

1915.

VICTORIA.

COUNTRY ROADS BOARD.

SECOND ANNUAL REPORT.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT No. 2415.

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Country Roads Board,
Melbourne,

1st November, 1915.

The Hon. F. Hagelthorn, M.L.C.,
Minister of Public Works,
Melbourne.

SIR,

As required by section 73 of the Country Roads Act, I have the honour to submit to you the Second Annual Report of the proceedings of the Board.

During the period under review the investigation of the road conditions throughout the State was continued and completed.

Having regard to the fact that considerable constructional work was being carried out concurrently with the investigation, it was estimated that the latter would occupy about two (2) years from the date of commencement, and it was completed within that time.

In the course of the investigation, every shire and borough in the State was visited, and every council with which the Board is likely to have dealings relating to the construction or maintenance of main roads interviewed, and without exception the Board was most cordially received.

Constructional work to the value of £342,681, and maintenance expenditure totalling £49,887, has been undertaken during the year, particulars of which are set out in the Report.

I have the honour to be,

Sir,

Your obedient Servant,

W. CALDER,

Chairman.

COUNTRY ROADS BOARD.

SECOND ANNUAL REPORT.

The proceedings of the Board during the second year of its operations, the Report of which is now submitted, included the continuation and completion of the investigation of the highways of the State.

It was explained on page 10 of the First Annual Report that it had been decided to divide the State into ten (10) sections, and to undertake the investigation of these sections in the order considered to be the most necessitous.

The inspection of five (5) of the sections, viz., Gippsland, East Gippsland, Cape Otway, the North-Eastern and South-Western districts, had been completed in the order named during the first year, leaving the Northern, North-Western, Central, Bendigo, and Ballarat districts to be undertaken in the second year.

The investigation was resumed in September of last year, the group of shires selected being those in the Wimmera district, comprising the Wimmera, Arapiles, Dimboola, Lowan, and Lawloit Shires, extending as far north as Rainbow, and westerly to the South Australian border at Serviceton.

In the Wimmera Shire, with the important town of Horsham as its centre, the roads are in an extremely backward condition, although situated in one of the richest and most productive agricultural districts in the State.

Even where traffic is concentrated in the vicinity of the town and at the approaches to railway stations, the roads mainly consist of the natural earth formations. This is the more remarkable in view of the fact that there is an abundance of suitable road-making material available in the district.

The Board visited this district at the beginning of the summer season, after a dry winter, when the earth roads were passable for traffic of all kinds, but it is evident that in the winter season, or after heavy rain, the roads, owing to the tenacious nature of the soil, must be almost impassable for vehicular traffic.

Such conditions can be readily understood in districts in the early stages of development, but in an old settled and well developed agricultural centre, with evidences on all sides of accumulated wealth, and where there are no engineering difficulties, they can only be explained by the absence of a local demand for improvement, and a lack of appreciation of the benefits which would result from better roads.

The Borough of Horsham is an important and growing centre, but its progress must be seriously retarded by the inadequate and primitive roads connecting it with the rich districts by which it is surrounded, and with the adjacent centres of Stawell, Warracknabeal, Dimboola, and Natimuk.

The Borough Council has incurred considerable expenditure for so small a municipality in laying down an extensive tramway to the stone deposits near the town, but the financial resources of the borough are not sufficient to permit of the stone being utilized to the extent that the enterprise of the council deserves.

With these facilities, which it is understood could be made available to the shire by arrangement between the two municipalities, there is no reason why the roads in the Wimmera Shire, especially those in the vicinity of the town and the railway stations, should not be as good as those in other less favoured districts.

In the Shire of Dimboola, particularly in the older settled parts, much better progress has been made with the use of less suitable and durable materials, viz. :— limestone and sandstone. Unfortunately, the work done has been allowed to deteriorate through lack of systematic maintenance. In the Jeparit and Rainbow districts in the northern portion of the shire, where the country is of distinctly mallee character, a considerable amount of constructional work is necessary. There is, fortunately, near Rainbow an extensive deposit of hard limestone suitable for road-making. This material has been used to a limited extent in and near the township of Rainbow, and has proved of remarkable durability.

The Shires of Lowan and Lawloit embrace the area of excellent agricultural land on each side of the Adelaide railway line between Dimboola and the South Australian border at Serviceton. These shires labour under the disadvantage of the absence of accessible deposits of suitable road-making material of any extent, but it must be said that by the intelligent use of the material at their command by the respective shire engineers, some excellent work has been done. The benefit of the Board's assistance in the three shires last mentioned, and the enthusiastic co-operation of the respective councils, is referred to on pages 25 and 26 of this Report.



Plate 1. Limestone Road—Shire of Lawloit.

The next group of shires inspected, also in the north-western section, comprised Birchip, Wycheproof, Walpeup, Karkaroc, Swan Hill, and Borung Shires. The area included in these shires, with the exception of the southern portion of that last mentioned, is typical mallee country, in which the road problem is one of peculiar interest and difficulty.

Owing to the long dry seasons, the sandy character of the soil, and the almost universal destruction of vegetation, sand drifts are a source of great trouble and expense. This difficulty is accentuated very largely by the practice of fallowing large areas in the dry season. While it is not possible to dispense with fallowing in country that is devoted almost exclusively to wheat-growing, it is now possible to minimize to some extent its effects on the roads by the adoption of a by-law to prohibit fallowing within a certain specified distance of the road boundaries in places where sand is likely to accumulate on the roads.

As these sand drifts occur chiefly in places where cuttings have been made through the sand hills to improve the gradients, and the area affected is usually limited in extent, there should be no serious objection on the part of land-owners to this restriction.

A characteristic of mallee country is that it is undulating. These undulations appear to be the accumulation of sand drifts that have occurred throughout the centuries, and have become somewhat consolidated in time with the growth of vegetation.

In the earlier surveys of the mallee country the roads were laid out on the rectangular system, necessitating in the construction of the roads either deviations to avoid the sand hills, or cuttings to improve the gradients. Unfortunately, in most cases, either through want of experience over an extended period or a close and continuous study of the problem under all conditions of climate and season, the latter practice has been adopted, and it is at such places that the chief difficulties arise, even in an ordinary season.

Of course, in a season of exceptional drought such as that of 1914–15, when the whole country was practically in a condition of fallow, the sand will become troublesome and drifts occur, even in places where there has been neither cuttings nor cultivation, but such conditions are exceptional and cannot be guarded against. Suggestions for

the prevention of the accumulation of sand on roads in sandy country are set out in Appendix H. These suggestions are the result of consultations with engineers who have had a lengthy experience in such districts, combined with the observations of the Members of the Board, who have had an opportunity of seeing the effect of remedial measures as applied in different districts under varying conditions.



Plate 2. Showing sand drifts in cutting.

It is evident that there has been an entire absence of system or policy in dealing with the problems presented here, which differ so widely from those in other parts of the State. This may arise to some extent from the fact that the changes in the office of shire engineer are so frequent that the advantage is lost of studying the conditions under the varying influences of season. During the last two years the office of engineer in each of the Shires of Dimboola, Donald, Birchip, Karkaroc, Borung, Wycheproof, Charlton, Walpeup, and Swan Hill has become vacant, necessitating new appointments, with the result that the experience gained by the previous occupants of the office is no longer available to the municipalities. An instance of this want of uniformity of method may be illustrated.

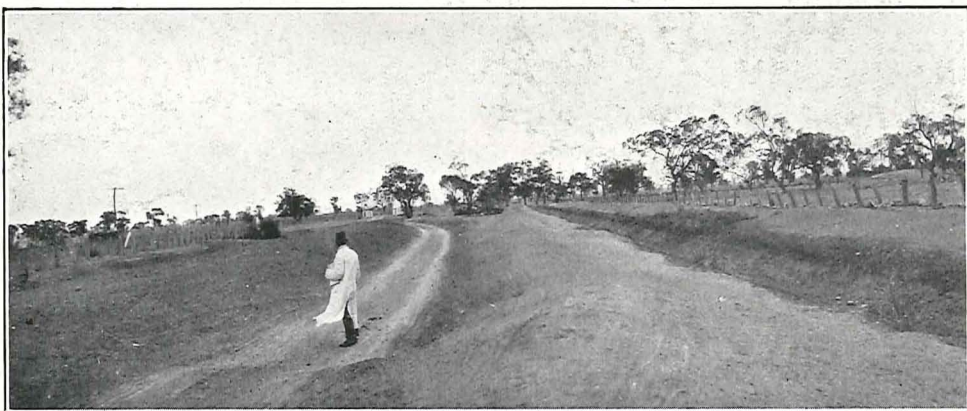


Plate 3. Showing useless method of earth formation.

The above photograph is that of a "road" in the Mallee, and is illustrative of a method of road formation which is not by any means exceptional.

In this instance deep irregular ditches have been dug and the excavated material heaped in the centre to form the road. The figure in the photograph is standing in the water table, which is the only practicable portion of the road for vehicular traffic. The crown of the road is 3 to 4 feet above the water table, and is obviously unsafe for vehicles.

The object of this class of road construction is not apparent. As an earth road for summer traffic it is useless, and in the event of the road being metalled or gravelled at some future time it would require to be completely re-formed.

In the adjoining shire, where the engineer had a lengthy experience of mallee country conditions, the formation which he found most suitable was one of not less than 40 feet in width, with wide and shallow water tables constructed well away from the formation (except in sandy country, where side drains are unnecessary), and with cross slopes not exceeding 1 in 12.

The engineer referred to is Mr. A. G. Stewart, who for fifteen years occupied the office of Engineer for the Shire of Wycheproof. Unfortunately, Mr. Stewart has also left the district, so it is thought desirable to place his views, which are the result of years of observation, on record for the guidance of others.

Having inspected the Shires of Birchip and Wycheproof as far north as Sea Lake, and easterly to the shire boundary at Tyrrell Creek, where intersected by the 143rd meridian, the Board proceeded north-westerly from Sea Lake along the western shore of Lake Tyrrell to a point where the road junctions with that running westerly from Nyah through Chinkapook and Daytrap to Ouyen on the Mildura railway line. It is proposed to declare a main road from Sea Lake to this point, but the exact route cannot be settled until the location of the proposed railway extension from Nandaly to Kulwin is determined. This road will form a part of what will eventually be the main route from Melbourne to Mildura.

Travelling westerly through the Parish of Mittyack to the eastern boundary of the Shire of Walpeup in the Parish of Woorneck, the road in places was very heavy, with loose sand owing to continued dry weather, and great difficulty was experienced in travelling. The road touches the Mildura railway line at a point known as the Stubb Dam Water Reserve, about 7 miles south of Ouyen. This road, extending from Nyah on the east to Ouyen on the west, and intersecting at right angles four separate lines of railway, is regarded as one of the most important cross country roads in the northern Mallee, and having regard to the type of construction necessary in this class of country, should not prove an expensive proposition.



Plate 4. Loose sand on Sea Lake-Ouyen Road.

The Shire of Walpeup is the latest constituted of the Mallee shires, and, consequently, the roads are not improved to the same extent as those in the older settled districts farther south. The shire extends from the western boundary of the Shire of Swan Hill on the east side of the Mildura railway line westerly to the South Australian border near Pinnaroo. The Township of Ouyen, the head-quarters of the shire, is situated at the junction of the Murrayville and Pinnaroo railway with the Mildura line, and being surrounded by first-class pine country promises to become an important centre.

The railway from Ouyen to Pinnaroo traverses almost the whole length of the shire from east to west, as does also a main road running parallel with the railway. This road, which is intersected throughout by a number of cross roads, in addition to carrying considerable traffic between the numerous railway stations along the line, is also the only road connecting the northern portion of this State with South Australia.

A considerable length of this road is on a firm natural surface, as shown in Plate 5; constructional work will therefore be necessary only on sections where the sand is troublesome, or where the traffic is concentrated in the vicinity of railway stations.

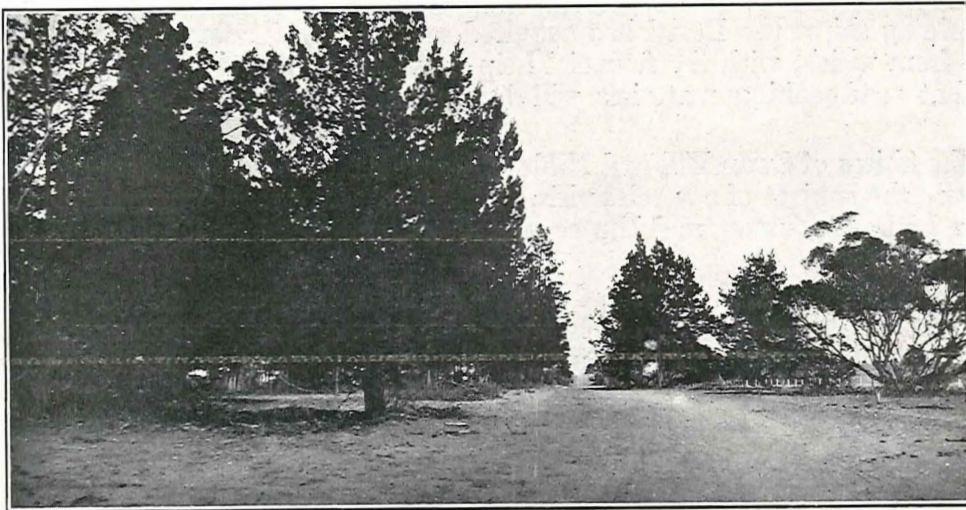


Plate 5. Showing good road on natural surface at Walpeup, Ouyen-Pinnaroo Road.

The Board travelled along this road from Ouyen through Walpeup and Murrayville to Pinnaroo. Between Murrayville and Pinnaroo the southern route was followed, a section of which is illustrated in Plate 6.

This shows one of the few instances where the growing mallee has been preserved on the roadsides, the effect of which, as shown in the photograph, is to protect the road from sand drifts.

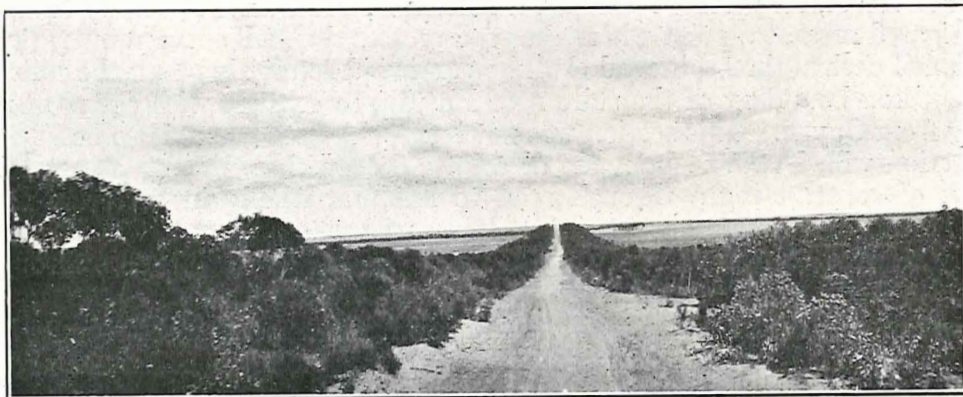


Plate 6. Showing belts of Mallee scrub on roadsides, Murrayville-Pinnaroo Road.

On returning from Pinnaroo to Murrayville the northern route following the newly constructed railway was taken, and as this route will carry most traffic, it has been selected as the main road between Murrayville and Pinnaroo.

The two most important north and south roads intersecting the railway are those at Cowangie and Walpeup, each extending for several miles on both sides of the railway. In the eastern part of the shire the Sea Lake to Ouyen road has been declared as far as the northern boundary of the shire, but between that point and Mildura the country has not been investigated. Further references to the extension of this road are made on page 10.

The next shire inspected was the Shire of Karkaroc. Owing to the sandy stretch of country between Speed and Lascelles on the Mildura line the Board was advised not to travel by road, so the journey to Woomelang was made by rail. From Woomelang the Board travelled to the head-quarters of this shire at Hopetoun, thence westerly to Rainbow, and returned *via* Beulah. Owing to the existence in this shire of large deposits of limestone the construction of roads does not present the difficulties experienced in some other parts, and the Shire Council, being a progressive body, has made good use of its advantages. Some stretches of road constructed with this material are equal to the limestone roads in the Mount Gambier district in South Australia.

From Hopetoun the Board travelled to Warracknabeal, in the Shire of Borung. This shire embraces a good agricultural district, but owing to the absence of suitable road-making material, little in the way of permanent road construction has been possible. This also applies to the Shire of Dunmunkle further south. With a view to assisting these and adjoining shires the Board has acquired an area of 50 acres of quarry land near Stawell, from which, with the financial help provided by the Country Roads Act, it is hoped that road-making materials will be supplied at prices much lower than at present.

The Shires of Swan Hill and Mildura, being the two most northerly shires in the State, were the subject of a special visit, as Mildura's only road connexion at present is *viâ* Swan Hill and Euston, and the section between Piangil and Euston of the most primitive description.

When at Swan Hill the Board was advised not to attempt the journey by road to Euston on the Victorian side of the river, owing to the existence of sand hills, but to follow the road through Balranald in New South Wales, and from thence to Euston. But as the road on the Victorian side of the river connects the thriving settlements along the river between Swan Hill and Piangil, and has always been the coach route to Mildura, it was desirable for the Board to see it. The journey would not have been possible but for the low state of the river, which enabled considerable lengths of the distance to be traversed on the hard alluvial flats along the river frontage.

At Euston the river is crossed by punt, and from thence to Mildura the road traverses New South Wales territory for a distance of 55 miles to another punt crossing near the Mildura wharf.

The Shire of Mildura has an area of over 4,000 square miles, but the bulk of the traffic is confined to the roads within the irrigation area. The main road from Mildura to Wentworth is, however, an important Inter-State road, and carries a very considerable traffic to the Mildura railway.

The main arterial road through the southern portion of the settlement is known as Fifteenth-street, connecting Mildura with Irmyple, and thence southerly to the limits of the irrigated area at a point where the road crosses the Melbourne railway line. The Shire Council desires that this road shall be continued southerly along the railway line to the southern boundary of the shire near Hattah, to connect with the road running northerly from Ouyen. This section was not inspected, as it was said to be impassable. An inspection will, however, be made at a later date with a view to ascertaining the feasibility of constructing a through road to Mildura, wholly in Victorian territory. At present the only routes connecting Mildura with the rest of the State are those previously referred to from Swan Hill to Euston, and thence for 55 miles through New South Wales territory, or from Swan Hill *viâ* Balranald and Euston.

Owing to the difficulties experienced in traversing the section of the route between Piangil and Euston the return journey from Mildura was made *viâ* Balranald, and thence *viâ* Wakool to Tooleybuc. From Euston to Balranald, a distance of 51 miles, there is an excellent natural road on limestone formation, while that from Balranald to Tooleybuc is also in fair trafficable order.

Although the road from Swan Hill to Mildura *viâ* Balranald is about 25 miles longer than that *viâ* Piangil, it is the route usually taken by motors, both in summer when the sand on the Victorian side is troublesome, and in winter when the river is too high to permit of traffic along the river frontage. An inspection of portion of the road from Nyah westerly towards Chinkapook and Ouyen, and of the road from Swan Hill to Ultima and Sea Lake, completed the investigation so far as it has been considered necessary for the present of the Wimmera and North-Western portion of the State.

The Northern district, embracing the area between Bendigo and Echuca and easterly as far as Shepparton, was next investigated. This district includes a number of important irrigation settlements, which, with the increasing population and production in the area, will require better and more durable roads from the settlements to the railway systems than those which did service when the district was devoted to dry agriculture and grazing.

In the Shires of Rodney and Deakin considerable lengths of road have been constructed, and are in fairly good order in the vicinity of centres such as Mooropna, Tatura, Kyabram, and Tongala. It is proposed to extend and further improve these roads, giving consideration in the first instance to those necessary for the carriage of produce from the irrigated areas.

The scarcity of road-metal has hitherto been a great handicap in this district as no individual shire considered it justifiable to install a crushing plant for the amount of work that could be undertaken within its own area ; but with the larger proposals that are now possible with the assistance of the Board, an effort is being made to overcome this difficulty, and the Shires of Rodney and Shepparton are considering the advisability of jointly establishing a quarrying and crushing plant.

In the three remaining districts, namely, the Central, Bendigo, and Ballarat districts, the oldest settled and most populous portions of the State outside the metropolis, the main traffic routes are already established and well defined, and as there is very little country that would be developed by the construction of new roads in these districts, the operations of the Board will be confined chiefly to the restoration of such sections of the main arteries as have become worn out through neglect of maintenance, and to inaugurating a system by which these old-established highways will be methodically maintained.

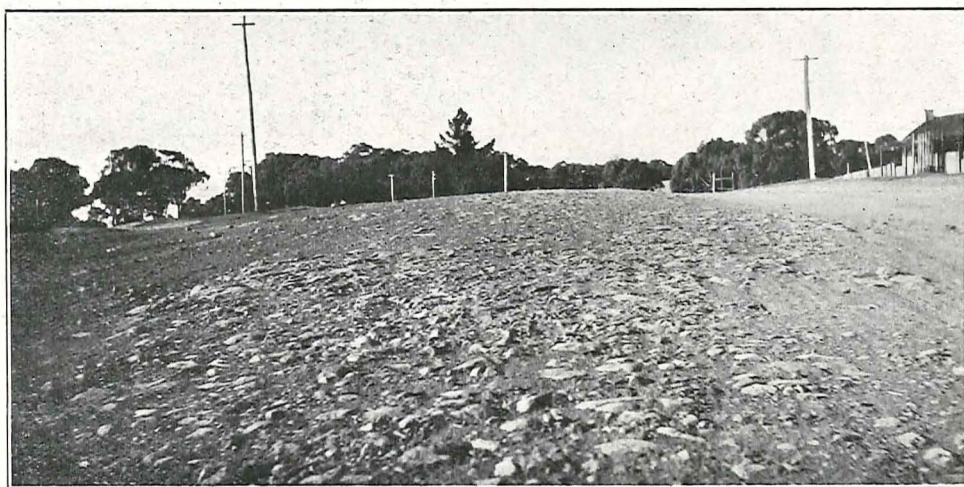


Plate 7. Showing neglected section, Melbourne-Bendigo Road, now being re-constructed.

In the Central district there exist many examples of the excellent standard of road construction adopted in the early days of settlement, particularly on the roads connecting gold-field centres such as Castlemaine, Maryborough, Ballarat, Ararat, and Stawell.

