 for incidental expenses; £20, Secretary; £7 17s. 6d., Surveys, plans, &c.; £4 (about) for advertising.   | 17. As several new bridges had to be erected and new roads laid out and marked, &c., it was deemed necessary to employ a competent Surveyor.  |
| <u>£787 2 0</u>         |  |   |

6th August, 1867.

J. F. SHARLAND, *Chairman Hamilton Board of Works.*

## HOBART TOWN.

THE MAYOR AND ALDERMEN.

|             |             |                                       |
|-------------|-------------|---------------------------------------|
| <i>Nil.</i> | <i>Nil.</i> | No Public Works have been undertaken. |
|-------------|-------------|---------------------------------------|

By direction,

HENRY WILKINSON, *Assistant Town Clerk.*

1 August, 1867.

## LAUNCESTON.

THE MAYOR AND ALDERMEN.

| Amount expended.   | Nature of Work. | Advantages accruing to the District.   |
|--------------------|-----------------|--|
| £ s. d.<br>66 12 9 | Drainage.       | This amount was expended, together with a large sum from the General Fund of the Corporation, on the Charles-street drainage, which, including minor advantages, effectually secured the drawing off the large quantity of sewage constantly flowing from the General Hospital in Mulgrave-square. |
| 168 0 0            | Ditto.          | This sum, in conjunction with labour, materials, &c. supplied from the Town Survey Department, was disbursed on the Margaret-street Drainage Works, of which every completed yard is of great moment and advantage to the inhabitants of the neighbourhood, as also to the town at large.          |
| 234 12 9           |                 | These Works are extensive, and will occupy a long period in the completion.  |

JOHN SCOTT, *Mayor of Launceston, and Chairman Board of Works.*

8 July, 1867.

## LONG BAY, OYSTER COVE, AND NORTH BRUNI.

GEORGE MYLES, *Chairman.*  
W. LAWRENCE.

ARTHUR GILES ATTWOOD.

|         |  |  |
|---------|--|--|
| 63 0 0  | Surveying and furnishing plans, staking, marking road 10½ miles from Kelly's Point towards the Neck, Bruni Island, at a cost of £6 per mile. | This road will be a great advantage to the inhabitants when completed, as it leads direct to the Ferry <i>en route</i> to Hobart Town. |
| 0 1 6   | This last item has been expended for stationery.   |  |
| £63 1 6 |  |  |

A sum of £26 11s. 9d. remains due to the Board.

I believe no Report was furnished last year: Mr. G. Lloyd was the Chairman.

GEO. MILES, *Chairman.*

13th July, 1867.

## LONGFORD.

GEORGE GIBSON, *Chairman.*  
WM. DODERY, M.H.A.  
R. J. ARCHER.  
W. LEE.W. MASON.  
H. B. NICKOLLS.  
H. P. DOWLING.

|         |                                       |  |
|---------|---------------------------------------|--|
| 48 2 10 | Bridge over the Liffey at Bracknells. | It connects Longford and Westbury Municipalities, and enables children to cross over to school, and facilitates traffic. |
|---------|---------------------------------------|--|

GEORGE GIBSON, *Chairman.*

11 July, 1867.

MERSEY, EAST.

S. H. THOMAS, *Chairman.*  
EDWARD ALLEN.  
JOHN BISHTON.

ROBERT SEWART.  
H. W. CHAMBERLAIN.