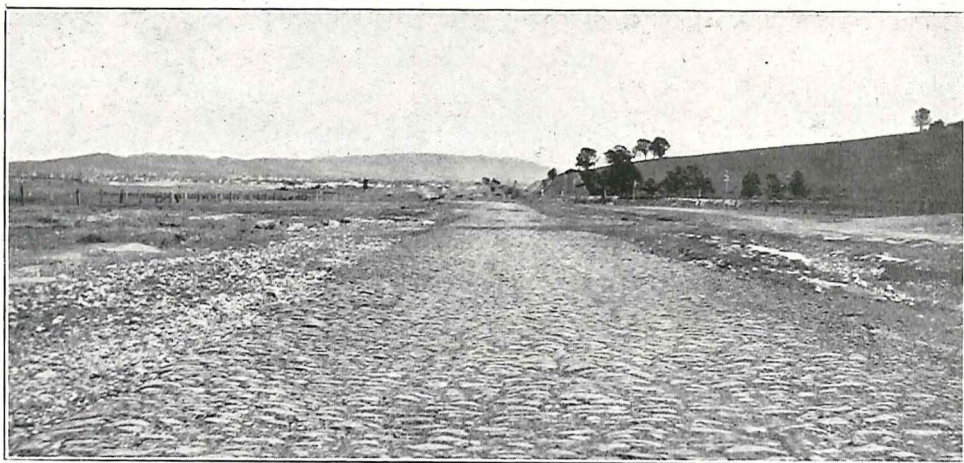


Plate 8. Showing neglected section, Ballarat-Stawell Road, now being re-constructed.

While in this district an interesting relic of the methods that the early road authorities had adopted for the upkeep of such roads was brought under the notice of the Board. A depôt had been built on the roadside for the storage of maintenance material, constructed of bluestone, with walls about 5 feet in height, a pitched floor, and occupying an area about 20 feet square. The object of this was to keep the road-repairing material free from the volcanic soil in the vicinity.

The construction of such depôts, especially on a 3-chain country road, was certainly unnecessarily extravagant, but it serves to show that even at that period the advantage of using nothing but clean material for road repairs was recognised, the importance of which is so difficult to instil into the minds of some of those having control of roads at the present day.

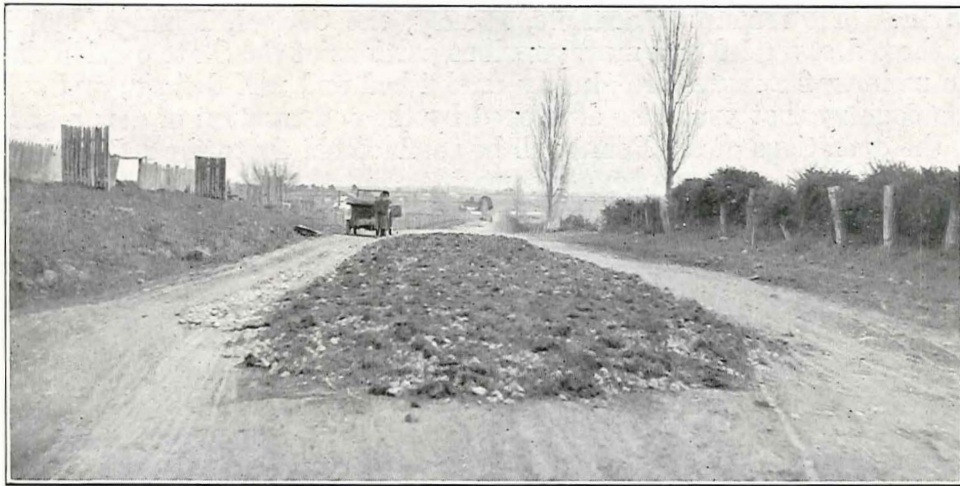
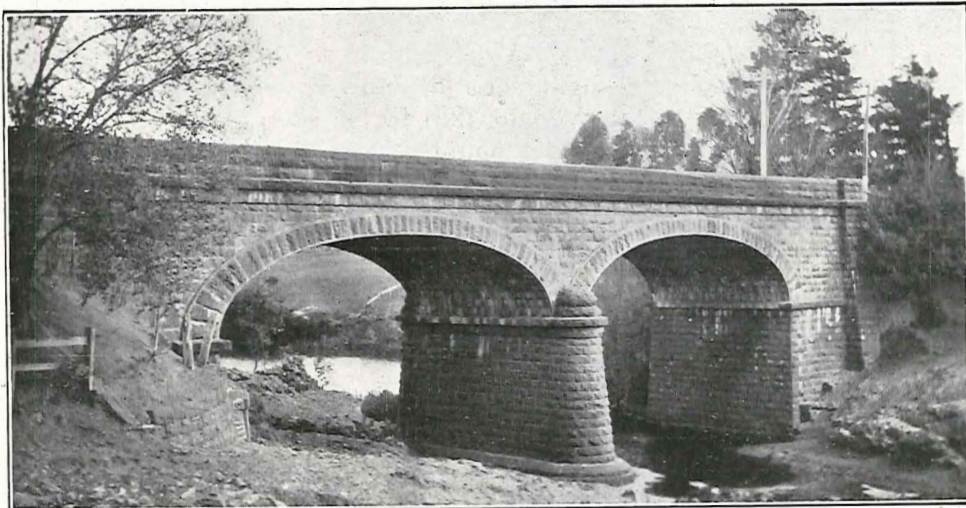
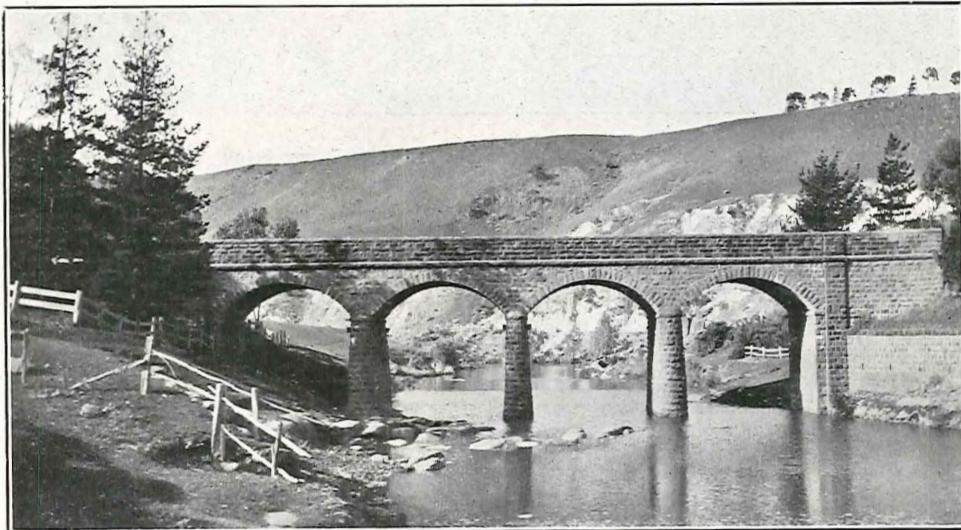


Plate 9. Showing improper and wasteful practice of binding repair metal with volcanic soil.

The investigation begun in May, 1913, was completed in April of the present year, with the inspection of the Shires of Bacchus Marsh, Melton, Keilor, and Bulla, and occupied just two years.



Plates 10 and 11. Types of Bridges in Shire of Bulla—period 1850-1870.

Attached to this Report is a map of the State on which are indicated the roads that are considered of sufficient importance to be declared main roads, which have accordingly been gazetted as such, and in the construction and maintenance of these roads the funds provided under the Country Roads Act will be expended.

It will be observed that in the Shires of Gordon and Kerang no roads have yet been gazetted. The explanation for this is that in both cases there is a scarcity of suitable road-making material, and as the forming of earth roads can hardly be considered as works of a permanent nature on which the expenditure of loan funds would be justifiable, it was decided, with the concurrence and at the request of the respective Councils, not to gazette any of their highways as main roads at present, until such time as some means can be evolved of supplying road-making material at a cost that would justify permanent road improvements being entered upon in those districts.

It was pointed out in the Board's First Annual Report that the responsibility of determining what classes of roads should be declared main roads devolved entirely upon the Board, after consultation with the respective municipal councils, subject to the provision for appeal by the latter against the Board's determinations, and it was thought advisable at the beginning to state clearly and definitely the considerations which weighed with the Board in arriving at its decisions. These considerations were set out on page 10 of that Report, and it may now be stated that not in a single instance has any municipal council taken exception to the lines there laid down. Consequently, it may be affirmed that the roads determined upon and indicated on the accompanying map are the result of the combined judgment of the Board and of the municipal councils throughout the State.

In laying down the scheme, as shown on the map, it is not claimed that the whole of the road requirements of any district or of any one municipality have been adequately provided for, as such could only have been done by excluding or neglecting the legitimate claims of some other municipality or district. But an effort has been made to deal equitably with the claims of every municipality according to its own peculiar circumstances and necessities, by selecting the principal traffic-bearing or developmental routes in each.

The total length of roads gazetted as main roads is 6,420 miles. In addition, there are 192 miles proposed as main roads, but not yet gazetted, or a total length of 6,612 miles.

There yet remain for investigation several proposals for roads of a developmental character which may be added to the above total. These and other proposals submitted by councils will be inspected from time to time as opportunity occurs.

MACHINERY AND ROAD CONSTRUCTION.

A very gratifying feature of the year's operations has been the increase in the employment of modern machinery in works of road construction and maintenance.

The number of shires that have acquired, or have arranged to acquire, machinery such as rock-crushers, scarifiers, graders, and rollers (the last-mentioned including both steam and petrol), has exceeded the most sanguine anticipations.

MAINTENANCE WORKS.

Under section 24 of the Country Roads Act the Board is required to make provision each year for the maintenance of each of the main roads gazetted. This procedure was followed as regards the roads gazetted during the previous and the early part of the present year, and in all eighty-one (81) municipalities participated in maintenance allotments, as against twenty-eight (28) for the previous year. The amount allocated amongst these 81 municipalities amounted to £65,025, the expenditure actually incurred amounting to £49,887 17s. 3d.

The sums allocated for this purpose have in the majority of shires been judiciously expended in general repairs and patching, and in the important work of cleaning out water tables and drains. In many instances this latter work had been neglected for years. The beneficial effect of work of this nature may be instanced by the following extract from one of the reports received from shire engineers:—

“The drains and water tables have been in a neglected state for many years, and the larger portion of the maintenance expenditure incurred during April, May, and June has been devoted to thoroughly cleaning these out. The advantage of having done so is very noticeable during the present wet weather, and will, I believe, have a very beneficial effect on the roads generally, as water action has in many instances been more destructive than the traffic.”

A number of shire councils has adopted the patrol system of maintenance, and, from reports received, this number will be added to considerably during the ensuing year.

SUPERVISION OF MAINTENANCE WORKS.

In the Board's First Annual Report (*vide* Appendix K, pp. 89-91) general instructions were given for the guidance of shire engineers in the carrying out of road maintenance works.

Inspections of the roads in several shires have disclosed that the engineers responsible have not fully realized the importance of careful and judicious supervision of works of maintenance and patching. In several instances careless patching of holes, the use of road metal of too large gauge, and of earth or clay for binding metal, is still practised. Such methods are not only opposed to approved practice, but are harmful and wasteful. And the Board would impress upon the responsible officers the necessity of careful attention to the details of road repairs; and the proper instruction of the contractors or road men employed upon the work.

Where road rollers and water carts are not available, metal should be spread on a hard road surface when the road is wet—preferably in the autumn. The metal used for patching should not be more than 2-in. gauge. The edges of metal patches for holes and depressions should be evenly tapered off with the smaller gauge material from the metal heaps. And where considerable areas of road surfaces are "sheeted" the ends of the patches should extend diagonally across the road, and be tapered off gradually. The use of earth and clay for binding is opposed to all accepted principles of road-making, and is inadmissible. Binding material should be supplied along with maintenance metal in the proportion of about 1 to 5, and where stone chippings are not available, ironstone or other good gravel, ferruginous marls, limestone, or good binding sand may be used on the finishing coat after rolling.

THE EFFICIENCY OF THE ROAD MAN.

The important part played by the workmen, particularly on road maintenance, is not sufficiently recognised.

The roads of England and France are conceded to be the best-maintained roads in the world, a condition due largely to the fact that they are constantly cared for by thoroughly experienced and trained workmen, known in these countries respectively as length-men or patrol men, who, with years of training, have become highly-skilled tradesmen and who take an interest and pride in their work.

In this country, owing to systematic maintenance of roads having been so little practised, and casual labour having been usually relied upon for occasional road repairs, the number of men experienced and trained in proper methods of road maintenance is limited, and until the men are so trained and encouraged to take an intelligent interest in their work the best results will not be attained. Shire engineers should therefore be at some pains to instruct the road men in their duties, and also to explain the reason for each operation.

The engineer in most instances has a wide area of country to cover, and can only pay occasional visits to the outlying districts of his shire, consequently, the road men may have to work for days or even weeks on their own initiative, and it is therefore essential that they should be educated and encouraged to make themselves masters of their trade. The time has arrived when the idea should be dispelled that road work may be undertaken by any class of unskilled labour.

PERMANENT WORKS COMPLETED AND IN PROGRESS.

At the conclusion of the first year of the Board's operations only 33 municipalities had commenced work in conjunction with the Board, consequently, very little constructional work was completed during that period.

During the period now under review the number wherein permanent works have been undertaken has increased to 92, and in a majority of these excellent progress has been made, especially in some of the Mallee and Gippsland shires. In others, however, owing to local circumstances, it is regretted that progress has been exceedingly slow, notwithstanding the urgent necessity for developmental work. The abnormally high cost of fodder which ruled during the greater part of the year, together with the

increased cost of cement and constructional steel consequent upon the war, have had the effect of inflating the cost of road and bridge work, and, in consequence of this, it was deemed advisable to postpone the carrying out of a number of important road and bridge contracts until a return to normal conditions.

ALBERTON SHIRE.

There is no part of Gippsland so greatly in need of improved road facilities as the northern portion of this shire, which extends from Ryton north of the Welshpool railway station easterly to Carrajung. To connect this area with the railway system on the south four routes have been adopted, viz., Boolarra to Welshpool, Boolarra to Yarram, Traralgon to Yarram *via* Bulga, and Traralgon to Yarram *via* Carrajung.

The first-mentioned route is under construction directly by the Board, the council having undertaken to construct the other three. It must be said, however, that very little progress has been made. Only three contracts, amounting to £2,291, have been let on the Boolarra-Yarram road, and one for £198 on the Carrajung road, amounting to a total of £2,489 18s. during eighteen months; while on the Traralgon-Yarram route no work has yet been commenced. This result compares unfavorably with the progress made in certain other Gippsland shires, and must be very disheartening to the settlers in the back country.

It is understood, however, that investigation surveys for additional works have been completed, consequently, there is now no reason why there should be any further delay in providing those districts with better roads, all of which are of a developmental character.

ALBERTON, MORWELL, AND SOUTH GIPPSLAND SHIRES.

Boolarra-Welshpool Road.—This road, extending from the Boolarra railway terminus to Welshpool, is 37 miles in length. Owing to the magnitude of the work and the number of municipalities affected, its construction has been undertaken by the Board; sixteen contracts, covering a length of 17 miles, have been entered into, involving an expenditure of £12,310. The work embraced within these contracts consists of deviations, re-grading, and earth formations. The 17 miles of construction in hand will afford good gradients throughout the greater length of the road, there being considerable lengths where the grades are already satisfactory. When the re-grading has been completed and the earth formations have become consolidated, metalling will be undertaken on sections where the necessities of traffic or the nature of the country renders this necessary.

ALEXANDRA SHIRE.

A very fair commencement has been made in this shire, contracts to the value of £5,205 having been entered upon during the year. Of this amount, £2,914 is for works embracing an extensive deviation on the Upper Goulburn road, £1,497 for a concrete bridge and approaches on the Healesville-Alexandra road, and £794 for gravelling on the road from Cathkin to Mansfield.

ARAPILES SHIRE.

Only one contract has been entered into, that is for the construction of an unmade section of the Hamilton-Horsham road, the amount involved being £331 16s. 3d.

ARARAT SHIRE.

A commencement has been made with the reconstruction of the worst sections of the main Ballarat-Stawell road. This is one of the main arterial roads of the shire, but it has been allowed to get into a very rough and uneven condition through neglect of maintenance. Two contracts have been let, amounting to £7,218. They provide for re-forming and sheeting the worst sections between Green Hills and Dobies on the Ballarat side of Ararat, and for a section between Ararat and Stawell.

AVON SHIRE.

Main Gippsland Road.—Work in this shire was commenced with the construction of the unmade section near the eastern boundary of the shire at Providence Ponds. This section, which extends into the Shire of Bairnsdale, has always been a bar to vehicular traffic between Stratford and Bairnsdale and to East Gippsland. The work was carried out by the Shire of Bairnsdale in continuation of the section in its territory. (See note under Shire of Bairnsdale.) In addition, a contract to the value of £823 on the same road has been let by the Shire of Avon.

Maffra-Sale Road.—A contract has been let for reconstruction to the value of £880 11s.

Dargo Road.—The operations of the council on this road have consisted of deviations at Hardy's and Gee's Hills—two of the worst sections of the road as regards gradients—the former costing £1,673, and the latter £1,497.

The southern section of the road (a portion of which is in the Shire of Maffra) between Briagolong and Gee's Hill for a distance of 19 miles is under construction directly by the Board. Its construction will obviate the steep gradients on the existing road from Stratford, known as the Insolvent Track. At the same time, it will shorten the distance from Dargo to the railway system by 7 miles, and also open up an extensive area of virgin country suitable for grazing.

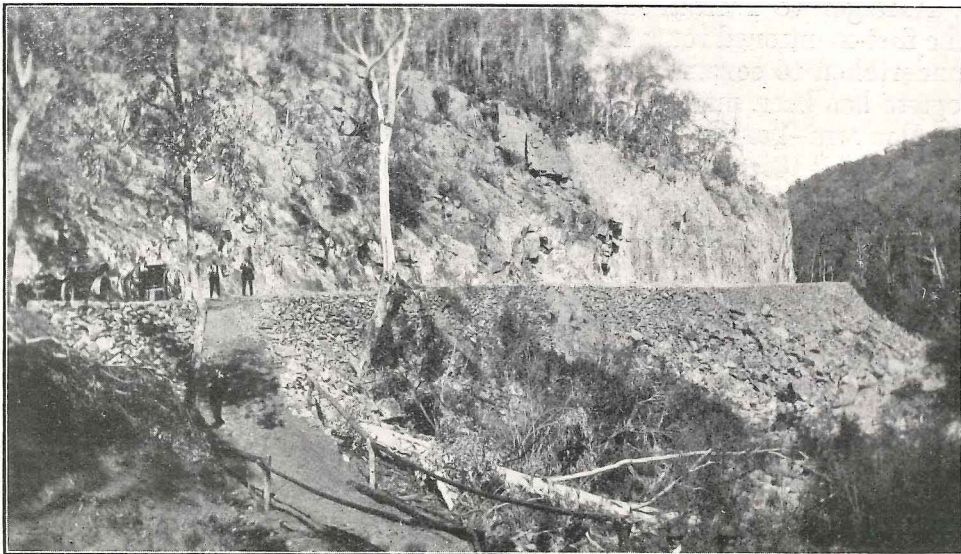


Plate 12. Showing easy gradient obtained by side cutting, Dargo Road.

BACCHUS MARSH SHIRE.

Melbourne-Ballarat Road.—The first and only contract let to date is for the erection of a reinforced concrete bridge over the Pyrite Creek, near Bacchus Marsh, costing £626 6s.

BAIRNSDALE SHIRE.

Main Gippsland Road.—The section of this road that required immediate attention was that at Providence Ponds, at the western boundary of the shire, and extending into the Shire of Avon. Seven contracts were entered into and completed to the value of £5,334. This section of the road passed through rather sandy country, and has always been a hindrance to traffic between Stratford and Bairnsdale and to Eastern Gippsland.

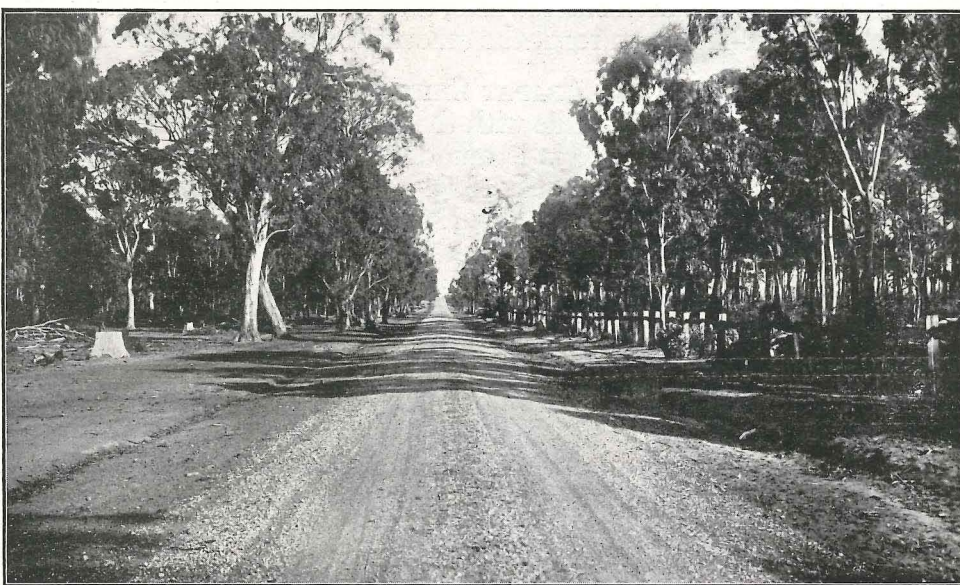


Plate 13. Completed gravelled section, Main Gippsland Road at Providence Ponds, Bairnsdale Shire.

BALLAN SHIRE.

Melbourne-Ballararat Road.—Only one contract has been entered into to date, that for the erection of a reinforced concrete bridge over Bradshaw's Creek, which has been completed. Tenders are now advertised for the reconstruction of a worn-out section of this road on the Ballararat side of Gordons.