| Amount expended. | Nature of Work.  | Advantages accruing to the District.  |
|------------------|--|---|
| £ s. d.          |  |   |
| 5 10 0           | Day work on La Trobe and Green's Creek.                    |   |
| 3 15 1           | John Barrett, work on La Trobe Road.                       |   |
| 12 10 0          | William Norton, compensation for fencing La Trobe Road.    |   |
| 18 10 0          | A. Craig, ditto ditto.                                     |   |
| 3 10 0           | John M'Kugh, ditto ditto.                                  |   |
| 11 7 0           | James Thomson, ditto ditto.                                |   |
| 7 7 0            | George Atkinson, ditto ditto.                              |   |
| 50 0 0           | John Hicks, clearing La Trobe Road.                        |   |
| 8 0 0            | John Barrett, daily wages for working on La Trobe Road.    |   |
| 20 0 0           | John Hicks, clearing La Trobe Road.                        |   |
| 33 10 0          | John Hicks, for clearing Green's Creek and La Trobe Roads. | The road between Torquay and Green's Creek, now nearly completed, will open up a large tract of rich alluvial soil, a considerable portion of which is now in cultivation, giving the residents in that locality the option of delivering their produce at the shipping ports of La Trobe or Green's Creek. |
| 6 10 0           | Ditto.   |   |
| 50 0 0           | Ditto.   |   |
| 11 0 0           | Ditto.   |   |
| 4 4 0            | James Doolan, compensation for fencing.                    |   |
| 3 3 0            | James M'Hugh, ditto.                                       |   |
| 35 0 0           | John Wilkins, Torquay-street.                              |   |
| 2 5 0            | John Wilkins, ditto.                                       |   |
| 5 0 0            | Robert Stewart, Torquay Road.                              | The formation of the street at Torquay was absolutely necessary, being the only approach to a flour mill near Torquay, and consequently a great convenience to the surrounding neighbourhood.   |
| £291 1 1         |  |   |

3rd August, 1867.

SAML. H. THOMAS, *Chairman.*

MERSEY, WEST.

JAMES FENTON, *Chairman.*  
B. THOMAS.  
E. B. E. WALKER.

EDMUND CUMMINGS.  
WM. JOWETT.

|             |  |   |
|-------------|--|---|
| 965 4 8     | A new road running easterly from the Forth Bridge through the Town of Hamilton-on-Forth. | This is a very useful and important public work. The town of Hamilton-on-Forth is laid out on the side of a steep hill, and the streets run at right angles without any regard to the sharp ascent. The easiest approach to the Forth Bridge was down William-street at a gradient of 1 in 6. The Board had, therefore, no alternative but to make an entirely new line of road through purchased allotments, the gradient being 1 in 15. Thus they have had to expend at this work a large portion of the moneys placed at their disposal consequent upon the heavy side cuttings and the cost of purchasing and fencing the road. |
| 91 0 0      | Clearing road through Ulverstone.  | The Board have confined their operations to the main line of road through the District, many parts of which were impassable for light wheel vehicles. These obstacles have been removed as far as the Leven.  |
| 100 0 0     | Culverts and clearing road west of River Forth.  |   |
| 61 12 6     | New road—Clearing and forming at Stony Hill, between Tarleton and Don Bridge.            |   |
| 11 11 0     | Paid Mr. Dooley for surveys.   |   |
| 2 6 0       | Stationery and sundries.   |   |
| £1231 14 2* |  |   |

\* This includes the balance remaining in the hands of the Port Sorell Board last year, after the return was sent in, and before the District was divided. It also shows the expenditure of the total sum available for the past year.

20th July, 1867.

JAMES FENTON, *Chairman West Mersey Board of Works.*

## NEW NORFOLK.

W. A. B. JAMIESON, *Chairman.*  
RALPH TERRY.  
W. DEAN.

W. DOWNIE.  
J. T. READ.

| Amount received. | Nature of Work.  | Advantages accruing to the District.                         |
|------------------|--|--|
| £ s. d.          |  |  |
| Nil.             | Cutting down hill and making road known as Sandhill near Kilderry in Lower Derwent Road District.        | Facilitating communication and transit of produce to market. |
| Nil.             | Cutting and making road in Upper Derwent Road District known as Dry Creek Hill, leading to Salmon Ponds. |  |
| Nil.             | Making road in New Norfolk Road District between Scotsdale-hill and Altamont on Hobart Town Road.        |  |

All these Works have been delayed in consequence of the approval of the Governor in Council not having been received until a recent date. Progress is now being made.

W. A. B. JAMIESON, *Chairman.*

17 July, 1867.

## NEW TOWN.

RICHARD SHOEBRIDGE.  
JOHN MARSHALL.  
W. GIBLIN.