Daylesford Road.—The investigation survey of this road through Korweinguboora is completed, and tenders have been invited for the work. When completed it will provide a good cross-country connexion between the Daylesford to Ballararat and the Melbourne to Ballararat railways lines.

BANNOCKBURN SHIRE.

Excellent progress has been made with works in this shire, which have consisted principally of re-forming and metalling, and the renewal in reinforced concrete of worn out wooden culverts. Contracts amounting to £5,696 have been entered into.

BARRARBOOL SHIRE.

Anglesea Road.—The construction of this road from its junction with the Geelong-Warrnambool road at Waurn Ponds is the principal work undertaken. The work involves regrading, deviations, formation, and metalling, for which contracts amounting to £9,423 have been entered upon.

Geelong-Warrnambool Road.—The work necessary is the renewal or reconstruction of the wearing surface, which has become badly rutted, and in some parts completely worn out, especially on the section between Waurn Ponds and Mt. Moriac. For this work contracts to the value of £2,158 have been let for the delivery and stacking of spalls. These will be crushed by the council's portable crushing plant and spread by the council's own staff of workmen. The rolling and consolidation will be effected by steam roller supplied by the Board.

BEECHWORTH SHIRE.

Stanley Road.—The grading and construction of this road is the only permanent work entered upon, for which two contracts have been let for £264 4s. and £861 4s. respectively; the former being for grading and forming, &c., and the latter for the supply and delivery of metal.

BELFAST SHIRE.

Port Fairy-Warrnambool Road.—Towards the reconstruction of this road ten contracts, amounting to £5,235 for the supply and delivery of crushed metal and screenings, have been let by this council, the spreading and rolling of which will be effected by additional contracts.

BENALLA SHIRE.

This council represents an important agricultural district, and recognising the value of good roads to and from a large and growing centre, such as the town of Benalla, has entered vigorously upon the work of road improvement. It has acquired an up-to-date rock-crushing plant for developing the stone deposits in the district, and having connected same with the railway system is now in a position to supply other municipalities with road material at greatly reduced cost. It has also acquired a complete plant for road-making in its own district.

Goorambat-Thoona Road.—This road carries very heavy agricultural traffic to the Goorambat railway station, and was only lightly constructed in parts. Contracts for new work have now been entered into to the value of £1,415.

Lima Road.—The opening of the new railway line from Benalla to Tatong has altered the trend of traffic in this district, necessitating the construction of a new road and bridge over the Broken River at Swanpool leading to the new railway line. A contract for the bridge in reinforced concrete has been let for £1,363 10s.

Sydney Road.—There is a length of approximately 26 miles of this road in the Shire of Benalla, which is the greatest length of the road in any municipality. Apart from its importance as our main Inter-State highway, and its influence on the growing country centre of Benalla, this road carried considerable local traffic, especially in the vicinity of the railway stations, and the council is doing excellent work in restoring the worst sections. Contracts to the value of £7,086 have been let, principally for works of the

character shown in Plate 15, and when these and other contemplated works are completed, the council will possess a length of main road through its territory that will be a credit to a prosperous town and district.



Plate 14. Section of Sydney Road known as "Gluepot," now being restored—Shire of Benalla.



Plate 15. Restored section Sydney Road, between Benalla and Wangaratta—Shire of Benalla.

BERWICK SHIRE.

This council has also realized that it cannot construct extensive road works economically without modern appliances, and has acquired a portable rock-crushing plant and other road-making machinery. The principal works undertaken up to the present are on the roads running at right angles to the railway line. At the same time the main arterial road parallel with the railway line is not being neglected.

Gembrook Road.—This is a portion of the road that serves the extensive area of excellent fruit-growing country between Pakenham and Gembrook. On this section a contract for £1,887 has been let for grading, forming, and metalling the portion between Cockatoo Creek and the Gembrook railway terminus.

Beenak-Gembrook Road.—The steep grades on this road have been its chief drawback, and a contract is in progress for relocation and grading.

Woori Yallock-Pakenham-Koo-wee-rup Road.—This road intersects the shire at right angles to the railway lines. On the north it serves the large area of excellent fruit-growing land between Pakenham and Cockatoo, and on the south a portion of the reclaimed land in the Koo-wee-rup Swamp. On the whole length of the road in the shire contracts to the value of £5,385 are either completed or in progress. On the northern section, which traverses hilly country, the work consists of deviations and regrading, while through the level country on the south the work consists of forming and gravelling.

Main Gippsland Road.—Between Dandenong and Pakenham the road is gradually being brought up to an efficient standard by increased maintenance expenditure. A section between Tynong and Bunyip, however, which has not been constructed, is being cleared of timber preparatory to construction, contracts for clearing, &c., having been let for £316.

BRAYBROOK SHIRE.

Main Ballarat Road.—The reconstruction of the section of this road between Footscray and Sunshine was completed last financial year, with the exception of tar spraying, which was undertaken during the summer. This section is now completed, and is in very fair condition, the cost of the completed work being £2,927.

The timber superstructure of a bridge erected many years ago with bluestone piers and abutments has become worn out, and is being reconstructed in reinforced concrete at a cost of £777.

Geelong Road.—The reconstruction of the section in this shire is in progress, a contract having been let for £6,974.

BROADMEADOWS SHIRE.

Main Sydney Road.—Work in this shire has been confined to the reconstruction of the section of the main Sydney-road between the Coburg Borough boundary and Campbelltown, contracts involving an expenditure of £3,076 having been entered upon and completed. The establishment of a military camp at Broadmeadows drew an enormous amount of heavy traffic of all kinds on to the road, and this, combined with the continuous wet season, very seriously interfered with the progress and quality of the work, which consisted of resheeting the entire length with 2½-in. gauge blue-metal consolidated with steam and motor rollers.

BRIGHT SHIRE.

Bright and Harrietville Road.—This is the main artery of traffic through the shire, and its improvement has been entered upon by the shire council with enthusiasm. The works consist of the erection of two reinforced concrete bridges over the Ovens River, one at Porepunkah, and the other at Freeburgh, and also one over Morse's Creek, together with a number of reinforced concrete culverts between Bright and Harrietville. The contracts for these bridges and culverts totalled £3,120. In addition, contracts for road reconstruction were let for £2,617.

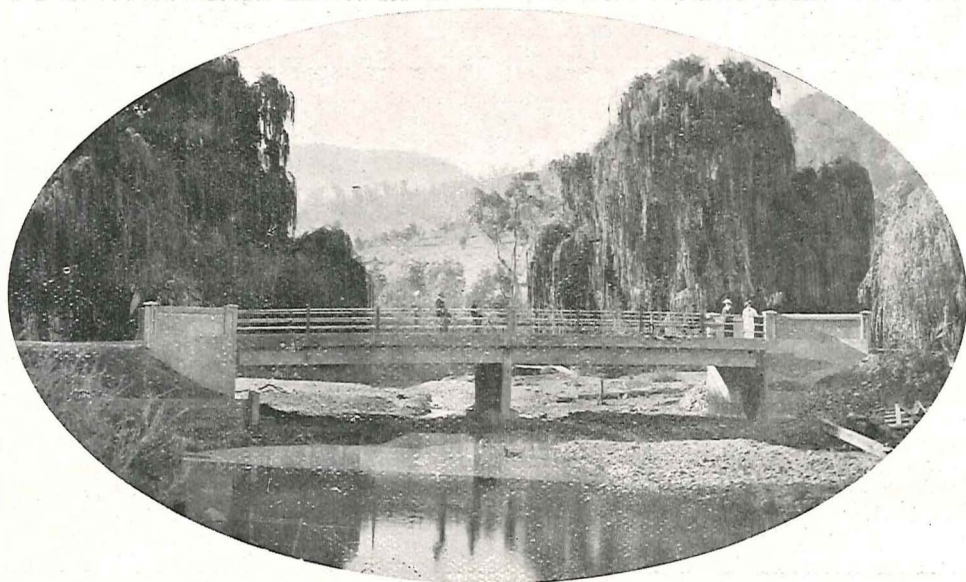


Plate 16. New reinforced concrete bridge at Bright.

BULN BULN SHIRE.

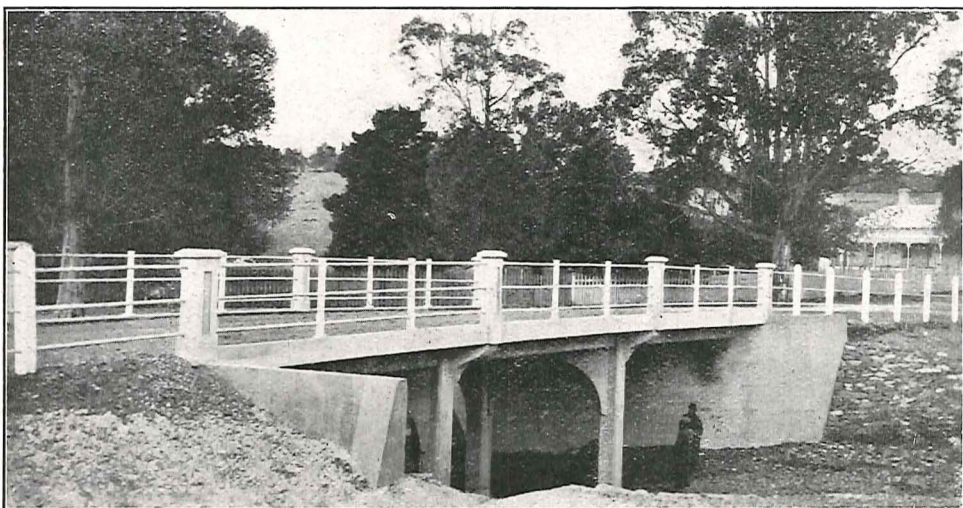
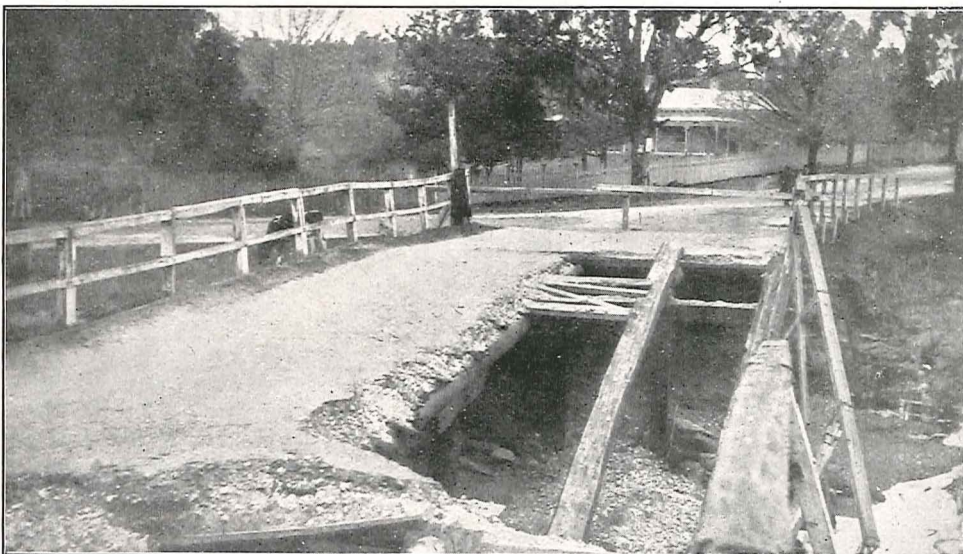
No municipality in the State is more alive to the benefits of good roads than this shire, which is doing its utmost to reap the advantages of the financial provisions of the Country Roads Act. In the development of its local deposits of excellent basalt, and the instalment of up-to-date machinery, the council has shown an example to other municipalities, and has made excellent progress with works of road improvement in its own territory. Contracts amounting to £15,776 have been entered into during the year, a number of which have been completed, and others are in an advanced stage. The nature of the work in hand is typical of that in all Gippsland country, which consists of relocation, clearing timber, regrading, and metalling. This is purely developmental work, and should considerably enhance land values and assist production.

BUNINYONG SHIRE.

Ballarat Road.—Operations in this shire have commenced with the reconstruction of a section of this road, and as a preliminary, contracts totalling £1,995 have been entered into for the supply and delivery of spawls for subsequent breaking, spreading, and rolling.

CHEWTON BOROUGH.

Melbourne-Bendigo Road.—For many months the section of this road within the borough had been closed to traffic owing to the destruction by flood of an old timber bridge, shown in Plate 17. This has now been replaced by a new reinforced structure. The work was carried out by the borough council on a design prepared by the Board, which is typical of the class of bridge now being erected on main roads in country districts. A second and similar culvert of smaller dimensions has also been erected on the same section of the road. The cost of these structures was £1,248.



Plates 17 and 18. Showing the old and the new bridge, Bendigo Road, Chewton Borough.

CHILTERN SHIRE.

Chiltern-Howlong Road.—A commencement has been made with the construction of this road by the letting of a contract for construction amounting to £1,464. The road, when the section in the adjoining Shire of Rutherglen is completed, will form another important Inter-State route, connecting a large agricultural area in New South Wales with the Victorian railway system.

COLAC SHIRE.

The southern or forest portion of this shire embraces one of the most fertile, and at the same time one of the most backward and undeveloped, portions of the State. This latter condition is mainly attributable to the poor road facilities throughout the entire area. A good beginning has been made towards providing better means of communication. Owing to the extent of the area, however, and the great amount of work to be done, the energies of the council and its engineer will need to be exercised to the utmost if the much-needed improvements are to be effected within reasonable time.

In this portion of the shire contracts to the value of £8,139 have been let during the year. With the exception of a section of the Forrest-Apollo Bay Road, at Apollo Bay, which is being metalled, the works consist of relocation, regrading, clearing, and earth formation.

In the northern portion of the shire good progress has been made with the improvement of the Ballarat road and the Geelong-Warrnambool road, the portion of the latter road through the township of Colac having been tar sprayed with satisfactory results.

CORIO SHIRE.

Melbourne-Geelong Road.—In this shire the principal work undertaken was a contract amounting to £16,250 for the reconstruction of 9 miles of this road.

Other works include the completion of a contract for £1,472 on the Ballarat road, a section of which was also tar sprayed. Plans have also been prepared for the relocation and construction of the Fyansford road, which, it is hoped, will be undertaken during the current year.

DANDENONG SHIRE.

Point Nepean Road.—The construction of this road, which was entered upon during the previous year, has been carried through to completion, and the whole length of $5\frac{1}{2}$ miles has been tar sprayed with excellent results.

This road, with its continuation in the Shire of Frankston and Hastings, is now the finest length of newly-constructed roadway within easy reach of the city, and that it is appreciated by the public is shown by the enormously increased traffic.

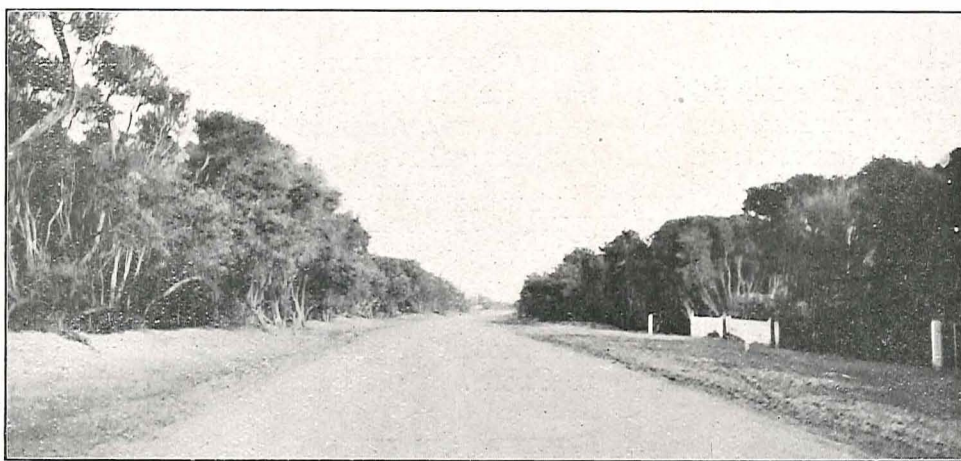


Plate 19. Completed section Point Nepean Road, Shire of Dandenong.

Cheltenham Road.—The construction of this road has been commenced by the letting of a contract for £4,845.

DONCASTER SHIRE.

In this shire one road only is under the jurisdiction of the Board, that is the main road through Doncaster and thence on to Templestowe. The road is in very fair order except in a few places, where it required to be reconstructed. Towards this one contract has been let for £397.

DIMBOOLA SHIRE.

Excellent progress has been made with the work in this shire, and although the district was not visited by the Board until late last year 23 contracts, involving an expenditure of £8,722, have been already let. The works embrace clearing, grading, formation, and the supply and delivery of spawls and metal, the principal expenditure being on the Nhill and Rainbow roads.

DUNDAS SHIRE.

The work necessary in this shire will consist generally of improving already well-defined and constructed highways, consequently there will be comparatively little of what is known as developmental work. A commencement has been made with such improvements, seven contracts having been entered into for works on the Dunkeld-Portland and Mount Gambier roads, amounting to £5,214.

ELTHAM SHIRE.

Permanent works in this shire have been confined to the Hurst's Bridge-Kinglake road. The section near Kinglake, commenced last year, has been completed, and is now a perfect piece of mountain road, trafficable under all conditions of weather. Further contracts amounting to £980 have been entered into for two timber bridges and construction between the above section and Hurst's Bridge.

EPPING SHIRE.

The only road in this shire that comes under the control of the Board is that from Preston through Epping to Woodstock. It carries an enormous traffic from the dairy farms in the district to the metropolis, and was originally soundly constructed with a pitched foundation, but, through neglect of maintenance, had become worn down to the foundation pitchers. Contracts have been let and completed during the year for an expenditure of £4,621 in resheeting and consolidating by steam roller. The work has been well done, and the road is now one of the best on the outskirts of the metropolis.

EUROA SHIRE.

Main Sydney Road.—A considerable length of this road in the shire requires reconstruction, and with this in view, as well as for the construction of the Strathbogie road, the council has let two contracts, one for £3,000 for quarrying and crushing metal from a local quarry, and the other for construction. Both contracts are now in progress.

Euroa-Arcadia Road.—For constructional work on this road a contract has been let for £2,920.

FERNTREE GULLY SHIRE.

Owing to the mountainous character of this shire and the unsuitable gradients and generally primitive conditions of the roads, a considerable amount of work of an expensive kind is necessary. The shire council has vigorously continued the excellent work commenced in the previous year. The two main arteries are the road to Ferntree Gully and from thence through Belgrave to Monbulk, and from Ferntree Gully through Sassafras to Olinda, both of which are under construction throughout. Unfortunately, the contractors did not take full advantage of the fine weather last summer, and the work of metalling and rolling had to be suspended during the winter. Contracts let during the year on these two roads amounted to £11,661, while on the Emerald road contracts were let amounting to £1,862.

FLINDERS SHIRE.

The principal work in this shire has been the continuation of the construction of the Hastings-Flinders road, for which additional contracts amounting to £2,766 were let during the year. A few comparatively short lengths near Shoreham have yet to receive attention, when there will be an excellent road from the metropolis to Flinders, a distance of 60 miles.

Mornington-Flinders Road.—The relocation and grading of the section of this road in the shire between Mornington and Red Hill has been completed at a cost of £1,338, and surveys for additional work towards Flinders are in progress.

FRANKSTON AND HASTINGS SHIRE.

Point Nepean Road.—The construction of this road, which was begun in the previous year, has been completed to and through the township of Frankston, and is a credit to the council and its engineer, and as a continuation of the same road in the Shire of Dandenong it constitutes the greatest length of new road completed under the authority of the Board. The section in this shire has yet to be tar sprayed, which work will be undertaken during the coming summer.

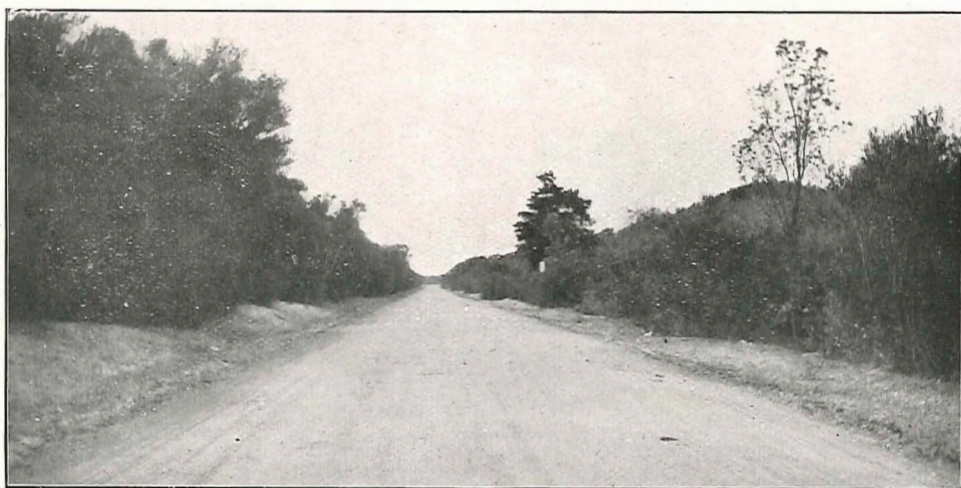


Plate 20. Showing excellent road surface of Macadam obtained by efficient rolling with steam roller, Shire of Frankston and Hastings.

Frankston-Flinders Road.—The section of this road requiring reconstruction between Frankston and Somerville has also been completed at a cost of £9,086, and, as in the case of other roads in this shire, an excellent piece of work has been accomplished.

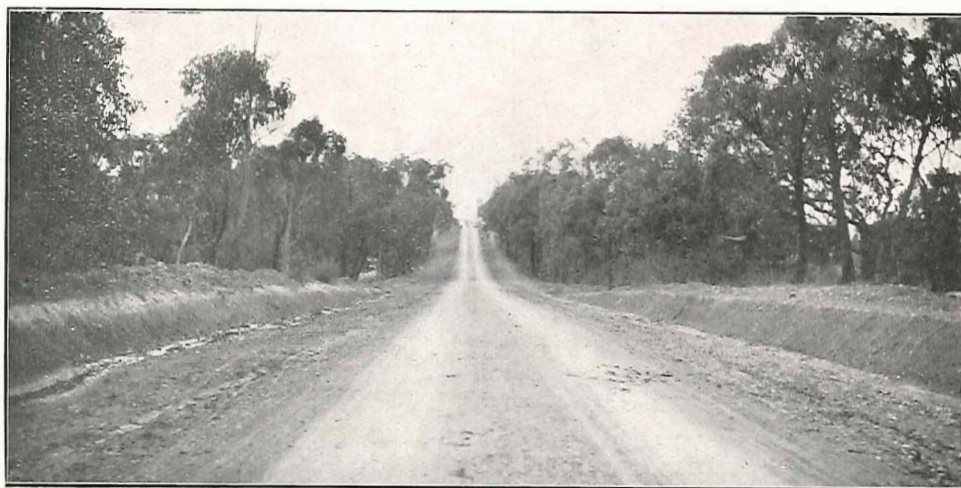


Plate 21. Completed section Frankston-Flinders Road, Shire of Frankston and Hastings.

GLENELG SHIRE.

Mount Gambier Road.—The work of constructing the worst sections of this road, which was commenced last year, is being continued, a contract for £842 having been let. Owing to the absence of contractors in this district it has been decided to also carry out additional works by day labour.

GOULBURN SHIRE.

Goulburn Valley Road.—In the reconstruction of this road contracts to the value of £4,548 have been let and completed, and some very neat work has been done, especially in the renewal of the approach embankment and guard fences leading to Murchison.

Vicker's-lane is under construction at a cost of £2,861, and on the main Sydney roads contracts for £205 have been let for clearing preparatory to formation.

GRENVILLE SHIRE.

Ballarat-Hamilton Road.—The erection of a reinforced concrete bridge and fencing at a cost of £427 at Linton is all that has been entered upon.

HAMILTON BOROUGH.

The roads or sections of roads in the borough brought under the Act are the principal traffic-bearing routes from the surrounding district, exclusive of the central or business portion of the town. Only one small contract for the supply of spalls has been entered into. These were broken and spread by day labour.

HAMPDEN SHIRE.

In this shire the roads generally are in first-class condition, consequently comparatively little in the nature of permanent works is required, and this only in places where the increase of traffic renders it necessary to widen or strengthen existing metal formations. For works of this nature contracts for £1,287 have been let.

HEALESVILLE SHIRE.

Healesville-Alexandra Road.—The construction of the worst section of this road in the northern portion of the shire, which was entered upon last year, has been satisfactorily completed, and useful improvements at a cost of £685 have been effected on the section between Healesville and the Yarra River. It is regretted that the contractor for the extensive works on the same road in the adjoining Shire of Lilydale had not made satisfactory progress, which necessitated the suspension of works during the winter months.

HEIDELBERG SHIRE.

Heidelberg-Eltham Road.—The work of reconstruction of the section between the Merri and Darebin Creeks, entered upon last year, was completed, and the whole length tar sprayed with very satisfactory results.

Greensborough-Hurst's Bridge Road.—The improvement of this road has commenced with an extensive deviation at Grace Park, the effect of which is to improve gradients and at the same time to shorten the distance and avoid two railway crossings, a contract having been entered into for £2,020 for construction, and one for £37 for fencing the new deviation.

HEYTESBURY SHIRE.

The only permanent improvement effected in this shire, apart from maintenance, is on the Cobden-Port Campbell-Princetown road, for which nine small contracts, amounting in the aggregate to £1,734, have been let. The works consist of general construction and renewal of bridges and culverts.

HORSHAM BOROUGH.

Hamilton Road.—This is the main artery running southerly from the town. A fairly large contract, amounting to £4,733, has been entered into by the borough council on behalf of the borough and shire for construction. The stone is being obtained from the local quarry and conveyed to the road by a tramway from the quarry referred to earlier in the Report. This is the only work of a permanent nature that has been entered upon to date.

HOWQUA SHIRE.

There is only one main road in this shire, viz., the Mansfield-Wood's Point road, which is mainly a rough mountain road, with steep gradients on earth formation; permanent works have been entered into to the value of £600, but the principal expenditure for some time will be of the nature of upkeep, for which three patrol-men have been appointed by the Board.

KARKAROOC SHIRE.

Although this shire was one of the latest visited by the Board, the shire council has made gratifying progress with the improvement of their main roads. In all, 31 contracts have been entered into during the year, amounting to £7,047, and considerable lengths of surveys have been completed for additional work.

The nature of the work is formation and metalling with local limestone. Sections of road completed with this material compare very favorably with the well-known limestone roads in the Mount Gambier district of South Australia.

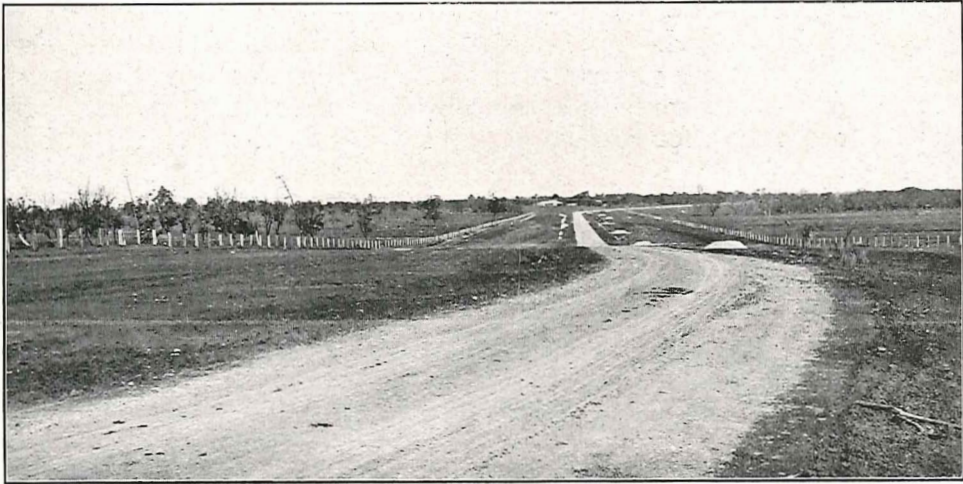


Plate 22. Completed section Hopetoun-Woomelang Road, Shire of Karkaroc.

KEILOR SHIRE.

Melbourne-Bendigo Road.—This is one of the most important as well as one of the oldest constructed highways in the State. Sections of it have been allowed to become worn down to the foundation pitchers through neglect of maintenance. A commencement has been made, however, to resheet some of the worst sections, the first to be undertaken being the Keilor Hill, for which a contract for the supply and delivery of spalls has been let.

KOWREE SHIRE.

Notwithstanding that this shire is away on the extreme western boundary of the State, the excellent quality of the work hitherto performed on the main roads has been such as to call for special mention, and it will not be necessary for the council to depart from their present methods, which are such as the Board would suggest for that locality and district.

A fair commencement has been made with the three of the main roads, for which contracts amounting to £2,081 have been accepted.

LAWLOIT SHIRE.

As in the case of the Shire of Kowree, this shire extends to the South Australian border. It suffers under the disability of a scarcity of suitable material and also from limited financial resources, but even with these disadvantages some good work has been done, and with the assistance of the Board all that will be necessary will be to continue on similar lines.

The council has entered very enthusiastically upon the work. Up to the 30th June twenty-two contracts had been let, amounting to £3,103, the type of work being that shown in Plate 1, on page 6, the material used being local screened limestone.

LEIGH SHIRE.

Inverleigh-Shelford Road.—One contract for the construction of this road has been entered upon and completed, the amount of the contract being £3,209.

LILYDALE SHIRE.

In this shire permanent works are being proceeded with both directly by the Board and the shire council.

Lilydale-Healesville Road.—The construction of about 7 miles of this important road was entered upon under contract directly with the Board. It is regretted, however, that progress by the contractors has been far from satisfactory, which necessitated

the suspension of the work during the winter months. The work, however, is expected to be completed before the coming summer. A contract for £265 has also been let by the council for construction at Ringwood.

Ringwood-Warrandyte Road.—One reinforced concrete culvert has been erected near Ringwood at a cost of £150.

Evelyn-Monbulk Road.—The construction of this road between Evelyn and South Wandin is also being undertaken directly by the Board at the request of the shire council. Contracts have been let for £3,408 for re-locating, grading, forming, and metalling with local metal, for which a quarry is being developed in the vicinity.

LOWAN SHIRE.

The Shire of Lowan heads the list as regards the number of contracts let during the year. In all ninety-two (92) contracts have been entered into, many of them certainly of small amount, but in the aggregate totalling £15,100, which is also the largest amount authorized in any of the shires in the western half of the State. Such a result, which is very gratifying to the Board, must have been of great benefit locally during an adverse season, and is an eloquent testimony to the industry and energy of the shire officials.

A large portion of the work undertaken was for the supply and delivery of spalls and metal, as shown in the following photograph :—

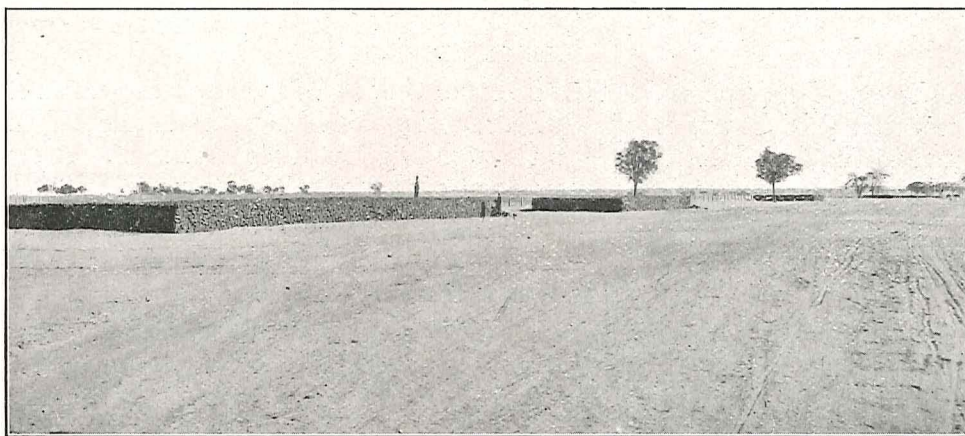


Plate 23. Showing huge heaps of ironstone for construction of Nhill-Kaniva Road, Shire of Lowan.

MAFFRA SHIRE.

Licola Road.—This road, a large portion of which has been constructed by the Government, is designed to serve a large area of country in the valley of the Macalister River. It is intended to extend that work, improve gradients, widen side cuttings, and to macadamize where necessary, towards which a commencement has been made by the letting of a contract for £483.

Briagolong-Dargo Road.—See Avon Shire.

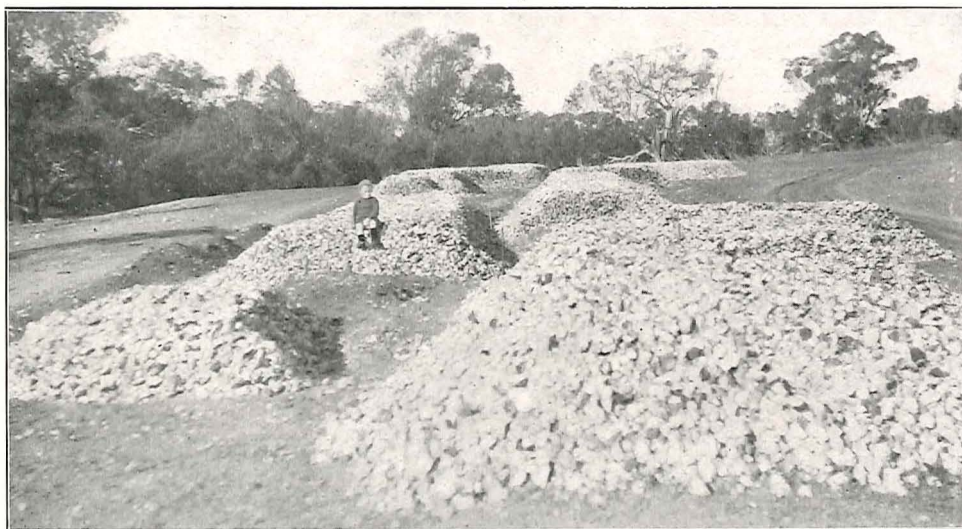
MALDON, MARONG, AND METCALFE SHIRES.

Castlemaine-Bendigo Road.—The construction of the section of this road between Harcourt and Ravenswood has been continued during the year, but owing to unforeseen and unavoidable difficulties connected with the contract for the supply of metal the progress of the work has not been satisfactory. These difficulties now appear to be overcome, however, and a regular supply of metal seems assured. Additional contracts to the value of £13,300 have been entered into during the year.

MILDURA SHIRE.

Very little of the nature of permanent improvements has been possible in this shire during the short period available before the close of the financial year. The permanent survey of a considerable section of the Wentworth road has, however, been completed, and work will shortly be commenced. Suitable material is very scarce in this district, and during the latter months of the summer advantage was taken of

the extremely low state of the Murray River to obtain from the river bed quantities of ironstone spalls ; these will be used as a top or wearing coat when metalling the section of the Wentworth road.



Plates 24 and 25. Showing heaps of ironstone taken from bed of Murray River at Mildura for Mildura-Wentworth Road.

MINHAMITE SHIRE.

The roads generally in this district are exceedingly good, the result of a proper system of maintenance.

There are some sections of the main roads that have not yet been constructed, and with these a commencement has been made on the Hamilton-MacArthur-Port Fairy road, four small contracts having been entered into totalling £853.

MIRBOO SHIRE.

For a small municipality this shire has made good progress with its works of permanent improvements. In continuation of the works entered upon during the previous year five contracts have been let for £6,920, of which three, amounting to £5,844, are on the main artery in the shire, viz., the Mirboo South road, where it was so urgently needed.

MOORABBIN SHIRE.

Point Nepean Road.—A contract for £9,387 has been let for the reconstruction of the section between South Brighton and Mordialloc, 6 miles in length, and is nearing completion. It is intended to treat the surface of this section with tar similar to that between Mordialloc and Frankston.

MORNINGTON SHIRE.

Point Nepean Road.—For the construction of the section in this shire three contracts have been let, amounting to £6,928, one being for a reinforced concrete culvert and improvement of grades at Tanti Creek, at a cost of £456, and the other two for construction and metalling, at a cost of £6,472. With the completion of this work, and that on the same road in the Shires of Frankston and Hastings, Dandenong, and Moorabbin, there will be a good road from the metropolis to Mornington, a distance of forty (40) miles.

MORWELL SHIRE.

With the exception of the work being carried out by the Board on the Boolarra-Welshpool road, not much progress has yet been made in this shire. One contract for £702 has been completed on the main Gippsland road, this being a continuation of the work previously commenced at the Haunted Hills. The completion of this section has removed one of the greatest obstacles to traffic between the metropolis and Gippsland.

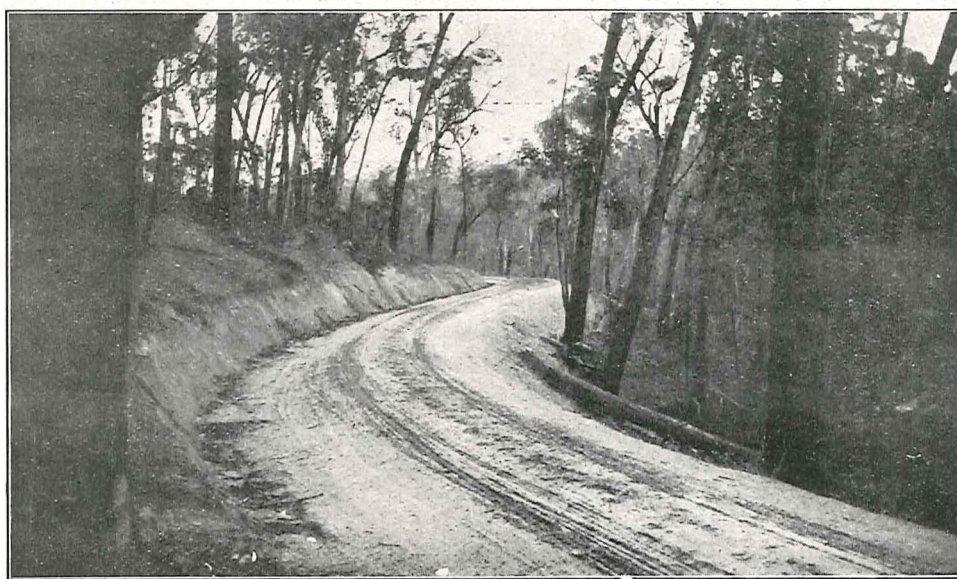


Plate 26. Showing grading and side-cutting at Haunted Hills, main Gippsland Road, Morwell Shire.

Jeeralang West Road.—This road is one of the most important developmental roads in the shire, towards the construction of which three contracts have been let, amounting to £3,566.

Boolarra-Welshpool Road.—See remarks under Shire of Alberton.

NARRACAN SHIRE.

The most important work undertaken during the year in this shire is the construction by the Board of the first three sections of the Yarragon-Leongatha road, at a cost of £5,408. This road is one of the important cross-country connexions between the two main Gippsland railway systems, and the work now in hand is to avoid the steep gradients at the Yarragon end of the road known as the Yarragon Hill.

The work of constructing the section of the main Gippsland road between Yarragon and the Haunted Hills has also been continued, additional contracts to the value of £1,538 having been let.

Yarragon-Shady Creek Road.—One contract has been let for £743.

NUNAWADING SHIRE.

Main Healesville Road.—Only a section of this road towards the eastern boundary of the shire has been taken over by the Board, towards the reconstruction of which a contract for £2,377 is in progress.

OMEO SHIRE.

Bruthen-Omeo Road.—The construction of an extensive deviation to obviate the excessively steep grades between Tongio and Omeo is considered the most urgent work in this shire, and to this end ten (10) contracts have been entered into, totalling £6,205. The nature of the country and the class of work undertaken is illustrated in the following photograph:—



Plate 27. Showing graded deviation in progress, Omeo Shire.

ORBOST SHIRE.

The permanent works carried out in this shire by the council are all on the Orbost to Genoa and Gipsy Point road, for which six contracts have been let, totalling £1,755. In addition, owing to the great distance from the head-quarters of the shire, the Board has let several contracts on the same road, which are being supervised by its own officer, who is temporarily stationed in the district. Included in these works is the completion of the road between Genoa and Gipsy Point, and the erection of a timber truss bridge over the Genoa River on the road to Eden, the latter costing £1,843.

Cann Valley Road.—The construction of this road, including three bridges, has also been undertaken by the Board, at a cost of £3,059. The work is now nearly completed as far as the settlement extends, beyond which it is not intended to go at present. This road should ultimately be completed as far as the border of New South Wales, but no purpose will be served by extending the work beyond its present stage, unless the unmade section on the New South Wales side of the border is constructed.

OXLEY SHIRE.

The only work undertaken in this shire is four small contracts, totalling £185, for obtaining gravel from the bed of the Ovens River.

PHILLIP ISLAND AND WOOLAMAI SHIRE.

The construction of the Almurta road, at a cost of £3,758, for which nine contracts have been let, is the only permanent work taken in hand by the shire council.

The most important work in the shire is the construction of the Loch-Wonthaggi road, which has been undertaken by the Board, for which eight contracts have been let. This work is typical of the class of work in hand throughout South Gippsland. It consists of re-locating, deviating, clearing, fencing, side-cutting, and earth formations, to be subsequently metalled where such is considered necessary. The contracts let by the Board during the year amount to £3,364.

The road between Wonthaggi and Inverloch is also under construction by the Borough of Wonthaggi on behalf of the shire council and the Board.

POOWONG AND JEETHO SHIRE.

In no shire in the State is the construction of roads of more importance than in this, and no shire council has been so keen in recognising the fact. Of all the shires it heads the list in the value of works put in hand during the year. In all twenty-one (21) contracts have been let, totalling £21,112, the whole of which, with the exception of one small contract, are on roads running at right angles to the main railway line.

PORTLAND SHIRE.

Heath Road.—A commencement only can be said to have been made in this shire. During the year two contracts have been let for construction and the supply of metal, at a cost of £486.

PORT FAIRY BOROUGH.

The reconstruction and strengthening of the main Warrnambool road, or that section of it within the borough, has been commenced by the letting of two contracts for £974 for the supply of metal and screenings.

RODNEY SHIRE.

Two contracts were let for the supply of spalls and the construction of a section of the Shepparton-Tatura road, the cost being £1,881.

ROSEDALE SHIRE.

There is not a great deal of constructional work necessary in this shire, and owing to the existence of excellent gravel deposits where such works are undertaken, they will be constructed at comparatively low cost.

Works have been put in hand on three of the roads most requiring attention, viz., the Sale-Yarram, Traralgon-Gormandale, and the Willung roads, on which contracts to the value of £5,305 are either completed or in progress.

RUTHERGLEN SHIRE.

This shire has made greater progress with its work of permanent improvements than any in the northern portion of the State. Contracts amounting to £11,271 have been put in hand, a considerable portion of which was for the erection of reinforced concrete bridges to replace worn-out wooden structures.

SALE BOROUGH.

Sale-Longford Road.—The work for the year in the borough consists of the construction of that section of the road between the township and the swing bridge over the La Trobe River, for which a contract was entered into amounting to £1,720.

SOUTH BARWON SHIRE.

Works in this shire have consisted of the supply of spalls, metal, and screenings for the Barwon Heads and Geelong-Warrnambool roads. In all ten contracts have been let for this material, amounting to £7,072. The spreading and consolidation will be carried out by day labour with the aid of two steam-rollers to be supplied by the Board.

SOUTH GIPPSLAND SHIRE.

Falls Road.—The construction of this road was commenced with the erection of a reinforced concrete bridge at Fish Creek, at a cost of £1,344. A contract for £4,387 was also let for the formation and metalling of the road, but this was subsequently abandoned, and the approach of winter necessitated the postponement of the work. A contract has since been let for formation only, at a cost of £989.

Toora-Gunyah Road.—Two contracts for £620 and £670 respectively have been let for the first two sections, and the works are in progress.

Stony Creek-Dollar Road.—The construction of this road is now well forward, two contracts totalling £4,728 having been entered upon.

Foster-Boolarra Road.—Work on this road consists of re-location and side-cutting to avoid the excessive gradients on the old road over Mount Squaretop. Three contracts have been entered into, amounting to £1,972.

Boolarra-Welshpool Road.—Contracts on the section of this road in the shire amount to £1,772. See remarks under Shires of Alberton and Morwell.

TAMBO SHIRE.