H. STOPS.  
THOS. WOOD.

|       |   |   |
|-------|---|---|
| Nil.* | Bridge at the junction of Main Road, Forster and Montagu-streets. The probable cost will be about £100. | The benefit of this work will be advantageous to that part of New Town and Kangaroo Valley, the bridge being much required, as it will open up a better communication to the school premises and other thoroughfares in the locality, and will, when finished, form the principal entrance from the Main Line of Road opposite the entrance to the Risdon Road. |
|-------|---|---|

\* The Work being just commenced the amount cannot at present be defined.

F. S. EDGAR, *Secretary to the Board.*

20 July, 1867.

## NORTH WEST BAY.

W. E. BAYNTON, *Chairman.*  
GEO. LUCAS.

ROBT. WILLIAMSON.  
J. H. VIGOR.

|         |  |   |
|---------|--|---|
| 30 0 0  | This sum was expended in metalling and blinding 90 rods of the Den's Road leading from Kingston to Summerleas.       | This portion of the road was quite impassable, but is now in very good repair. It will be a great advantage to the farmers, &c. in that locality.                     |
| 15 0 0  | This sum was expended in cutting and forming a portion of the road leading from Kingston to the Brown's River Beach. | This will be a great boon to pic-nic parties visiting the beach. It will also be a great benefit to the farmers at Blackman's Bay in getting their produce to market. |
| 19 5 0  | Repairing the bridge across the North West Bay River.  | This bridge was in very bad repair. There is now a large traffic across the bridge, and it is safe for any conveyance.  |
| 2 16 0  | For advertising.   |   |
| £67 1 0 |  |   |

W. E. BAYNTON, *Chairman of the North West Bay Board of Works.*

13th July, 1867.

## OATLANDS.

J. L. TABART, *Chairman.*  
T. BURBURY.  
G WILSON.

A. T. PILLINGER.  
A. H. BISDEE.  
JOHN ROWLAND ROE.

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>                          |
|-------------------------|--|--|
| £ s. d.<br>70 0 0       | Bridge made across Rumney's Hut Creek.   | This bridge is necessary for the traffic from the Bluff to Oatlands. |
| 280 10 6                | Clearing, cutting culverts, and metalling on the road from Oatlands past the Brown Sugar Loaf to the Stone House, Eastern Marshes.             | General improvement of the road.                                     |
| 110 4 4                 | Making a wooden bridge across the Deep Creek. Clearing, cutting culverts, and metalling on the bridle road leading to Jerusalem from Oatlands. | Ditto.   |
| 67 10 0                 | Making small wooden bridges, cutting and clearing on the road from Jericho to the Jordan, leading to Bothwell.                                 | Ditto.   |
| 40 0 0                  | Metalling and clearing road leading through Anstey Barton to the Jordan in the Parish of Dulverton.  | Ditto.   |
| 353 10 0                | Clearing, cutting culverts, and metalling on the road leading from Queen Anne-street to the Eastern Marshes towards Swanston.                  | Ditto.   |
| 52 11 6                 | Metalling and clearing on the road leading from Oatlands to the Ridge.   | Ditto.   |
| 59 0 0                  | Cutting, clearing, metalling, and culverts on the road leading from Jericho to Jerusalem.  | Ditto.   |
| 6 3 6                   | Advertising.   |  |
| 7 16 0                  | Half year's salary for Clerk, and Postages.  |  |
| 1047 5 10               |  |  |

JOHN L. B. TABART, *Chairman of Board of Works for Oatlands.*

5th August, 1867.

## PORT CYGNET.

M. FITZPATRICK, *Chairman.*  
JOHN W. KELLAWAY.  
H. WALTERS.

C. O'REILLY.  
SILAS PARSONS.

|         |  |  |
|---------|--|--|
| 212 0 0 | For building a bridge across a creek on the Government Reserve at Wattle Grove, leading from the Township of Brabazon to the Township of Cradoc. | Parties were in danger, likewise cattle and horses; they had to swim them or go a half a mile into the bush to cross at this place, until the said bridge was erected.   |
| 10 0 0  | For building a bridge across a creek leading from the Township of Lovett to the Township of Brabazon.  | This section of the said road was impassable to the public, and especially conferred a great benefit to the people convenient in getting their crops out.  |
| 4 6 8   | For cutting and marking track for new road to join the Sandfly Road.   | This amount is added to the £38 11s. 9d. inserted below, for scrubbing and clearing the new road between Port Cygnet and the Sandfly, and that leaving a balance of £67 1s. 7d. to the credit of the Sandfly Road; <i>vide</i> remarks below.  |
| 15 0 0  | Compensation to John Rourke for right of road at Mount Corong.   | This expenditure was in compensation for land and fencing, opening a direct communication between Franklin Township and the Government road in course of construction from Lovett towards Sandfly, as well as giving an outlet to many settlers who were obliged to go through private property to enable them to get their produce to market, |

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>   |
|-------------------------|--|---|
| £ s. d.                 |  |   |
| 12 10 11                | For scrubbing and clearing a portion of road between Port Cygnet and Victoria.                                 | and who contributed £10 towards the expense of opening this road.<br>£12 9s. 1d. of a balance standing to the credit of this work which is still in progress. This is a part of the direct road between the New Huon Road at Victoria and Port Cygnet, and previous to this work being done a cattle track was used.                  |
| 38 11 9                 | For scrubbing and clearing the new road between Port Cygnet and the Sandfly Road.                              | Balance of £67 1s. 7d. to be expended. This expenditure is on the construction of the Main Road from Port Cygnet to Hobart Town, by the Sandfly. The new Government road not being continued beyond the first section, the Board thought it necessary to open direct communication between the two above places as early as possible. |
| 14 17 0                 | For cutting and levelling a portion of the road between the Cradoc and the New Huon Road.                      | Three shillings balance. The expenditure of this money was to make a bridle track along by the side of the Huon River near Ironstone Creek, which portion was exceedingly dangerous: the track was confined within two yards of the River's edge, which made it very dangerous for horse and man.                                     |
|                         | To be expended on the New Huon Road, within four miles from the Huon River.                                    | £33 12s. 6d. will be expended on this work, a tender for which has been accepted, and the work will be commenced immediately.   |
| 3 15 0                  | Being payment as salary to the Secretary for attending five meetings and performing the duties of such office. | Balance £10 5s. remaining to the credit of the Incidental Fund.   |
| 311 1 4                 |  |   |
|                         | Amount unappropriated.   | £3 9s. 9d., being an amount unappropriated.   |

MATTHEW FITZPATRICK, *Chairman, Port Cygnet Board of Works.*

1st August, 1867.

### PORT ESPERANCE.

J. B. BOOTHMAN, *Chairman.*  
J. WHOOLAGAN.  
OWEN OWENS.

J. KENNEDY.  
H. J. DALDY.

|         |   |  |
|---------|---|--|
| 29 16 0 | Road from Dover to Flight's Bay.        | Ten bridges have been erected on this road, and it is now for the first time passable for cattle.  |
| 26 17 0 | Road from Dover to Esperance Bridge.    | Four bridges have been constructed, and parts of the road formerly impassable have been cleared: some drainage has also been done.   |
| 5 2 0   | Bridge over Esperance River.            | Plans and specifications have been prepared and tenders called for on two occasions, but the amounts of the tenders exceeded the sum at the disposal of the Board.   |
| 15 0 0  | Road from Southport to Esperance River. | This road has been completed, cleared, and is now passable for vehicles, but the absence of a bridge over the river is an obstruction to its general use, except for pedestrians.  |
| 11 11 8 | Incidental expenses.                    | Advertisements, £3 16s. 6d.; Clerk's salary and freight, £4 2s.; stationery, £1 3s. 2d.; extra work, (to meet an emergency) on the Southport Road, £2 10s.   |
| 88 6 8  |   | The object which the Board has kept steadily in view has been to open and improve a Main Line of Road through the District. Hitherto cattle could only be taken to Port Esperance from Hobart Town by water or by a circuitous and dangerous coast track. Much benefit has already been derived from the development (although still very imperfect) of the Flight's Bay Road. |

HENRY J. DALDY, *Chairman.*

23rd July, 1867.

| <i>Amount expended.</i> | <i>Nature of Work.</i> | <i>Advantages accruing to the District.</i> |
|-------------------------|------------------------|---|
| £ s. d.                 |                        |   |

## QUEENBOROUGH.

No action taken.