The principal permanent improvements undertaken during the year was an extensive deviation to eliminate the steep grade of 1 in 8 leading into the township of Buchan, by which a comparatively easy grade of 1 in 22 was obtained. Three contracts for this work, including fencing, were let, totalling £1,361. On the same road towards Nowa Nowa two small contracts, amounting to £283, were carried out by the Board.

A commencement has also been made with the construction of the Swan Reach–Cunninghame road. The permanent survey has been completed and a contract let for £190.

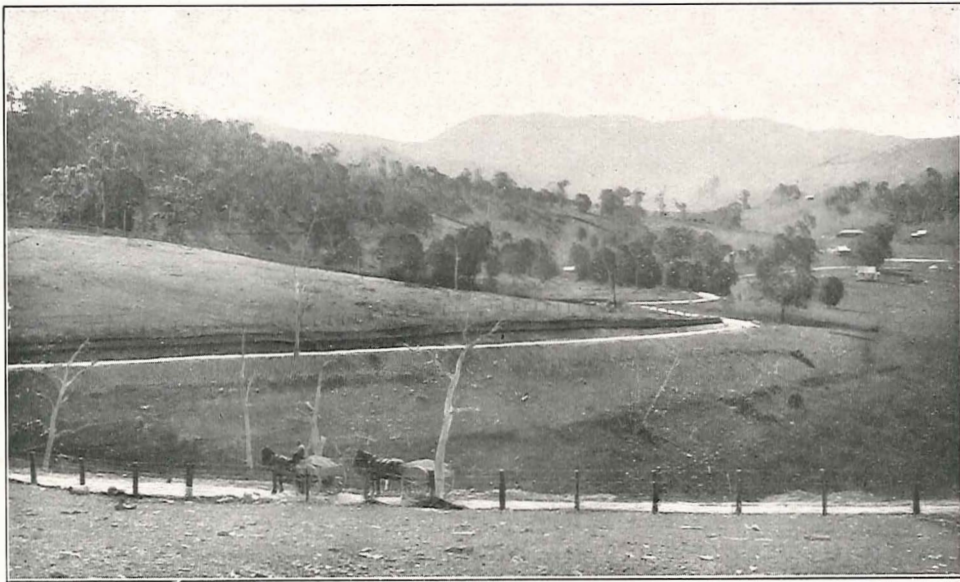


Plate 23. Showing deviation to eliminate steep grade at Buchan, Shire of Tambo.

TEMPLESTOWE SHIRE.

Heidelberg–Warrandyte Road.—This is an old established road leading to the picturesque village of Warrandyte, and, with the exception of some small sections that require strengthening or deviating to avoid steep grades, is in very fair order. One of these deviations has been undertaken at a cost of £756, and another contract for £302 let for construction.

TRARALGON SHIRE.

The improvement of sections of three of the most important roads in this shire has been undertaken, the first being the main Gippsland road east of Traralgon, at cost of £2,019. The other two roads, viz., the Traralgon–Gormandale road and the Jeeralang road, each have sections under construction, the former costing £1,420 and the latter £2,191. Extensive investigation surveys of additional sections of these roads have been completed, for which tenders are being invited.

UPPER YARRA SHIRE.

Main Warburton Road.—Two fairly extensive contracts have been let during the year for the construction of this road and are nearing completion, the expenditure involved being £11,880.

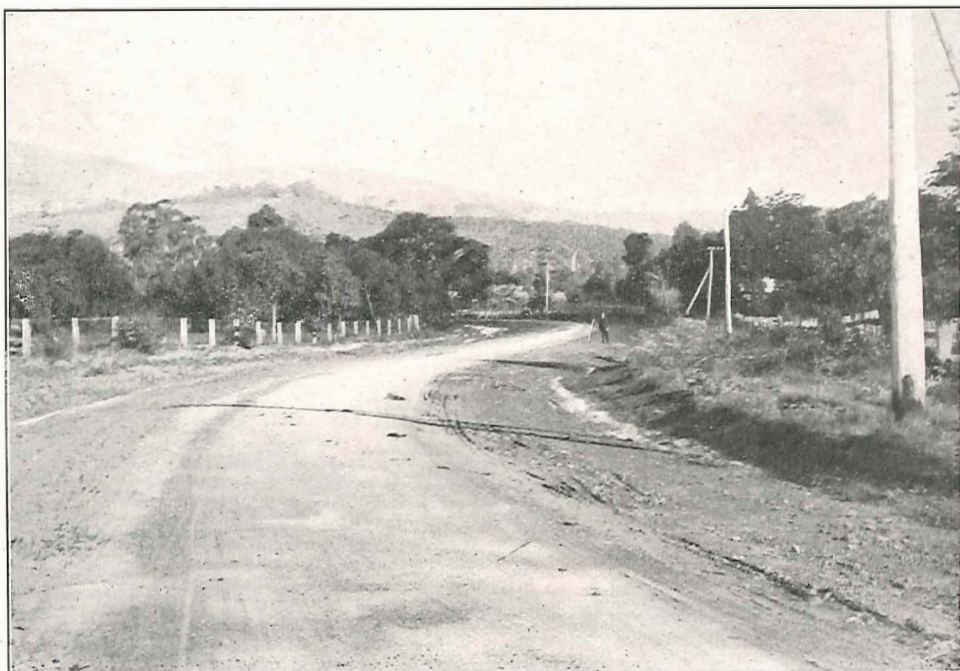


Plate 29. Showing graceful curves on newly constructed Warburton Road, Shire of Upper Yarra.

WARRAGUL SHIRE.

In this shire excellent progress has been made, twenty-one (21) contracts have been let amounting to a total of £14,347. The section of the main Gippsland road through the shire has been completed, but the greater proportion of contracts let during the year has been in the direction of Leongatha, Korumburra, Allambee, and Brandy Creek. The extensive deviation on the Leongatha road at Bear Creek, commenced last year, has also been completed.

WARRNAMBOOL SHIRE.

In the Board's first Annual Report special reference was made to the condition of the main roads in this district, and the necessity for the use of a better class of material and better methods of construction and maintenance to cope with the heavy and increasing traffic. It was therefore expected that during the first two or three years expenditure would be heavy, both in permanent improvements and maintenance. Of the former, thirty-three (33) contracts, totalling £14,738, have been entered upon, of which twenty-one (21) were for new construction work on the Laang and Nirranda roads in the eastern portion of the shire, where developmental work was most needed.

WERRIBEE SHIRE.

Melbourne-Geelong Road.—The reconstruction of this road as far as the Werribee Township for a distance of twenty (20) miles is now practically completed. In the main the work was carried out directly by the Board at the request of the council, but the last section through the township of Werribee was undertaken by the shire council. The remaining section between Werribee and Little River, for which three contracts amounting to £11,268 have been let, is also under construction.

WHITTLESEA SHIRE.

Two important works have been entered upon in this shire, viz., the reconstruction of the worst section of the main Whittlesea road and the construction of the Whittlesea-Kinglake road. The latter work includes an extensive deviation through the Scrubby Creek settlement to the top of the Dividing Range, where an excellent grade of 1 in 28 has been secured in lieu of the impossible grades on the old road. The total value of contracts let during the year amounts to £10,537.

WINCHELSEA SHIRE.

The construction of what is practically a new road from Dean's Marsh to Lorne has been commenced on a survey made by the Board's staff, the object being to secure better gradients than exist on the old road. One contract for the first section has been let for £542, other sections will follow in due course. Three small contracts have also been let for the supply of spalls for re-sheeting portions of the Geelong-Warrnambool road.

WONTHAGGI BOROUGH.

Wonthaggi-Inverloch Road.—Two contracts amounting to £5,635 have been let during the year for continuing the construction of this road in the direction of Inverloch, portion of which is in the Shire of Phillip Island and Woolamai.

WOORAYL SHIRE.

Although there has been a change in the office of engineer in this shire, the good progress made in the previous year has been continued, nine contracts of the total value of £8,828 having been let during the year, and they have been well distributed throughout the shire.

WYCHEPROOF SHIRE.

This shire, in common with most of the Mallee shires, took advantage of conditions prevailing owing to an adverse season, and obtained considerable supplies of metal for use on main roads. In all 48 small contracts were let during the year, totalling £3,518.

YACKANDANDAH SHIRE.

Only one contract has been entered into for permanent improvements in this shire, viz., construction of the Dederang road, £1,427.

YEA SHIRE.

Upper Goulburn Road.—A commencement has just been made with the improvement of this road, for which a contract for £365 has been signed.

FINANCIAL.

The apportionment of the amount expended on permanent works and maintenance during the financial year 1913-14 was made before the 1st January of the calendar year 1915, in accordance with the requirements of section 27 of the Country Roads Act, resulting in a debit to municipalities of £63 10s. 2d. on account of interest and sinking fund on permanent works, and of £4,745 1s. on account of maintenance, which amounts were duly received and credited to the Country Roads Board Fund. The apportionment showing the amounts debited to each municipality is set out in Appendix "B."

CONTRACTS AUTHORIZED FOR PERMANENT WORKS.

The total amount for contracts for permanent works approved by the Board during the year, affecting 92 municipalities, was £496,878 13s. 3d., of which £80,687 12s. 9d. represents contracts let directly by the Board and £416,191 0s. 6d. by the municipal councils. Particulars of all contracts entered into, including those let by the Board for the supply of road-making machinery, are shown in Appendix "D."

EXPENDITURE ON PERMANENT WORKS.

The statement of expenditure on permanent works—Appendix "C"—shows the total amount of accounts passed to the Treasury for payment for the financial year to be £342,680 19s. Of this amount £268,545 3s. 5d. has been charged to Loan Funds, the difference, £74,135 15s. 7d., being temporarily charged to the Country Roads Board Fund, to be subsequently transferred to Loan Account.

SUMMARY—PERMANENT WORKS.

Contracts authorized, £496,878 13s. 3d.

Number of municipalities affected, 92.

Expenditure incurred, including contracts, day labour and materials supplied, £342,680 19s.

Number of municipalities affected, 92.

EXPENDITURE ON MAINTENANCE.

The expenditure for the year under this heading as affecting 81 municipalities amounted to £49,887 17s. 3d., and is also shown in detail in Appendix "C." As was the case in the previous year, however, a considerable number of roads were not gazetted until late in the financial year, consequently, in a number of instances, no expenditure was incurred, while in others it covers only a short period.

COUNTRY ROADS BOARD FUND.

At the commencement of the financial year the fund was in credit to the amount of £72,402 19s. The receipts for the year were as follows:—

Motor Car Act, No. 2237.—Registration fees, £32,434 14s.; licence fees, £2,251 16s.; fines, £1,779 2s.; total, £36,465 12s.; less cost of administration and refunds, £3,313 5s., thus leaving a net return of £33,152 7s., as against £28,953 17s. 6d. for the previous year.

Unused Roads and Water Frontages Act, No. 1894.—Licence fees, £23,526 9s. 8d.; less cost of administration, refunds, &c., £2,477 16s. 9d., leaving a net return of £21,048 12s. 11d.

Country Roads Act, No. 2415.—Registration of traction engines, £578 19s., less refunds, £3 3s.=£575 16s.; repayments by municipalities on account of permanent works and maintenance, £4,808 11s. 2d.; hire of plant, £462 12s. 10d.; sale of plans, £96 15s. 6d.; sundries, £223 19s. 10d.; total, £6,167 15s. 4d.

The net receipts of the fund for the year, therefore, were £60,368 15s. 3d.

PLANT HIRING ACCOUNTS.

The Board's road-making plant, consisting of steam, motor, and horse-drawn rollers, waggons, &c., has been considerably added to during this year, the cost of which, as in the previous year, has been charged to the Country Roads Board Fund. The plant has been fully employed throughout the year by councils and contractors, and has produced a revenue of £3,385 18s. 1d.

THE BOARD'S STAFF AND THE WAR.

It is the Board's pleasing duty to place on record the fact that eighteen of its officers and employees have enlisted for active service, the majority of whom are already at the front.

It is deeply regretted that Lieutenant Couve, who was the first of the staff to offer his services to the Empire, lost his life at Gallipoli.

Lieutenant Couve was previously on the staff of the Public Works Department, and joined the staff of the Board at its inception.

APPENDICES.

Particulars as to permanent works constructed and roads maintained, and an account of all moneys received and expended during the year, statements of contracts, &c., are shown in appendices, a list of which is given in the index.

W. CALDER, Chairman.

W. McCORMACK, }
F. W. FRICKE, } Members.

W. L. DALE, Secretary.

1st November, 1915.

APPENDIX A—continued.

REVENUE AND EXPENDITURE ACCOUNT.—30TH JUNE, 1915.

1915.		EXPENDITURE.		1914.		REVENUE.			
		£	s. d.	£	s. d.		£ s. d.		
June 30	To Maintenance of Main Roads (Appendix C)	49,887	17 3			July 1	By Balance	77,352	11 4
	Less Moiety payable by Municipalities ..	24,943	18 8			1915.			
				24,943	18 7	June 30	„ Motor Car Act, No. 2237—		
	„ Contribution to Sinking Fund	699	11 9				Registration Fees	32,434	14 0
	„ Interest on Loans	2,098	15 3				Licence Fees	2,251	16 0
	„ Plant Working, Oil, Fuel, and Repairs ..	353	8 7				Fines	1,779	2 0
	„ Plant Purchased	9,228	9 3					36,465	12 0
	„ Advertising	279	9 4				Less Refunds and Costs of Adminis-		
	„ Postage and Telegrams	291	14 11				tration	3,313	5 0
	„ Printing and Stationery	718	2 7					33,152	7 0
	„ Office Furniture	71	17 3				„ Unused Roads and Water Frontages Act,		
	„ Salaries	5,983	4 6				No. 1894—		
	„ Wages	2,042	1 11				Licence Fees	23,530	9 8
	„ Sundry Expense	96	4 6				Less Refunds and Costs of Adminis-		
	„ Survey Instruments	61	14 6				tration	2,481	16 9
	„ Travelling Expenses	674	19 9					21,048	12 11
	„ Plans	201	19 8				„ Country Roads Act, No. 2415—		
	„ Material for Bridges	39	18 0				Registration Fees, &c., Traction Engines	578	19 0
	„ Insurance of Employee (Act No. 2496) ..	78	12 0				Less Refunds	3	3 0
	„ Storeyard	40	17 4					575	16 0
	„ Motor Car Expenses	481	0 7				„ Contractor's Deposits Forfeited		79 7 6
	„ Horse and Vehicle Hire	181	3 4				„ Penalties on Contracts		1 0 0
	„ Camp Equipment	33	9 6				„ Sales of Plans and Material		96 15 6
	„ Metal Investigation	57	13 3				„ Plant Earnings	3,438	17 11
				23,714	7 9		Less Plant hired by Board	52	19 10
	„ Balance			89,955	16 1			3,385	18 1
							„ Permanent Works—		
							Contributions payable by Municipalities		
							on account of Permanent Works	2,466	12 6
							„ Interest accrued on Apportionments post-		
							poned (Act No. 2607)	455	1 7
				£138,614	2 5			£138,614	2 5

1915 00 18 0

1915 00 18 0

300 00 0 10
 11 132 12 1
 492 1 1
 7 2 9

182 1 1
 391 130 18 8
 1 131 18 8
 7 2 9

APPENDIX A—continued.

COUNTRY ROADS BOARD.

BALANCE-SHEET—30TH JUNE, 1915

LIABILITIES.

ASSETS.

	£	s.	d.
Sinking Fund for Redemption of Loans	699	11	9
Deposits on account of Fencing	42	4	2
Revenue and Expenditure Account—Balance	89,955	16	1

	£	s.	d.
Country Roads Board Fund Balance	58,862	8	1
Accounts Outstanding	3,220	1	5
Investigations re Loddon Bridge	49	18	0
Maintenance Expenditure (Moiety) payable by Municipalities	24,943	18	8
Permanent Works—Interest payable by Municipalities	2,466	12	6
Permanent Works—Interest accrued on Works in progress, the apportionment of which has been postponed (Act No. 2607)	455	1	7
Investment Account for Redemption of Loan	699	11	9

1320 109 18 8

1320 109 18 8

513 880 0 10

513 880 0 10

£90,697 12 0

£90,697 12 0

1915 30	1 000 0 0	1 000 0 0
1915 31	100 000 0 0	100 000 0 0
1915 31	13 000 0 0	13 000 0 0
1915 31	50 000 0 0	50 000 0 0
1915 30	2 200 0 0	2 200 0 0
1915 31	0 000 0 0	0 000 0 0
1915 31	25 000 0 0	25 000 0 0
1915 31	13 880 0 10	13 880 0 10
1915 1	5 110 8 4	5 110 8 4
1915	7 2 9	7 2 9

1915 30	1 000 0 0	1 000 0 0
1915 30	100 000 0 0	100 000 0 0
1915 30	13 000 0 0	13 000 0 0
1915 30	50 000 0 0	50 000 0 0
1915 30	2 200 0 0	2 200 0 0
1915 30	0 000 0 0	0 000 0 0
1915 30	25 000 0 0	25 000 0 0
1915 30	13 880 0 10	13 880 0 10
1915 1	5 110 8 4	5 110 8 4
1915	7 2 9	7 2 9

С. С. БОРОДИН

APPENDIX A—continued.

APPENDIX A—continued.

COUNTRY ROADS BOARD LOAN ACCOUNT.

		RECEIPTS.		30TH JUNE, 1915.		EXPENDITURE.			
		£	s. d.	£	s. d.	1915.		£	s. d.
1914.	July 1 To Balance .. .. .	..	..	2,110	2 4	1915.	June 30 By Permanent Works (Appendix C)	342,680	19 0
1915.	Jany. 31 „ Proceeds of Loans	74,960	0 10				„ Balance	7,424	19 9
	Mar. 31 „ Proceeds of Loans	50,000	0 0						
	April 30 „ Proceeds of Loans	6,000	0 0						
	„ 30 „ Proceeds of Loans	8,500	0 0						
	May 31 „ Proceeds of Loans	20,000	0 0						
	„ 31 „ Proceeds of Loans	13,000	0 0						
	„ 31 „ Proceeds of Loans	100,000	0 0						
	„ 31 „ Proceeds of Loans	1,400	0 0						
				273,860	0 10				
1915.	June 30 „ Advance from C.R.B. Fund .. .. .	..	..	74,135	15 7				
				<u>£350,105</u>	<u>18 9</u>			<u>£350,105</u>	<u>18 9</u>

RECONCILIATION STATEMENT.

Balance as per Treasury Books	£	s. d.
Advance from C.R.B. Fund	7,623	12 4
	<u>74,135</u>	<u>15 7</u>
	81,759	7 11
Less—		
Expenditure to be transferred to Loan Account	74,135	15 7
	<u>7,623</u>	<u>12 4</u>
Less Unpaid Accounts	198	12 7
Balance as per C.R.B. Accounts	<u>7,424</u>	<u>19 9</u>

LIABILITIES.		BALANCE-SHEET—30TH JUNE, 1915.		ASSETS.	
		£	s. d.		
Provision for Interest accrued on Permanent Works .. .. .	..	455	1 7	Loan Funds unexpended	7,424 19 9
Advance from C.R.B. Fund .. .. .	..	74,135	15 7	Permanent Works Expenditure to date	367,120 16 8
Proceeds of Loans .. .. .	..	300,410	0 10	Interest accrued on Permanent Works, apportionment of which has been postponed (Act No. 2607)	455 1 7
		<u>£375,000</u>	<u>18 0</u>		<u>£375,000</u>

T. G. BOWDEN,
Accountant.

APPENDIX B.

COUNTRY ROADS BOARD.

STATEMENT OF APPORTIONMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE OF MAIN ROADS FOR THE YEAR ENDING 30TH JUNE, 1914.