## RICHMOND.

WM. HODGSON, M.H.A.  
W. KEARNEY.  
D. OGILVY.

W. RUMNEY.  
G. IBBOTT.  
T. G. GREGSON.

|         |   |   |
|---------|---|---|
| 8 13 0  | Repairing bridges and culverts on Grass Tree Hill Road, between Richmond and Hobart Town. | Keeping open the main road to market for the produce of the district. |
| 10 0 0  | Clerical assistance.  | Keeping the records, &c. of the Board for the years 1865 and 1866.    |
| 18 13 0 |   |   |

By Order of the Board,

J. GRIFFITHS, *Secretary.*

10th August, 1867.

## ROSS.

ADAM JACKSON, *Chairman.*  
F. S. HORNE.  
JAS. ROWLAND PILLINGER.

S. HORTON.  
T. PARRAMORE.  
JOSEPH BAYLES.

|                                 |   |   |
|---------------------------------|---|---|
| <i>Upper Macquarie Road.</i>    |   |   |
| 30 0 0                          | Johnson's Creek. Ford 60 feet across, with approaches 6½ chains in length.                                | Great improvements on road, giving safety to life and property in crossing a sometimes dangerous creek, and when the works further south are completed will be a great boon to those using the road to crown lands. |
| <i>Ross and Windfalls Road.</i> |   |   |
| 41 0 0                          | Stoney Gully, 25 chains re-constructed, including 2 bridges.  | When the works now in progress at either end of this work are completed, there will be an admirable road to the top of the Eastern Tier; superseding the present one which is most difficult of ascent.             |
| 21 14 0                         | Adjoining the above 59½ chains of road grubbed, cleared, and drained, 40 feet wide, Ross and Auburn Road. |   |
| 35 0 0                          | Clearing through dense forest, and draining 21 chains, forming and metalling 12½ chains of same.          | This road reduces the ascent of the hill from 1 in 6 to 1 in 20; and is found by those using it to be a most valuable improvement, and has materially increased the traffic from Auburn to Ross.                    |
| 127 14 0                        |   |   |

ADAM JACKSON, *Chairman of Board of Works.*

Ross, 5th August, 1867.

This Return has been withheld in the hope that before imperatively called for some of the adjoining work under the Road Board might have been completed, which would in all probability have enabled me to speak more definitely of the advantages the public derive from this expenditure of the Board of Works.

ADAM JACKSON.

## SELBY.

JAMES R. SCOTT, *Chairman.*  
ALEXANDER WEBSTER.  
H. STEVENSON.  
W. BARNES.

W. B. COULSON.  
THOMAS BARNARD.  
THOMAS HOGARTH, JUN.

|          |   |   |
|----------|---|---|
| 105 11 0 | West Tamar, road to the Silver Mines, 6 bridges | The principal road to the settlements at the Supply River and the Silver Mines. A work much required, as the creeks rise very rapidly and remain flooded for a considerable time. |
|----------|---|---|