Municipality and Road.	Permanent Works.		Maintenance.
	Principal.	Interest and S. Fund, 6 per cent.	
	£ s. d.	£ s. d.	£ s. d.
Alberton Shire—			
Balook-Traralgon road .. .. .	.. .. .	.. .. .	19 4 11
Boolarra-Welshpool road	15 15 4	0 0 1	38 16 0
Carrajung-Gormandale road .. .. .	.. .. .	.. .. .	58 15 0
Yarram-Boolarra road .. .. .	.. .. .	.. .. .	19 2 5
Yarram-Port Albert .. .. .	.. .. .	.. .. .	73 17 6
Avon Shire—			
Maffra-Sale road .. .. .	.. .. .	.. .. .	1 10 0
Main Gippsland road .. .. .	.. .. .	.. .. .	4 18 6
Dargo road	85 13 10	0 14 3	33 3 3
Bairnsdale Shire—			
Main Gippsland road	60 11 3	.. .. .	.. .. .
Bannockburn Shire—			
Geelong-Ballararat road .. .. .	.. .. .	.. .. .	88 10 0
Inverleigh road .. .. .	.. .. .	.. .. .	269 10 4
Shelford-Bannockburn road	9 3 3	.. .. .	10 8 0
Barrarbool Shire—			
Geelong-Warrnambool road .. .. .	.. .. .	.. .. .	87 13 0
Anglesea road .. .. .	.. .. .	.. .. .	45 0 0
Bellarine Shire—			
Geelong-Portarlington road .. .. .	.. .. .	.. .. .	242 2 9
Geelong-Queenscliff road .. .. .	.. .. .	.. .. .	282 7 6
Berwick Shire—			
Main Gippsland road .. .. .	.. .. .	.. .. .	95 19 9
Woori Yallock-Pakenham-Koo-wee-rup road .. .. .	.. .. .	.. .. .	8 11 3
Braybrook Shire—			
Melbourne-Geelong road	4 11 0	0 3 3	.. .. .
Ballarat road	717 15 8	2 17 3	58 15 0
Buln Buln Shire—			
Loch Valley road .. .. .	.. .. .	.. .. .	21 0 2
Magpie-Duggan road .. .. .	.. .. .	.. .. .	13 5 1
Main South road .. .. .	.. .. .	.. .. .	92 7 10
Neerim road, " B " .. .. .	.. .. .	.. .. .	230 5 0
Westernport road .. .. .	.. .. .	.. .. .	19 3 8
Main Gippsland road	483 14 8	2 2 8	85 8 6
Colac Shire—			
Forrest-Apollo Bay road	69 17 1	0 11 9	.. .. .
Corio Shire—			
Melbourne-Geelong road	105 6 11	2 0 8	92 13 1
Geelong-Bacchus Marsh road .. .. .	.. .. .	.. .. .	66 19 2
Ballarat road	330 0 0	0 15 0	50 4 1
Cranbourne Shire—			
Main Coast road .. .. .	.. .. .	.. .. .	301 15 0
Koo-wee-rup-Pakenham road .. .. .	.. .. .	.. .. .	91 12 7
Westernport road .. .. .	.. .. .	.. .. .	63 13 1
Dandenong Shire—			
Cheltenham road .. .. .	.. .. .	.. .. .	47 6 1
Main Gippsland road .. .. .	.. .. .	.. .. .	282 5 10
Point Nepean road	2,682 16 3	8 16 6	63 9 2
Eltham Shire—			
Hurst's Bridge-Kinglake road	191 11 7	0 5 4	.. .. .
Ferntree Gully Shire—			
Emerald road	161 8 0	0 15 8	.. .. .
Main Ferntree Gully road	35 10 0	0 3 6	96 0 7
Monbulk road	71 0 0	0 5 0	99 6 11
Olinda road	105 17 8	0 14 4	.. .. .
Flinders Shire—			
Hastings-Flinders road	815 5 9	1 17 4	.. .. .
Carried forward	5,945 18 3	22 2 7	3,155 1 0

STATEMENT OF APPORTIONMENT OF EXPENDITURE, ETC.—*continued.*

Municipality and Road.	Permanent Works.						Maintenance.		
	Principal.			Interest and S. Fund, 6 per cent.					
	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	5,945	18	3	22	2	7	3,155	1	0
Frankston and Hastings Shire—									
Point Nepean road	281	5	0	1	16	0	..		
Hampden Shire—									
Camperdown-Ballarat road .. .. .	..	..	..	..	..	..	189	6	6
Geelong-Warrnambool road .. .. .	..	..	..	..	..	..	81	9	6
Healesville Shire—									
Healesville-Alexandra road	64	13	4	1	2	8	174	15	7
Healesville-Woori Yallock road	36	7	11	1	10	1	..		
Marysville road .. .. .	..	..	..	..	..	..	46	17	3
Heidelberg Shire—									
Main Heidelberg-Eltham road	213	5	2	0	2	8	167	5	10
Greensborough-Hurst's Bridge road .. .. .	..	..	..	..	..	..	82	5	10
Heytesbury Shire—									
Cobden-Port Campbell-Princetown road	4	0	0	..	..	..	33	2	0
Lilydale Shire—									
Main Healesville road	421	4	11	4	12	8	16	19	0
Monbulk road	20	14	4	0	1	9	2	18	2
Ringwood-Warrandyte road .. .. .	..	..	..	..	..	..	0	12	9
Main Warburton road .. .. .	..	..	..	..	..	..	26	7	6
Yarra Glen road	2	11	4	0	0	6	0	16	6
Maffra Shire—									
Briagolong-Dargo road	8	1	7	0	2	5	..		
Licola road .. .. .	..	..	..	..	..	..	43	11	0
Tinamba-Newry road .. .. .	..	..	..	..	..	..	6	5	0
Maldon Shire—									
Melbourne-Bendigo road	23	5	5	0	15	8	..		
Marong Shire—									
Melbourne-Bendigo road	183	12	4	0	12	3	..		
Metcalfe Shire—									
Melbourne-Bendigo road	21	5	3	0	15	0	..		
Mirboo Shire—									
Mirboo-Allambee East road .. .. .	..	..	..	..	..	..	46	7	5
Mirboo-South road	617	0	0	2	9	6	22	15	5
Mardan road .. .. .	..	..	..	..	..	..	5	7	9
Mortlake Shire—									
Mortlake-Ararat road .. .. .	..	..	..	..	..	..	17	4	4
Morwell Shire—									
Boolarra-Welshpool road	139	7	8	1	13	7	..		
Main Gippsland road	10	6	4	0	3	4	..		
Mulgrave Shire—									
Main Gippsland road .. .. .	..	..	..	..	..	..	3	2	6
Ferntree Gully road .. .. .	..	..	..	..	..	..	3	2	6
Narracan Shire—									
Main Gippsland road	779	2	11	1	2	9	..		
Yarragon-Leongatha road	145	0	5	4	8	10	26	8	8
Oakleigh Borough									
Ferntree Gully road .. .. .	..	..	..	..	..	..	21	12	3
Main Gippsland road .. .. .	..	..	..	..	..	..	121	4	5
Omeo Shire—									
Bruthen-Omeo road	25	0	0	0	5	0	..		
Orbost Shire—									
Orbost-Genoa road	148	0	0	0	7	0	..		
Phillip Island and Woolamai—									
Wonthaggi-Loch road	199	0	9	2	7	7	..		
Poowong and Jeetho—									
Loch-Wonthaggi road	13	15	0	..	..	..	..
Nyora-Poowong road	75	0	0	..	..	..	..
Rosedale Shire—									
Traralgon-Gormandale road .. .. .	..	..	..	..	..	..	22	10	0
Main Gippsland road .. .. .	..	..	..	..	..	..	44	10	0
Sale-Yarram road .. .. .	..	..	..	..	..	..	44	7	6
South Barwon Shire—									
Barwon Heads road .. .. .	..	..	..	..	..	..	74	5	4
Barwon Bridge	0	19	0	0	0	1	..		
Carried forward	9,378	16	11	46	11	11	4,480	11	6

STATEMENT OF APPORTIONMENT OF EXPENDITURE, ETC.—*continued.*

Municipality and Road.	Permanent Works.		Maintenance.
	Principal.	Interest and S. Fund, 6 per cent.	
	£ s. d.	£ s. d.	£ s. d.
Brought forward ..	9,378 16 11	46 11 11	4,480 11 6
South Gippsland Shire—			
Boolarra-Welshpool road .. ..	..	..	14 8 0
Falls road	3 10 0	..	..
Boolarra-Foster road	15 8 0	0 0 5	..
Stony Creek-Dollar road .. ..	..	..	31 1 0
Toora-Gunyah road .. ..	..	..	14 19 3
Traralgon Shire—			
Callignee road	53 0 0	..	..
Upper Yarra Shire—			
Woori Yallock-Cockatoo road	3 13 3	0 2 11	..
Warburton road	75 0 0	0 7 6	..
Warragul Shire—			
Main Gippsland road	713 9 3	3 7 10	..
Werribee Shire—			
Melbourne-Geelong road	36 5 4	1 2 8	38 0 8
Winchelsea Shire—			
Forrest-Apollo Bay road	50 10 2	0 5 10	..
Wonthaggi Borough			
Loch-Wonthaggi road	453 17 6	1 4 5	..
Woorayl Shire—			
Farmer's road	207 3 9	0 14 9	38 12 1
Inverloch-Leongatha road	788 16 0	6 7 5	29 11 4
Warragul-Leongatha road	107 17 2	0 8 7	12 8 4
Leongatha-Yarragon road	332 11 6	2 15 11	40 0 7
Lower Tarwin road .. ..	..	..	29 4 6
Main South Gippsland road .. ..	..	..	3 14 0
Mardan road .. ..	..	..	12 9 9
Total ..	12,219 18 10	63 10 2	4,745 1 0

APPENDIX C.

COUNTRY ROADS BOARD.

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE
OF MAIN ROADS FOR THE YEAR ENDED 30TH JUNE, 1915.

Municipality and Road.	Permanent Works.				Maintenance.							
	Principal.		Total.		Interest.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Alberton Shire—												
Balook-Traralgon Road ..	..	..			..	..			18	15	0	
Boolarra-Welshpool Road ..	1,699	3 4			8	16 9			1	8	0	
Carrajung-Gormandale Road ..	99	19 2			0	3 9			39	1	6	
Jeeralang West Road ..	102	17 0			..	..			..	..	..
Yarram-Boolarra Road ..	552	10 9			1	17 10			62	2	10	
			2,454	10 3			10	18 4				121 7 4
Alexandra Shire—												
Cathkin-Mansfield Road ..	..	..			..	..			19	8	6	
Healesville-Alexandra Road ..	26	16 9			0	2 0			166	5	0	
Upper Goulburn Road ..	142	12 6			0	3 11			151	2	1	
			169	9 3			0	5 11				336 15 7
Avon Shire—												
Dargo Road ..	3,291	1 7			..	..			104	8	3	
Maffra-Sale Road ..	152	12 0			0	1 4			104	2	6	
Main Gippsland Road ..	16	9 0			..	..			701	4	6	
Main Gippsland Road— Expended by Bairnsdale Shire ..	1,787	0 0			10	16 0			..	..	..
			5,247	2 7			10	17 4				909 15 3
Bacchus Marsh Shire—												
Ballarat Road ..	39	2 6			0	0 9			68	15	3	
			39	2 6			0	0 9				68 15 3
Bairnsdale Shire—												
Bairnsdale-Bruthen Road ..	..	..			..	..			257	0	6	
Main Gippsland Road ..	2,810	12 5			30	14 6			351	13	1	
			2,810	12 5			30	14 6				608 13 7
Ballan Shire—												
Ballarat Road ..	481	5 0			0	1 11			168	11	5	
			481	5 0			0	1 11				168 11 5
Bannockburn Shire—												
Geelong-Ballarat Road ..	85	16 9			0	8 8			669	14	9	
Inverleigh Road ..	1,844	16 6			7	0 4			925	11	6	
Shelford-Bannockburn Road ..	1,577	4 11			13	16 4			114	19	10	
			3,507	18 2			21	5 4				1,710 6 1
Barrarbool Shire—												
Anglesea Road ..	5,296	2 11			22	18 5			234	10	5	
Geelong-Warrnambool Road ..	1,285	6 0			4	1 3			432	3	3	
			6,581	8 11			26	19 8				666 13 8
Belfast Shire—												
Hamilton Road ..	..	..			..	..			465	0	0	
Penshurst Road ..	56	0 0			..	..			310	13	0	
Portland Road ..	..	..			..	..			350	0	0	
Warrnambool - Port Fairy Road ..	2,705	0 0			5	9 2			410	0	0	
			2,761	0 0			5	9 2				1,535 13 0
Bellarine Shire—												
Geelong-Portarlington Road ..	..	..			..	..			683	19	7	
Geelong-Queenscliffe Road ..	..	..			..	..			802	19	3	
			..		..	..	..	..				1,486 18 10
Beechworth Shire—												
Stanley Road ..	520	10 2			1	0 9			..	..	..
			520	10 2			1	0 9				..
Benalla Shire												
Goorambat-Thoona Road ..	994	3 8			6	16 0			37	12	0	
Lima Road ..	962	5 1			0	7 6			..	..	..
Sydney Road ..	3,360	2 10			8	12 9			259	14	10	
Tolmie Road ..	25	0 0			0	4 8			11	7	0	
			5,341	11 7			16	0 11				308 13 10
Berwick Shire—												
Gembrook Road ..	1,094	9 10			3	11 4			..	..	..
Gembrook-Beenak Road ..	174	1 1			0	1 5			..	..	..
Main Gippsland Road ..	162	2 5			0	0 3			744	3	10	
Woori Yallock - Pakenham- Koo-wee-rup Road ..	1,664	6 0			7	7 2			85	12	0	
			3,094	19 4			11	0 2				829 15 10
Carried forward ..	..	..	33,009	10 2	..	..	134	14 9	..	..	..	8,751 19 8

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—continued.

Municipality and Road.	Permanent Works.				Maintenance.							
	Principal.		Total.		Interest.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..			33,009	10 2			134	14 9			8,751	19 8
Birchip Shire—												
Beulah - Birchip - Wycheproof Road ..	1,462	4 6			5	9 8						
Donald - Birchip - Sea Lake Road ..	24	18 10			0	1 11						
			1,487	3 4			5	11 7				
Braybrook Shire—												
Ballarat Road ..	1,391	0 10			12	9 6			96	2 8		
Melbourne-Geelong Road ..	3,809	13 0							43	15 0		
			5,200	13 10			12	9 6			139	17 8
Bright Shire—												
Bright Road ..	1,447	8 11			4	18 11						
Harrieville Road ..	774	14 9			3	14 10						
Kiewa Valley Road ..	27	11 3			0	1 1						
			2,249	14 11			8	14 10				
Broadmeadows Shire—												
Sydney Road ..	3,102	14 3			19	5 11			52	0 8		
			3,102	14 3			19	5 11			52	0 8
Buln Buln Shire—												
Bloomfield Road ..									32	13 6		
Magpie-Duggan Road ..									26	2 0		
Loch Valley Road ..									30	18 5		
Main Gippsland Road ..	5,410	12 6			40	13 7			215	9 6		
Main Neerim Road (a) ..	152	0 7			3	16 9			102	17 9		
Main Neerim Road (b) ..	542	0 0							211	17 2		
Main South Road ..	5,765	15 9			30	6 1			89	5 0		
Neerim East Road ..	3,150	3 10			8	3 2			41	6 2		
Western Port Road ..	661	6 9			6	14 8			46	15 1		
			15,681	19 5			89	14 3			797	4 7
Bungaree Shire—												
Ballarat Road ..									51	0 0		
											51	0 0
Buninyong Shire—												
Ballarat Road ..	987	0 0			0	6 2			10	5 4		
			987	0 0			0	6 2			10	5 4
Chewton Borough—												
Melbourne-Bendigo Road ..	1,179	11 4			7	1 8						
			1,179	11 4			7	1 8				
Chiltern Shire—												
Chiltern-Howlong Road ..	29	5 7			0	1 1						
			29	5 7			0	1 1				
Colac Shire—												
Beech Forest-Apollo Bay Road ..	258	11 1			4	3 1			52	7 0		
Colac-Ballarat Road ..	2,026	10 6			5	6 6			952	11 3		
Forrest-Apollo Bay Road ..	1,218	1 0			2	17 1			11	4 0		
Geelong-Warrnambool Road ..	599	11 0			11	1 5			1,377	14 7		
Glenaire-Laver's Hill Road ..									43	16 0		
Laver's Hill-Barupa ..	1	12 6							49	16 0		
			4,104	6 1			23	8 1			2,487	8 10
Corio Shire—												
Ballarat Road ..	3,229	19 4			37	17 9			25	10 9		
Fyansford Road ..	4	4 0										
Geelong-Bacchus Marsh ..									87	11 0		
Melbourne-Geelong Road ..	11,074	10 2							24	16 11		
			14,308	13 6			37	17 9			137	18 8
Cranbourne Shire—												
Koo-wee-rup-Pakenham ..									17	4 10		
Main Coast Road ..									110	18 0		
Western Port Road ..									26	6 2		
											154	9 0
Dandenong Shire—												
Cheltenham Road ..	3	15 10							685	9 5		
Main Gippsland Road ..									367	18 5		
Point Nepean Road ..	5,201	3 2			69	6 9			28	11 5		
			5,204	19 0			69	6 9			1,081	19 3
Dimboola Shire—												
Horsham Road ..	179	14 9										
Nhill Road ..	1,923	16 7			5	2 8						
Rainbow Road ..	1,547	1 11			4	1 5						
Rainbow Rises Road ..	233	17 10			0	4 5						
Warracknabeal Road ..	775	8 11			2	5 1						
			4,660	0 0			11	13 7				
Doncaster Shire—												
Doncaster Road ..	120	0 0							196	4 7		
			120	0 0							196	4 7
Carried forward ..			91,325	11 5			420	5 11			13,860	18 3

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—continued.

Municipality and Road.	Permanent Works.				Maintenance.															
	Principal.		Total.		Interest.		Total.		Amount.		Total.									
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.								
Brought forward ..				91,325	11	5				420	5	11				13,860	8	3		
Dundas Shire—																				
Hamilton-Dunkeld Road ..	1,917	6	2				2	3	6											
Hamilton-Horsham Road ..	234	12	0				..													
Hamilton-Mount Gambier Road ..	17	9	9				..									29	8	6		
Hamilton-Port Fairy Road ..	..						..									182	16	5
Hamilton-Portland Road ..	220	3	11				0	4	0							4	18	11		
Hamilton-Warrnambool Road ..	..						..									140	9	10
				2,389	11	10				2	7	6						357	13	8
Eltham Shire—																				
Eltham-Yarra Glen Road ..	..						..									5	6	0
Hurstbridge-Kinglake Road ..	1,341	0	4				17	3	11							132	1	11		
Yarra Glen-Kinglake Road ..	54	0	0				..									..
				1,395	0	4				17	3	11						137	7	11
Epping Shire—																				
Epping Road ..	3,850	4	1				14	10	2							..				
				3,850	4	1				14	10	2				..				
Euroa Shire—																				
Sydney Road ..	49	11	8				0	1	11							..				
				49	11	8				0	1	11				..				
Ferntree Gully Shire—																				
Emerald Road ..	1,739	3	5				5	11	11							..				
Main Ferntree Gully Road ..	1,792	13	2				18	10	7							272	19	1		
Monbulk Road ..	3,365	11	9				18	13	8							51	18	8		
Olinda Road ..	2,818	17	7				22	0	10							263	18	1		
				9,716	5	11				64	17	0						588	15	10
Flinders Shire—																				
Hastings-Flinders Road ..	9,484	14	11				87	0	6							165	8	6		
Mornington-Flinders Road ..	1,714	13	3				14	6	3							34	16	0		
				11,199	8	2				101	6	9						200	4	6
Frankston and Hastings Shire—																				
Frankston-Flinders Road ..	6,816	13	5				60	0	9							..				
Point Nepean Road ..	9,750	9	1				103	7	11							..				
				16,567	2	6				163	8	8				..				
Glenelg Shire—																				
Coleraine-Casterton Road ..	..						..									16	11	9
Derholm Road ..	..						..									80	12	3
Mount Gambier Road ..	366	18	7				0	9	0							1	18	6		
				366	18	7				0	9	0						99	2	6
Goulburn Shire—																				
Goulburn Valley Road ..	3,535	2	0				9	12	5							..				
Station Road ..	659	7	5				..									..
Sydney Road ..	186	19	0				0	6	2							..				
Vickers Road ..	745	19	7				0	18	8							..				
				5,127	8	0				10	17	3				..				
Grenville Shire—																				
Ballarat-Hamilton Road ..	300	0	0				..									56	14	2		
Pitfield Road ..	..						..									19	17	6
				300	0	0				..								76	11	8
Hamilton Shire—																				
Coleraine Road ..	42	15	6				..									..
				42	15	6				..						..
Hampden Shire—																				
Camperdown-Ballarat Road ..	219	2	6				2	5	9							2,448	19	4		
Geelong-Warrnambool Road ..	..						..									1,847	14	8
Lismore-Cressy Road ..	..						..									750	19	3
Terang-Mortlake Road ..	150	0	0				1	13	9							527	18	3		
				369	2	6				3	19	6						5,575	11	6
Healesville Shire—																				
Healesville-Alexandra Road ..	7,647	14	1				81	0	9							228	7	5		
Marysville Road ..	..						..									55	9	7
				7,647	14	1				81	0	9						283	17	0
Heidelberg Shire—																				
Greensborough - Hurstbridge Road ..	1,807	16	4				4	8	2							393	1	10		
Heidelberg-Warrandyte Road ..	..						..									131	17	4
Main Heidelberg-Eltham Road ..	1,067	9	3				16	12	0							1,188	8	10		
Main Whittlesea Road ..	..						..									65	4	0
				2,875	5	7				21	0	2						1,778	12	0
Heytesbury Shire—																				
Camperdown-Cobden Road ..	..						..									1,250	8	1
Cobden - Port Campbell - Princetown Road ..	2,535	14	7				11	9	5							962	11	4		
Geelong-Warrnambool Road ..	..						..									559	15	5
				2,535	14	7				11	9	5						2,772	14	10
Howqua Shire—																				
Mansfield-Wood's Point Road ..	160	0	0				..									76	8	3		
				160	0	0				..								76	8	3
Carried forward ..				155,917	14	9				912	17	11				..		25,807	7	11

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—*continued.*

Municipality and Road.	Permanent Works.				Maintenance.							
	Principal.		Total.		Interest.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..			155,917	14 9			912	17 11			25,807	7 11
Karkaroc Shire—												
Hopetoun - Warracknabeal Road ..	1,103	8 10			1	19 10						
Hopetoun - Woomelang - Sea Lake Road ..	1,076	12 11			2	16 5						
Rainbow - Beulah - Birchip Road ..	868	2 10			0	13 11						
			3,048	4 7			5	10 2				
Koroit Borough—												
Koroit-Warrnambool Road ..									1	7 6		1 7 6
Kowree Shire—												
Boorookpi Road ..	219	0 0			0	8 4			24	8 9		
Edenhope-Coroke Road ..	459	18 6			0	11 4			26	19 6		
Hamilton - Edenhope - Apsley Road ..	1,213	9 0			2	5 10			66	15 6		
			1,892	7 6			3	5 6				118 3 9
Kyneton Shire—												
Melbourne-Bendigo Road ..									194	6 8		194 6 8
Lawloit Shire—												
Broughton Road ..	176	14 4			0	9 0			72	10 0		
Nhill-Kaniva Border Road ..	2,313	16 0			10	15 6			444	16 9		
South Lillimur Road ..	147	9 4			0	2 0			71	17 6		
Yearlinga Road ..	270	16 7			0	12 1			130	9 0		
			2,908	16 3			11	18 7				719 13 3
Leigh Shire—												
Inverleigh-Shelford Road ..	1,865	0 0			5	5 7			35	0 0		
Shelford-Bannockburn Road ..									54	0 0		
			1,865	0 0			5	5 7				89 0 0
Lilydale Shire—												
Main Healesville Road ..	5,011	3 4							1,078	5 1		
Main Warburton Road ..									157	1 1		
Monbulk Road ..	810	0 6			7	6 0			251	4 11		
Mount Dandenong Road ..	1	0 0							303	9 3		
Ringwood-Warrandyte Road ..	27	3 8			0	1 8			117	15 11		
Yarra Glen Road ..	3	5 2			0	0 3			213	11 0		
			5,852	12 8			7	7 11				2,121 7 3
Lowan Shire—												
Dimboola-Kaniva Road ..	3,284	0 6			15	4 1						
Goroke Road ..	1,366	5 0			7	2 7						
Lorquon Road ..	2,916	12 8			13	11 7						
Yanac Road ..	2,787	8 0			13	16 3						
			10,354	6 2			49	14 6				
Maffra Shire—												
Briagolong-Dargo Road ..	163	12 4			1	6 10			10	16 0		
Licola Road ..	523	11 9			0	16 6			258	5 3		
Maffra-Sale Road ..									178	5 0		
Tinamba-Newry Road ..									72	16 0		
Valencia Creek Road ..									46	0 0		
			687	4 1			2	3 4				566 2 3
Maldon Shire—												
Melbourne-Bendigo Road ..	4,507	19 6										
			4,507	19 6								
Malmsbury Borough—												
Melbourne-Bendigo Road ..	20	1 7			0	2 0			21	5 5		
			20	1 7			0	2 0				21 5 5
Mansfield Shire—												
Mansfield-Tolmie Road ..	71	0 6			0	9 10						
			71	0 6			0	9 10				
Marong Shire—												
Melbourne-Bendigo Road ..	3,542	3 1							136	13 8		
			3,542	3 1								136 13 8
Melton Shire—												
Ballarat Road ..	6	6 0							86	18 9		
Melbourne-Bendigo Road ..									126	11 6		
			6	6 0								213 10 3
Metcalfe Shire—												
Melbourne-Bendigo Road ..	788	9 6										
			788	9 6								
Mildura Shire—												
Wentworth Road ..	343	11 9										
			343	11 9								
Minhamite Shire—												
Hamilton - Macarthur -Port Fairy Road ..	370	0 0							223	3 6		
Warrnambool - Hawkesdale - Penshurst Road ..									420	8 6		
			370	0 0								643 12 0
Carried forward ..			192,175	17 11			998	15 4			30,632	9 11