| Amount expended.   | Nature of Work.  | Advantages accruing to the District.   |
|--------------------|--|--|
| £ s. d.<br>63 18 0 | East Tamar, Fingerpost-hill, clearing and forming about 23 chains on the 2nd or upper section.                 | Road to Piper's River. Gives access to all the settlements on the upper part of Piper's River and the Bridport Road. The road is in a very bad state, much of the produce being now sent by Messrs. Tyson's tramway. A large amount would be required to make a good road, but these works have improved some of the worst portions. |
| 91 2 6             | Ditto, 40 chains from the foot of the hill towards Launceston.   |  |
| 32 0 0             | East Tamar, Barber's Bottom, draining, forming, and culverts.  |  |
| 7 10 0             | Ditto, Turner's Marsh Road, survey, with particulars of work required.   |  |
| 43 7 0             | Ditto, 4 bridges.  |  |
| 17 17 6            | North Esk, &c., road to Diddlem, clearing about 11 miles.  | This road was blocked up by fallen trees and scrub, and rendered impassable.   |
| 47 17 6            | Patersonia, repairs and additions to the bridge over Patersonia Rivulet.                                       | Between the commencement of the Public Works Road to Scottsdale and Launceston. The repairs were urgently required.  |
| 23 2 4             | Ditto, metalling on the road near Patersonia Bridge, 6 chains, 60 links.                                       |  |
| 9 8 6              | Ditto, draining ditto, 29 chains.  |  |
| 9 19 0             | Ditto, metalling and forming near Calvert's, 2 chains.   |  |
| 4 7 6              | Ditto, draining ditto, 12½ chains.   |  |
| 5 0 0              | Ditto, culvert near Patersonia Village.  |  |
| 36 7 6             | Scottsdale, clearing, culverts, &c., on the road towards Johnson's, 53½ chains.                                | Two lines of surveyed road leading to a number of settlements, but quite impassable for a cart.  |
| 9 0 0              | Ditto, J. Shehan's.  |  |
| 168 19 6           | Ringarooma, clearing, with culverts, on the road leading northerly from the Public Works Road, 271 chains.     | The main line of road leading to the settlements north of the Public Works Road and to the northern or lower portion of the Ringarooma Valley.   |
| 30 0 0             | Ditto, Bridge over the Legerwood Rivulet.  |  |
| 705 7 10           | In addition to the above return of sums expended, contracts are now in progress to the amount of £326 10s. 6d. |  |

22nd July, 1867.

JAMES R. SCOTT, *Chairman Selby Board of Works.*

SORELL.

GEO. MARSHALL, *Chairman.*  
R. BLYTH.  
F. ALLISON.

J. T. CORAM.  
J. DUNBABIN.  
C. HAZELL.

|                              |                               |   |
|------------------------------|-------------------------------|---|
| 235 0 0<br>85 0 0<br>320 0 0 | Bridge of piles and planking. | <p>This bridge is of incalculable service to the residents beyond the Ironstone Rivulet, and along the East Coast. Communication between these places, Sorell and Hobart, when floods were up was impracticable almost, certainly so far as conveyances and produce. Its erection will be the means of enhancing the value of land at the Carlton and Seven-mile Scrub, as well as admitting of regular postal communication.</p> <p>This bridge is complete all but the approaches, which will be in a couple of weeks. The Road Trust supplements the cost by a similar amount, to ensure a permanent construction.</p> |
|------------------------------|-------------------------------|---|

23rd July, 1867.

GEORGE MARSHALL, *Chairman.*



SOUTH LONGFORD AND LAKE DISTRICT.

JAMES MACLANACHAN, *Chairman.*  
P. T. SMITH.  
W. HARRISON.  
A. T. PILLINGER.

ROWLAND PILLINGER.  
C. HEADLAM.  
OSCAR FLEXMORE.

| <i>Amount expended.</i> | <i>Nature of Work.</i>  | <i>Advantages accruing to the District.</i>  |
|-------------------------|---|--|
| £ s. d.                 |   |  |
| 120 0 0                 | Paving and blinding 324 rods of cart road and chaining ditto on Barren Plains Tier.                   |  |
| 150 0 0                 | Clearing projected road round north-east side of Great Lake about 9 miles in length by 100 feet wide. |  |
| 5 0 0                   | Stationery, &c. for 1865 and part of 1866, (one year.)  |  |
| 26 0 0                  | Two table drains across the road 100 feet wide on Downie's and MacLanachan's land, Great Lake.        | Advantageous to the Government by increasing the value of the Crown lands, and opening them up to future purchasers and lessors, which have hitherto been locked up.   |
| 18 0 0                  | Paving and blinding 20 rods of Main Trunk Line  |  |
| 110 0 0                 | New bridge across Shannon River, Barren Plains, Great Lake.   |  |
| 54 12 0                 | Stoning and blinding 273 rods of road, Barren Plains Reserve  |  |
| 20 0 0                  | Bridge across James's River near Lake Augusta, (Nine Lagoons).  | Advantageous to the public by giving them the facilities of roads and bridges to lands already purchased and leased from the crown, and an inducement to future purchasers and lessees in a very remote but important District. Such works, with the means at the disposal of the Road Trust, could not have been accomplished for years to come, if at all. |
| 11 10 0                 | Stoning and blinding 56 rods cart road, Barren Plains Opening.  |  |
| 55 10 2                 | Draining 743 rods of road through Downie's and MacLanachan's land, Barren Plains, Great Lake.         |  |
| 137 3 0                 | Paving and blinding 156 rods of cart road on MacLanachan's land, Barren Plains, Great Lake.           |  |
| 9 9 0                   | Surveying, &c. Mount Jackson.   |  |
| 3 3 0                   | Ditto.  |  |
| 0 18 0                  | Official Assignee D'Arcy Murray's Estate, for printing.   |  |
| £721 5 2                | Total paid.   |  |
| 118 16 0                | Paving and blinding 132 rods of cart road on Downie's land, Great Lake, completed.                    | Waiting inspection and approval.   |
| 30 0 0                  | Bridge across Boggy Marsh Creek, Great Lake, ditto.   |  |
| 20 0 0                  | Bridge across Flexmore's Creek, ditto.  |  |

There are other contracts taken that cannot be completed at this season in the Great Lake Country.

J. MACLANACHAN, *Chairman Lake District Board of Works.*

24th July, 1867.

SPRING BAY.

FRANCIS AUBIN, *Chairman.*  
JOHN C. MACE.  
J. GATEHOUSE.

THOS. CRUTTENDEN.  
GEO. RUDD.  
FRANCIS COTTON.

No Return has been furnished of the Works carried out in this District. The total sum paid from the Colonial Treasury since the date of last Report amounts to £655 9s. 5d., which sum has been expended in accordance with the recommendations of the late Board; viz.—George Rudd, *Chairman*; John Gatehouse, Francis Cotton, A. Morey, Melmoth Fletcher.

## WESTBURY.

J. P. JONES, *Chairman.*  
R. H. DOUGLAS.  
THOS. W. FIELD.

S. MONTGOMERY.  
J. MILLAR.  
DANIEL BURKE.

| <i>Amount expended.</i> | <i>Nature of Work.</i>   | <i>Advantages accruing to the District.</i>   |
|-------------------------|--|---|
| 50 0 0                  | Cutting and forming road to Bill Knight's Basin Bridge, constructing culverts, &c. | Making the approaches to this bridge which was constructed by the Board last year, and the advantages of which bridge were set forth in last report.  |
| 30 0 0                  | Making, cutting, forming embankment, and widening approaches to M'Annion's bridge. | Very considerably improving the approaches to this bridge, which is much used, and was in a bad and dangerous condition.  |
| 40 3 3                  | Completing road to Exton Bridge, which was commenced by the Board last year.       | This road opens a part of the country where much crown land has recently been sold, a part of the district which is becoming very populous.   |
| 25 0 0                  | Clearing and forming road to a bridge at the Liffey.                               | Facilitating access to a populous portion of the district.  |
| 39 0 0                  | New platform to Roxford Bridge, and improving approaches.                          | This bridge was unsafe to cross.  |
| 100 0 0                 | New top to Egmont Bridge.  | This bridge was in a dangerous and impassable state. The sum voted by the Board was supplemented to the extent of £45 by the Road Trustees and the inhabitants. It is the means of communication with a large and thickly-populated part of the district, on the north side of the Meander. |
| 16 10 6                 | Plans and specifications, advertising, and clerical assistance.                    |   |
| 300 13 9                |  |   |

Balance remaining due to the Board, £145 15s. 6d.

JOHN PEYTON JONES, *Chairman.*

10th July, 1867.