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—*continued.*

Municipality and Road.	Permanent Works.				Maintenance.							
	Principal.		Total.		Interest.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..			192,175	17 11			998	15 4			30,632	9 11
Mirboo Shire—												
Mardan Road ..	241	13 6			0	19 9			256	15 0		
Mirbee-Allambee East Road ..	466	2 3			0	9 6			57	12 0		
Mirboo South Road ..	3,821	7 1			27	0 8			57	11 0		
			4,529	2 10			28	9 11			371	18 0
Moorabbin Shire—												
Centre Dandenong Road ..									80	0 8		
Point Nepean Road ..	3,387	17 5			4	11 5			179	19 5		
			3,387	17 5			4	11 5			260	0 1
Mornington Shire—												
Point Nepean Road ..	5,582	11 11			50	18 9						
			5,582	11 11			50	18 9				
Mortlake Shire—												
Mortlake-Ararat Road ..									306	19 8		
Mortlake-Warrnambool Road ..									167	16 9		
Terang-Mortlake Road ..									429	19 6		
											904	15 11
Morwell Shire—												
Boolarra-Foster Road ..	108	10 8			0	1 11			11	17 0		
Boolarra-Welshpool Road ..	2,685	15 8			16	8 3			33	11 6		
Boolarra - Welshpool Road (expend in Alberton) ..	68	0 0										
Jeeralang West Road ..	186	12 9			1	10 11			37	12 10		
Main Gippsland Road ..	494	0 0			7	10 2			16	10 6		
			3,542	19 1			25	11 3			99	11 10
Mount Alexander Shire—												
Castlemaine-Daylesford Road ..									14	2 10		
Melbourne-Bendigo Road ..									1	4 0		
											15	6 10
Mount Rouse Shire—												
Hamilton-Dunkeld Road ..									17	0 0		
Hamilton-Penshurst Road ..									132	0 0		
Penshurst-Caramut Road ..									33	0 0		
											182	0 0
Mulgrave Shire—												
Ferntree Gully Road ..	36	8 2			0	5 3			450	1 9		
Main Gippsland Road ..	1	0 0			0	0 2			528	6 9		
			37	8 2			0	5 5			978	8 6
McIvor Shire—												
Heathcote-Elmore Road ..									44	6 6		
Heathcote-Redesdale Road ..									66	19 0		
Kilmore-Heathcote-Bendigo Road ..	1	8 0							98	5 6		
			1	8 0							209	11 0
Narracan Shire—												
Main Gippsland Road ..	4,196	16 9			58	6 9			964	19 10		
Trafalgar-Thorpdale Road ..	162	11 5			20	2 10						
Trafalgar-Willow Grove Road ..	20	15 1			0	4 2			604	0 11		
Yarragon-Leongatha Road ..	4,355	14 0			16	6 5			248	11 6		
Yarragon-Shady Creek ..	9	9 0			0	2 4			93	8 0		
			8,745	6 3			95	2 6			1,911	0 3
North Ovens Shire—												
Sydney Road ..									23	1 8		
Yarrawonga Road ..									1	5 3		
											24	6 11
Nunawading Shire—												
Main Healesville Road ..	8	5 0							82	15 5		
			8	5 0							82	15 5
Omeo Shire—												
Benambra Road ..									2	3 6		
Bruthen-Omeo Road ..	2,710	3 6			4	0 4			641	14 8		
Glen Wills Road ..									81	4 8		
			2,710	3 6			4	0 4			725	2 10
Orbost Shire—												
Cann Valley Road ..	2,979	1 7			23	12 8						
Genoa-Eden Road ..	12	12 0										
Genoa-Gipsy Point Road ..	1,480	8 0			7	14 3						
Murrungowar Road ..									14	6 0		
Orbost-Genoa Road ..	643	10 3			6	18 10			277	6 10		
			5,115	11 10			38	5 9			291	12 10
Oxley Shire—												
Bright Road ..	90	19 1							4	7 0		
Oxley Road ..									32	10 0		
			90	19 1							36	17 0
Carried forward ..			225,927	11 0			1,246	0 8			36,725	17 4

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—continued.

Municipality and Road.	Permanent Works.								Maintenance.												
	Principal.				Total.				Amount.		Total.										
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.									
Brought forward ..				225,927	11	0				1,246	0	8				36,725	17	4			
Phillip Island and Woolamai Shire—																					
Almurta Road ..	1,493	19	9				7	2	5							51	6	10			
Inverloch-Wonthaggi Road ..	136	4	0																		
Korumburra - Wonthaggi Road ..	68	9	11				1	3	7							22	18	2			
Main Coast Road ..																280	14	6			
Wonthaggi-Loch Road ..	2,458	3	7				14	5	11							67	19	0			
				4,156	17	3				22	11	11						422	18	6	
Poowong and Jeetho Shire—																					
Bena-Poowong Road ..	93	8	9				0	7	9							31	5	6			
Korumburra-Drouin Road ..	746	0	4				1	7	8							61	2	6			
Korumburra - Leongatha Road ..	326	12	0				0	7	8							14	5	0			
Korumburra-Warragul Road ..	2,452	3	4				18	14	5							129	2	4			
Korumburra - Wonthaggi Road ..	459	10	8				1	3	6							94	12	6			
Loch-Wonthaggi Road ..	685	4	9				3	14	5							10	15	6			
Nyora-Poowong Road ..	3,485	9	8				25	4	1							66	1	5			
				8,248	9	6				50	19	6						407	4	9	
Portland Shire—																					
Heath Road ..	260	0	0																		
Port Fairy-Portland Road ..																70	16	8			
Portland-Hamilton Road ..																188	6	8			
				260	0	0												259	3	4	
Port Fairy Borough—																					
Warrnambool Road ..	604	0	0				0	14	3												
				604	0	0				0	14	3									
Preston Shire—																					
Epping Road ..																99	1	8			
Plenty Road ..																374	7	0			
																		473	8	8	
Queenscliff Borough—																					
Geelong Road ..																73	10	10			
																		73	10	10	
Rodney Shire—																					
Mooroopna-Undera Road ..																6	0	0			
Shepparton-Tatura Road ..	67	6	2													37	16	4			
Tatura - Byrneside - Kyabram Road ..																19	14	1			
Tatura-Murchison Road ..																5	14	7			
				67	6	2													69	5	0
Rosedale Shire—																					
Main Gippsland Road ..																191	18	9			
Sale-Yarram Road ..	1,088	1	10				10	17	1							110	13	1			
Traralgon-Gormandale Road ..	918	11	1				2	15	5							122	1	6			
Willung Road ..	123	3	7				0	7	10												
				2,129	16	6				14	0	4							424	13	4
Rutherglen Shire—																					
Chiltern-Howlong Road ..	1	3	1													14	3	0			
Rutherglen-Wahgunyah Road ..	51	1	6				0	5	7												
Springhurst - Rutherglen Road ..	1	3	0													6	5	0			
Sydney Road ..	38	5	6				0	4	2												
Wodonga Road ..	47	0	11				0	3	7							160	1	0			
Yarrawonga Road ..	473	16	4				0	17	0							39	16	6			
				612	10	4				1	10	4							220	5	6
Sale Borough—																					
Sale-Longford Road ..	800	6	9				1	2	4							147	16	1			
				800	6	9				1	2	4							147	16	1
Seymour Shire—																					
Sydney Road ..	0	2	0																		
				0	2	0															
South Barwon Shire—																					
Barwon Bridge ..	37	8	0																		
Barwon Heads Road ..	2,342	7	3				2	19	10							285	19	11			
Geelong-Colac Road ..	2,304	8	0				4	3	10							108	13	4			
				4,684	3	3				7	3	8							394	13	3
South Gippsland Shire—																					
Boolarra-Foster Road ..	1,211	2	2				5	13	6							49	5	0			
Boolarra-Welshpool Road ..	356	6	8				2	11	7							57	8	6			
Falls Road ..	1,191	0	7				12	14	3							4	4	0			
Stony Creek-Dollar Road ..	1,471	5	5				5	12	5							4	10	0			
Toora-Gunyah Road ..	127	3	4				0	16	7							102	15	9			
				4,356	18	2				27	8	4							218	3	3
Carried forward ..				251,848	0	11				1,371	11	4							39,836	19	10

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—*continued.*

Municipality and Road.	Permanent Works.				Maintenance.							
	Principal.		Total.		Interest.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..			251,848	0 11			1,371	11 4			39,836	19 10
Strathfieldsaye Shire— Heathcote-Bendigo Road ..	1	8 0		1 8 0	..	..	..	..	..	..	..	..
Tambo Shire— Bairnsdale-Bruthen Road .. Bruthen-Omeo Road .. Nowa Nowa-Buchan-Gelan- tipy Road .. Swan Reach-Cunninghame- Road ..	..	..		..	..	..	6 13 9	..	202 0 0	24 3 3	81 18 1	299 18 9
Templestowe Shire— Heidelberg-Warrandyte Road	223	17 2	1,523	18 2	0 18 1	..	7 11 10	..	515 12 6	..	608 0 1	515 12 6
Towong Shire— Corryong Road .. Murray Valley Road .. Omeo Road .. Tintaldra Road .. Wodonga Road ..	..	..	..	..	..	..	..	..	153 6 6	347 14 1	452 8 1	31 4 0
Traralgon Shire— Callignee Road .. Main Gippsland Road .. Traralgon-Gormandale Road .. Traralgon-Jeeralang Road .. Jeeralang West Road ..	..	..	40	10 0	..	..	..	..	95 13 0	..	1,080 5 8	..
Upper Yarra Shire— Don Road .. Warburton Road .. Woori Yallock-Cockatoo Road ..	194	16 0	4,302	11 0	0 6 0	18 5 1	15 11 7	27 0 8	78 9 0	18 10 0	75 12 0	66 12 0
Warragul Shire— Bloomfield Road .. Brandy Creek Road .. Main Gippsland Road .. Warragul-Korumburra Road .. Warragul-Leongatha Road ..	186	12 9	9,607	19 9	1 9 0	..	62 12 4	..	..	..	239 3 0	..
Warrnambool Shire— Allansford-Nirranda Road .. Garvoc-Laang Road .. Geelong-Warrnambool Road .. Mortlake Road .. Warrnambool-Port Fairy Road ..	3,490	2 8	3,889	4 3	8 10 4	31 12 4	..	..	59 14 2	..	59 14 2	316 6 8
Werribee Shire— Geelong-Bacchus Marsh Road .. Melbourne-Geelong Road ..	5,090	14 5	2,257	0 0	2 12 6	1 18 10	..	..	85 16 9	141 6 0	352 12 1	143 17 0
Whittlesea Shire— Main Whittlesea Road .. Whittlesea-Kinglake Road ..	2,871	9 6	853	9 4	6 8 4	0 18 7	..	..	863 5 6	..	1,586 17 4	..
Winchelsea Shire— Forrest-Apollo Bay Road .. Geelong-Warrnambool Road .. Lorne Road ..	5,349	1 4	16,421	14 7	33 8 5	..	45 6 8	..	1,075	4 10	4,501	14 6
Wonthaggi Borough— Loch-Wonthaggi Road .. Wonthaggi-Inverloch Road ..	19,339	18 4	19,339	18 4	..	..	..	..	2 11 0	26 11 9	29 2 9	..
Woorayl Shire— Farmer's Road .. Inverloch-Leongatha Road .. Inveloch-Wonthaggi Road .. Leongatha-Yarragon Road .. Lower Tarwin Road .. Main South Gippsland Road .. Mardan Road .. Warragul-Leongatha Road .. Stony Creek-Dollar Road (expended by South Gipps- land Shire) ..	7,905	9 1	810	9 3	67 11 11	7 16 3	..	75 8 2	758 0 9	..	758 0 9	..
Carried forward ..	115	8 6	275	12 6	2 3 3	0 12 3	3 1 8	5 17 2	11 4 0	167 16 10	20 0 0	199 0 10
	555	3 11	946	4 11	..	..	12 19 3	..	71 18 0	26 8 0	98 6 0	..
	774	17 4	3,120	17 4	..	..	12 19 3	..	..	..	118 7 4	..
	350	9 7	921	7 1	6 9 3	17 17 5	0 7 11	38 16 4	76 19 10	..	..	..
	21	3 0	3,951	15 3	0 3 0	4 10 10	0 4 6	4 10 10	..	..	..	..
	405	10 4	405	10 4	0 3 0	0 3 0	1 8 5	..	17 10 6	22 5 0	0 8 0	1 4 0
	46	10 6	46	10 6	0 3 0	0 3 0	..	..	..	..	..	..
	460	16 4	78	14 3	..	..	..	..	..	..	..	..
	1,471	5 5	7,707	11 9	5 12 5	..	75 10 1	..	..	..	118 7 4	..
	..	..	339,185	17 2	..	..	1,788 13 2	..	..	..	49,887	17 3

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE, ETC.—*continued.*

Municipality and Road.	Permanent Works.				Maintenance.							
	Principal.		Total.		Interest.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..			339,185	17 2			1,788	13 2			49,887	17 3
Wycheproof Shire—												
Birchip-Sea Lake Road ..	477	7 3			2	7 6			..			
Birchip-Wycheproof Road ..	22	10 0			..				..
Sea Lake-Ultima Road ..	242	6 10			1	1 6			..			
Woomelang-Sea Lake Road	8	0 0			0	0 11			..			
Wycheproof-Sea Lake Road	2,346	6 9			11	4 0			..			
			3,096	10 10			14	13 11			..	
Yackandandah Shire—												
Dederang Road	278	11 0			0	1 1			..			
			278	11 0			0	1 1			..	
Yea Shire—												
Yarra Glen-Kinglake Road	120	0 0			..		..		..		..
			120	0 0			..				..
Total .. ..	..		342,680	19 0	..		1,803	8 2	..		49,887	17 3

APPENDIX D.

COUNTRY ROADS BOARD.

PERMANENT WORKS.

STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES UNDER THE SUPERVISION OF THE BOARD FOR THE YEAR ENDED 30TH JUNE, 1915.

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.	Deductions.	Total.	
			£	s. d.			£	s. d.
ALBERTON SHIRE—								
Boolarra-Yarram Road	Construction Quarry Section ..	Cowell, Gordon ..	737	3 0	..	..	737	3 0
" " "	" (Contract 3B) ..	Cowell, Gordon ..	838	15 0	..	..	838	15 0
" " "	" (Contract 3A) ..	McGauran, F. D. ..	716	0 0	..	..	716	0 0
Carrajung-Gormandale Road	Grading, &c., Keyte's Hill ..	McKenzie, F. ..	198	0 0	..	..	198	0 0
							2,489	18 0
ALEXANDRA SHIRE—								
Cathkin-Mansfield Road	Supply of Gravel (Contract 10) ..	Creighton, W. A., and Free, W. ..	793	15 0	..	..	793	15 0
Healesville-Alexandra Road	Reinforced Concrete Bridge over Acheron River at Taggerty ..	Reinforced Concrete and Monier Pipe Construction Co. ..	1,342	0 0	..	..	1,342	0 0
" " "	Approaches to concrete bridge at Taggerty ..	Elliott Bros. ..	155	18 0	..	..	155	18 0
Upper Goulburn Road	Construction Section 2 ..	Creighton and Sons and Elliott Bros. ..	160	0 0	..	..	160	0 0
" " "	" " 4 ..	Douglas, E. C. ..	716	5 0	..	..	716	5 0
" " "	" " 3 ..	Creighton and Sons and Elliott Bros. ..	503	10 0	..	..	503	10 0
" " "	" " 5 ..	Gamble, J. H. ..	392	0 0	..	..	392	0 0
" " "	" " 6 ..	Stevens, J. J., and Johnson, E. ..	32	9 9	..	..	32	9 9
" " "	" " 1 (Contract 2) ..	Douglas, E. C. ..	860	0 0	..	..	860	0 0
" " "	" " 1 (Contract 8) ..	Carter, Willis ..	250	0 0	..	..	250	0 0
							5,205	17 9
ARAPILES SHIRE—								
Hamilton-Horsham Road	Contract 7/15—Construction ..	Parfett, T. ..	331	16 3	..	..	..	331 16 3
ARARAT SHIRE—								
Ballarat-Stawell Road	Contract 1/15—Construction from Green Hills to Dobies ..	Holly, J. ..	3,961	0 0	..	..	3,961	0 0
" " "	Contract 2/15—Construction ..	Pyke and Gordon ..	3,257	0 0	..	..	3,257	0 0
							7,218	0 0
AVON SHIRE—								
Dargo Road	Construction Hardy's Hill Deviation ..	Wright, J. W. ..	954	0 0	..	..	954	0 0
" " "	Construction Bridges and Approaches at Hardy's Hill ..	Traill, H. G. ..	238	2 6	..	..	238	2 6
" " "	Fencing Deviation, Hardy's Hill ..	Hardy, C. E. ..	225	12 9	..	..	225	12 9
" " "	Construction at Peele's Gap ..	Hardy, C. E. ..	254	17 8	..	..	254	17 8
" " "	Construction Section 3, Gee's Hill Deviation ..	Wright, J. W. ..	443	8 0	..	..	443	8 0
" " "	Construction Section 2, Gee's Hill Deviation ..	Traill, A. G. ..	473	0 0	..	..	473	0 0
" " "	Construction Section 1, Gee's Hill Deviation ..	Traill, A. G. ..	581	5 0	..	..	581	5 0
Maffra-Sale Road	Construction ..	Carter and Cartledge ..	880	11 0	..	..	880	11 0
Main Gippsland Road	Construction from Avon Bridge at Stratford towards Sale, 6,000 feet ..	Galway and Conboy ..	823	0 0	..	..	823	0 0
							4,873	16 11
BACCHUS MARSH SHIRE—								
Ballarat Road	Reinforced Concrete Bridge over Pyrite Creek ..	Reinforced Concrete Co. Ltd. ..	626	6 0	..	..	..	626 6 0
BAIRNSDALE SHIRE—								
Main Gippsland Road	Formation Section 1, Providence Ponds Fencing Deviation through Bruse's ..	Shanahan, D. J. ..	1,913	5 0	117 11 0	..	2,030	16 0
" " "	Construction between Bengworden turn-off and railway crossing ..	Scott, H. W. ..	48	0 0	..	..	48	0 0
" " "	Construction near Hollingsworth's ..	Tobin and Bell ..	771	4 6	23 17 6	..	795	2 0
" " "	Construction ..	Tobin and Bell ..	248	10 0	..	..	248	10 0
" " "	Construction west of Coon Moor ..	Shanahan, D. J. ..	781	0 0	..	..	781	0 0
" " "	Construction Western Approach, Mitchell River Bridge ..	Tobin and Bell ..	762	15 0	..	..	762	15 0
" " "	..	Royal, W. E. ..	668	0 9	..	..	668	0 9
							5,334	3 9
BALLAN SHIRE—								
Ballarat Road	Dismantling and Removing Bridge over Bradshaw's Creek, and Erection new Concrete Bridge ..	Reinforced Concrete and Monier Pipe Construction Co. ..	424	8 0	4 7 6	..	..	428 15 6
BANNOCKBURN SHIRE—								
Geelong-Ballarat Road	Construction ..	Morrison, R. W. ..	252	8 7	..	..	252	8 7
" " "	Supply of Spalls ..	Cook, J., and Harris, W. ..	65	0 0	..	..	65	0 0
" " "	" " "	Michael Dillon ..	63	12 11	..	..	63	12 11
Inverleigh Road	Supply of Spalls between west boundary of Shire and Inverleigh Common ..	Alford, J. ..	120	0 0	7 16 0	..	127	16 0
" " "	Supply of Spalls between Native Hut Creek and Faulkner's ..	Alford, J. ..	160	8 4	25 13 4	..	186	1 8
" " "	Supply of Spalls near Dear's Lane ..	McCormack, D. ..	88	3 10	..	..	88	3 10
" " "	Erection Reinforced Concrete Bridge near Inverleigh ..	Reinforced Concrete and Monier Pipe Cons. Co. ..	199	14 0	12 0 0	20 0 0	191	14 0
" " "	Supply of Spalls between Shire Building and Inverleigh Common ..	McCagh, J. ..	172	0 0	14 7 6	1 4 0	185	3 6
" " "	Spalls, 900 yards ..	Farrelly and Proctor ..	101	4 0	..	..	101	4 0
" " "	Supply of Spalls between Ceres Lane and Morton's ..	Dunne, Thos. ..	118	0 0	..	..	118	0 0
" " "	Construction ..	Morrison, R. W. ..	1,536	14 2	..	..	1,536	14 2
" " "	Supply of Spalls ..	Farrelly and Proctor ..	101	2 6	..	..	101	2 6
" " "	Supply of Spalls between Ceres Lane and Dear's Lane ..	Dunne, Thos. ..	97	10 0	..	..	97	10 0
" " "	Supply of Spalls near Fyansford ..	Kelly, M. ..	88	0 0	..	..	88	0 0
Carried forward ..			29,526	16 6	205 12 10	21 4 0	3,202	11 2 26,508 14 2

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—continued.

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.			Extras.			Deductions.			Total.					
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
	Brought forward ..	.. ..	76,686	19	2	1,109	0	7	165	12	3	..	..	..	77,630	7	6
BULN BULN SHIRE—																	
Main Gippsland Road	Sanding west of Longwarry ..	Witham, G., and Smith, H.	197	0	0	..	..	..	..	..	..	197	0	0			
" " "	Construction, Section 2, between Drouin and Longwarry ..	Smith, S. ..	656	15	0	..	..	10	6	0	..	646	9	0			
" " "	Fencing Sections 1, 2, and 3 ..	Haysom, W. H., and Co.	226	10	2	..	..	..	..	..	..	226	10	2			
" " "	Construction Section 3 ..	Levelle, P. ..	782	14	6	..	..	..	..	..	..	782	14	6			
" " "	Construction Section 4 ..	Levelle, P. ..	1,566	17	0	..	..	..	..	..	..	1,566	17	0			
Main Neerim Road ..	Supplying, Carting, Stacking Spalls on Cox's Road ..	Farleigh, J., and Sons ..	250	0	0	14	13	0	..	..	..	264	13	0			
" " "	Construction ..	Mortimer and Young ..	1,737	17	3	..	..	..	..	..	..	1,737	17	3			
" " "	Construction and Fencing through C.A. 17A, Parish of Drouin West ..	Smith, A. D. ..	395	3	8	..	..	..	..	..	..	395	3	8			
Main South Road ..	Construction ..	Cook, I. ..	1,266	16	0	27	16	0	105	18	0	1,188	14	0			
" " "	Supply Timber for Tramway ..	Slocombe and Walker ..	190	11	6	27	12	10	..	..	..	218	4	4			
" " "	Construction from Butter Factory Drouin to Westernport Road ..	Kennedy, A. and P. ..	1,234	19	6	..	..	..	..	..	..	1,234	19	6			
" " "	Construction and Culverts ..	Cook, I. ..	1,092	19	0	..	..	..	..	..	..	1,092	19	0			
" " "	Construction of Wire Netted Fence ..	Alchin, G. ..	135	16	10	3	3	6	..	..	..	139	0	4			
" " "	Construction, Section 2 ..	Wilkinson, R. K. ..	621	7	9	..	..	..	..	..	..	621	7	9			
Neerim East Road ..	Construction, Section 1 ..	Mortimer, J., and Young, G. ..	808	10	0	..	..	..	..	..	..	808	10	0			
" " "	Erection Post and Wire Fencing and Gates, Section 2 ..	Mortimer, J., and Young, G. ..	55	0	0	..	..	..	..	..	..	55	0	0			
" " "	Supply of Spalls on Cox's Road ..	Rendell, R. H. ..	50	0	6	..	..	..	..	..	..	50	0	6			
" " "	Delivery and Stacking of Spalls ..	Botzger, E. H. ..	75	0	0	..	..	..	..	..	..	75	0	0			
" " "	Supplying, Carting, and Stacking Spalls, Cox's Road ..	Crowe Bros. ..	50	0	0	1	17	6	..	..	..	51	17	6			
" " "	" " " " " " ..	McWhinnie and McKernan ..	200	0	0	..	..	..	..	..	..	200	0	0			
" " "	Fencing Neerim East Deviation, Section 1 ..	McHugh, D. ..	52	2	6	9	5	3	9	5	3	52	2	6			
" " "	Construction Section 2 ..	Mortimer, J., and Young, G. ..	1,058	10	6	..	..	..	..	..	..	1,058	10	6			
" " "	" " 3 ..	Mortimer, J., and Young, G. ..	866	12	0	..	..	..	..	..	..	866	12	0			
" " "	Supply and Delivery Spalls, Section 4 ..	Mortimer, J., and Young, G. ..	250	0	0	..	..	..	..	..	..	250	0	0			
" " "	Clearing, Fencing, &c. ..	Botzger, E. A. ..	83	19	1	..	..	..	..	..	..	83	19	1			
" " "	" " " " " " ..	McCulloch, S., junr. ..	196	16	11	..	..	..	..	..	..	196	16	11			
" " "	Construction, Section 4 ..	Mortimer and Young ..	770	18	6	..	..	..	..	..	..	770	18	6			
" " "	Supply of Spalls ..	Mortimer and Young ..	125	0	0	..	..	..	..	..	..	125	0	0			
" " "	" " " " " " ..	Mortimer and Young ..	227	15	0	..	..	..	..	..	..	227	15	0			
" " "	" " " " " " ..	Grosen, C. ..	97	10	0	..	..	..	..	..	..	97	10	0			
Westernport Road ..	Construction ..	Cook, I. ..	462	0	0	32	2	6	..	..	..	494	2	6	15,776	4	6
BUNINYONG SHIRE—																	
Ballarat Road	Contract 8/15—Supply of Spalls ..	Frawley, P., and Son ..	229	0	0	..	..	..	..	..	..	229	0	0			
" " "	Contract 9/15—Supply, Stacking Metal ..	Corbett, M. ..	120	0	0	..	..	..	..	..	..	120	0	0			
" " "	Contract 7/15—Stacking Metal ..	Sheehan, T., and D. Ryan ..	164	0	0	..	..	..	..	..	..	164	0	0			
" " "	Contract 1/15—Supply of Spalls ..	Hayes, E. ..	240	0	0	..	..	..	..	..	..	240	0	0			
" " "	Contract 3/15—Supply of Spalls ..	Nolan, P. ..	263	10	0	..	..	..	..	..	..	263	10	0			
" " "	Contract 4/15—Supply of Spalls ..	Hanks, Quayle, and Whiting ..	241	5	0	..	..	..	..	..	..	241	5	0			
" " "	Contract 2/15—Supply of Spalls ..	Barding, F. J. ..	230	0	0	..	..	..	..	..	..	230	0	0			
" " "	Contract 6/15—Stacking Bluestone Metal ..	Sheehan, T., and Ryan, D. ..	242	0	0	..	..	..	..	..	..	242	0	0			
" " "	Contract 5/15—Supplying Bluestone Metal ..	Sheehan, T., and Ryan, D. ..	265	10	0	..	..	..	..	..	..	265	10	0	1,995	5	0
CHEWTON BOROUGH—																	
Melbourne - Bendigo Road	Reinforced Concrete Bridge on Chewton Mount Alexander Road ..	Ekberg, A. E. ..	883	3	6	96	0	2	60	0	0	919	3	8			
" " "	Reinforced Concrete Bridge ..	Gimmell, W., and Elliott, F. ..	328	18	6	..	..	..	..	..	..	328	18	6	1,248	2	2
CHILTERN SHIRE—																	
Chiltern - Howlong Road	Contract 1—Construction ..	Curtain, W. ..	1,464	0	0	..	..	..	..	..	..	..	..	1,464	0	0	
COLAC SHIRE—																	
Princetown Road ..	Contract 16—Construction at Laver's Hill ..	McDonald, J. R. ..	464	10	2	..	..	..	..	..	..	464	10	2			
" " "	Contract 22—Construction at Laver's Hill ..	McDonald, J. R. ..	355	4	0	..	..	..	..	..	..	355	4	0			
" " "	Contract 23—Construction at Laver's Hill ..	McDonald, J. R. ..	515	7	0	..	..	..	..	..	..	515	7	0			
Beech Forest-Apollo Bay Road	Construction ..	Parrott and Congram ..	1,566	9	0	..	..	..	..	..	..	1,566	9	0			
Colac-Ballarat Road	Supply of Spalls ..	Missen, W. ..	170	0	0	20	15	9	..	..	..	190	15	9			
" " "	" " " " " " ..	Wilson, W. ..	160	0	0	..	..	..	19	6	0	140	14	0			
" " "	Construction, Section 3 ..	O'Connor, M. ..	462	0	0	..	..	..	..	..	..	462	0	0			
" " "	Supply of Spalls ..	Fitzpatrick Bros. ..	160	5	0	..	..	..	1	6	0	158	19	0			
" " "	Contract 14—Supply, &c., Spalls ..	Simpkin, Webb S. ..	237	0	0	58	12	6	..	..	..	295	12	6			
" " "	Contract 15—Supply, &c., Spalls ..	Moloney, J. ..	198	19	2	..	..	..	..	..	..	198	19	2			
" " "	Contract 9—Supply Firewood for Crusher ..	Harris, T. H. ..	41	8	0	3	12	0	..	..	..	45	0	0			
Forrest-Apollo Bay Road	Erection of Bridge at Wild Dog Creek ..	Telford, P. ..	189	0	0	..	..	..	..	..	..	189	0	0			
" " "	Construction, Section 2 ..	Walsh, M. ..	381	14	0	..	..	..	..	..	..	381	14	0			
" " "	Construction, Section 12 ..	Walsh, M. ..	524	18	6	..	..	..	..	..	..	524	18	6			
" " "	Contract 1—Construction ..	Walsh, M. ..	2,348	18	8	..	..	..	..	..	..	2,348	18	8	7,838	1	9
CORIO SHIRE—																	
Melbourne - Geelong Road	Construction ..	Timms, A. ..	16,250	16	3	..	..	..	..	..	..	..	..	16,250	16	3	
DANDENONG SHIRE—																	
Cheltenham Road ..	Construction ..	Crawford, S. ..	4,845	3	0	..	..	..	..	..	..	..	..	4,845	3	0	
DIMBOOLA SHIRE—																	
Nhill Road ..	" " " " " " ..	Pilmore, P. C. ..	626	6	6	..	..	..	..	..	..	626	6	6			
" " "	" " " " " " ..	Gooding, J. ..	372	18	0	..	..	..	..	..	..	372	18	0			
" " "	" " " " " " ..	Pilmore, P. C. ..	342	11	0	..	..	..	..	..	..	342	11	0			
" " "	" " " " " " ..	Rauert, L. ..	636	17	6	..	..	..	..	..	..	636	17	6			
" " "	" " " " " " ..	Gooding, E. ..	531	9	8	..	..	..	..	..	..	531	9	8			
" " "	" " " " " " ..	Scott, W. ..	427	17	0	..	..	..	..	..	..	427	17	0			
Rainbow Road ..	Supply of Metal at Jeparit ..	Russell, W. A. ..	237	10	0	..	..	..	..	..	..	237	10	0			
" " "	Limestone Spalls at Rainbow Construction ..	Becker, V. ..	400	0	0	..	..	..	..	..	..	400	0	0			
" " "	" " " " " " ..	Parker, R. L. ..	97	7	0	..	..	..	..	..	..	97	7	0			
" " "	Supplying Sandstone Spalls ..	Cambridge, G. ..	437	10	0	..	..	..	..	..	..	437	10	0			
	Carried forward ..	.. ..	130,125	8	9	1,404	11	7	371	13	6	..	..	..	127,048	0	2

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—*continued.*

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.			Extras.			Deductions.			Total.					
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
	Brought forward	130,125	8	9	1,404	11	7	371	13	6	..	127,048	0	2		
DIMBOOLA SHIRE—<i>continued.</i>																	
Rainbow Road ..	Construction ..	Russell, W. A. ..	330	17	4	..	..	..	..	..	..	330	17	4		
" " ..	" " ..	Hoffmann, A. E. ..	318	18	10	..	..	..	..	..	..	318	18	10		
" " ..	" " ..	Martin, J., and McDougall, L. ..	331	5	9	..	..	..	..	..	..	331	5	9		
" " ..	" " ..	Richards, A. ..	152	16	6	..	..	..	..	..	..	152	16	6		
" " ..	" " ..	McDonald, J. E. ..	361	14	0	..	..	..	..	..	..	361	14	0		
" " ..	" " ..	Deutcher, B. E. ..	339	10	0	..	..	..	..	..	..	339	10	0		
" " ..	" " ..	Wagenknecht and Co. ..	383	10	0	..	..	..	..	..	..	383	10	0		
Rainbow Rises Road ..	" " ..	Becker, V. ..	240	2	6	..	..	..	..	..	..	240	2	6		
" " ..	" " ..	Becker, V. ..	245	5	0	..	..	..	..	..	..	245	5	0		
" " ..	" " ..	Hoffman, A. E. ..	106	14	0	..	..	..	..	..	..	106	14	0		
Warracknabeal Road ..	" " ..	McDonald, J. R. ..	1,014	7	0	..	..	..	..	..	..	1,014	7	0		
" " ..	" " ..	Coats, S. ..	300	0	0	..	..	..	..	..	..	300	0	0		
Warracknabeal and Rainbow Road ..	Unloading, Stacking, Spalls, &c. ..	Hirth and Glatz ..	487	10	0	..	..	..	..	..	..	487	10	0		
													8,722	17	7		
DONCASTER SHIRE—																	
Doncaster Road ..	Construction, Section D ..	Irvine, Thos. ..	397	13	7	..	..	..	..	..	..	397	13	7		
DUNDAS SHIRE—																	
Hamilton - Dunkeld Road ..	Construction ..	Patterson, E. H. ..	1,097	16	6	..	..	..	..	..	..	1,097	16	6		
" " ..	" " ..	McDonald, J. ..	1,182	10	0	..	..	..	..	..	..	1,182	10	0		
" " ..	" " ..	Patterson, E. H. ..	937	4	6	..	..	..	..	..	..	937	4	6		
" " ..	" " ..	Patterson, E. H. ..	783	3	6	..	..	..	..	..	..	783	3	6		
Hamilton-Mc. Gambier Road ..	" " ..	Henderson, W. J. ..	357	12	0	..	..	..	..	..	..	357	12	0		
Hamilton - Portland Road ..	" " ..	Cleland, W. ..	512	15	0	..	..	..	..	..	..	512	15	0		
" " ..	Sheeting with Gravel ..	Henderson, W. J. ..	343	4	10	..	..	..	..	..	..	343	4	10		
													5,214	6	4		
ELTHAM SHIRE—																	
Hurst Bridge - Kinglake Road ..	Construction ..	Williams, Z. ..	600	1	0	..	..	..	..	..	..	600	1	0		
" " ..	Bridge near junction of Pantou Hill and Kinglake Road ..	Williams, Z. ..	290	10	0	..	..	..	..	..	..	290	10	0		
" " ..	Erection of Timber Bridge ..	Williams, Z. ..	90	0	0	..	..	..	..	..	..	90	0	0		
													980	11	0		
EPPING SHIRE—																	
Epping Road ..	Metalling ..	Rayner, W. ..	1,863	12	0	411	10	0	10	0	0	2,265	2	0			
" " ..	" " ..	Rayner, W. ..	2,356	10	6	..	..	..	..	..	..	2,356	10	6		
													4,621	12	6		
EUROA SHIRE—																	
Euroa-Arcadia Road ..	Supply of Metal and Screenings (Contract 3/15) ..	Deane and Runge ..	2,920	16	8	..	..	..	..	..	..	2,920	16	8		
Sydney Road ..	Construction ..	Ellis, Wm. ..	106	0	0	..	..	..	..	..	..	106	0	0		
" " ..	Quarrying and Crushing Metal (Contract 1/15) ..	Bladin and Sons, F. W. ..	3,000	0	0	..	..	..	..	..	..	3,000	0	0		
													6,026	16	8		
FERNTREE SHIRE—																	
Main Emerald Road ..	Construction ..	Dyer Bros. ..	799	6	0	21	16	10	19	12	6	801	10	4			
" " ..	" " ..	Williams, G. J. ..	1,061	14	6	..	..	..	..	..	..	1,061	14	6		
Main Ferntree Gully Road ..	Construction, Upwcy deviation ..	Saville, J. ..	1,927	12	0	..	..	..	..	..	..	1,927	12	0		
Monbulk Road ..	Construction, Coles Creek to South Sassafras ..	Slater, J. H., and Earney, W. ..	1,849	1	9	..	..	..	..	..	..	1,849	1	9		
" " ..	Construction between South Sassafras and Monbulk ..	McKinnic, J. ..	2,911	0	0	..	..	..	..	..	..	2,911	0	0		
Olinda Road ..	Construction ..	Clark, W. E. ..	954	16	0	..	..	..	..	..	..	954	16	0		
" " ..	" " ..	Clark, W. E. ..	4,018	0	0	..	..	..	..	..	..	4,018	0	0		
													13,523	14	7		
FLINDERS SHIRE—																	
Hastings - Flinders Road ..	Construction ..	Albion Quarry Co. Ltd. ..	1,110	12	9	91	13	0	185	7	9	1,016	18	0			
" " ..	" " ..	Albion Quarry Co. Ltd. ..	877	12	0	..	..	..	..	..	..	877	12	0		
" " ..	" " ..	Albion Quarry Co. Ltd. ..	871	3	6	..	..	..	..	..	..	871	3	6		
Mornington - Flinders Road ..	Construction, White Hill Road ..	Wilson, R. J., and James, D. ..	321	0	6	..	..	..	..	..	..	321	0	6		
" " ..	" " ..	Van Suyen Bros. ..	638	7	6	18	4	5	28	8	9	628	3	2			
" " ..	" " ..	Byrne, G. ..	376	7	0	70	1	0	57	10	0	388	18	0			
													4,103	15	2		
FRANKSTON AND HASTINGS SHIRE—																	
Frankston - Flinders Road ..	Construction ..	Bladen and Wallace ..	8,548	1	9	240	0	0	..	..	..	8,788	1	9		
" " ..	Construction (Contract 1/15) ..	Allnutt and Baker ..	298	0	0	..	..	..	..	..	..	298	0	0		
													9,086	1	9		
GLENELG SHIRE—																	
Mount Gambier Road ..	Contract 3—Construction ..	Burgess, F. M. ..	842	0	10	..	..	..	..	..	..	842	0	10		
GOULBURN SHIRE—																	
Goulburn Valley Road ..	Construction ..	Gaynor, J. ..	3,311	8	5	..	..	..	..	..	..	3,311	8	5		
" " ..	Reconstruction and Repairs to Bridges and Fences ..	Shell and Clark ..	1,224	1	3	..	..	..	..	..	..	1,224	1	3		
" " ..	Cutting and Clearing Trees ..	Keady, T. J. ..	13	0	5	..	..	..	..	..	..	13	0	5		
Sydney Road ..	Construction between Burnt Creek and O'Dea's Creek ..	Mawson, B. ..	57	12	0	..	..	..	..	..	..	57	12	0		
" " ..	Construction between Monea and Locksley ..	Mawson, B. ..	44	4	0	2	0	0	..	..	..	46	4	0		
" " ..	" " ..	Mawson, B. ..	48	12	0	..	..	..	10	0	0	38	12	0		
" " ..	Construction ..	Lyons and Webb ..	72	6	6	0	12	6	10	0	0	62	19	0			
Vickers Road ..	Construction ..	Murray, Jas. ..	2,861	5	0	..	..	..	..	..	..	2,861	5	0		
													7,015	2	1		
GRENVILLE SHIRE—																	
Ballarat - Hamilton Road ..	Contract 1—Erection of Reinforced Concrete Bridge over Springdallah Creek at Linton ..	McGuigan, H. E. ..	399	0	0	..	..	..	..	..	..	399	0	0		
" " ..	Contract 5—Erection of 20 chains of Fencing ..	Campbell, A. ..	28	0	0	..	..	..	..	..	..	28	0	0		
													427	0	0		
HAMILTON BOROUGH—																	
Coleraine Road ..	Supply of Spalls ..	Hicks, E. ..	44	5	0	1	0	6	..	42	15	6		
HAMPDEN SHIRE—																	
Camperdown-Ballarat Road ..	Supply of Spalls ..	Pascall, Jas. ..	225	0	0	..	..	..	..	..	..	225	0	0		
Geelong-Warrnambool Road ..	Supply of Spalls (Contract 22/15) ..	Kelly Bros. ..	625	0	0	..	..	..	..	..	..	625	0	0		
Terang-Mortlake Road ..	Supply of Spalls ..	Joliffe, E. ..	437	10	0	..	..	..	..	..	..	437	10	0		
													1,287	10	0		
	Carried forward	188,373	10	5	2,260	9	4	694	2	0	..	189,939	17	9		

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—*continued.*

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.			Extras.			Deductions.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
	Brought forward ..	.. ..	188,373	10	5	2,260	9	4	694	2	0	189,939	17	9
HEALESVILLE SHIRE— Healesville—Alexandra Road	Construction from Lilydale to Healesville	Logan, A., and Potter, Wm.	577	12	6	31	3	0	46	5	0	562	10	6
" " "	Gravel Boulders from Coranderrk Reserve	Irvine, T. ..	120	16	8	2	8	4	..	..	..	123	5	0
HEIDELBERG SHIRE— Greensborough—Hurst Bridge Road	Erection Fencing ..	Dowling, E. ..	37	0	0	..	..	..	..	..	..	37	0	0
" " "	Construction Grace Park Deviation ..	Adams, T., and Co. ..	2,247	6	6	..	..	..	226	19	0	2,020	7	6
HEYTESBURY SHIRE— Cobden—Port Campbell —Princetown Road	Raising Roadway ..	Gilbert, W. H. ..	96	13	0	0	8	0	..	..	..	97	1	0
" " "	Construction at Neal's and Eastbrook's	Neal and Dodds ..	115	0	0	..	..	..	..	..	..	115	0	0
" " "	Renewing Bridge at Scott's Creek ..	Wilson, J. T. ..	299	5	0	1	15	0	..	..	..	301	0	0
" " "	Construction ..	Till, W. C. ..	137	14	0	0	4	6	..	..	..	137	18	6
" " "	Construction and Culverts ..	Dickinson, Tyson ..	294	5	6	..	..	..	..	..	..	294	5	6
" " "	Construction ..	Dickinson, Tyson ..	55	10	5	..	..	..	..	..	..	55	10	5
" " "	" ..	Gilbert, W. H. ..	122	0	6	..	..	..	..	..	..	122	0	6
" " "	" ..	Gilbert, Brown, and McKenzie	608	10	4	3	7	4	..	..	..	611	17	8
HORSHAM BOROUGH— Hamilton Road	Crushing and Supplying Metal and Screenings	Brooklyn Stone Crushing Co.	4,733	6	8	..	..	..	..	..	..	4,733	6	8
HOWQUA SHIRE— Mansfield — Wood's Point Road	Contract 1—Construction ..	Woods, W. ..	398	10	0	..	..	..	..	..	..	398	10	0
" " "	Contract 2—Construction, Globe Spur	Catterson, T. ..	115	19	2	..	..	..	..	..	..	115	19	2
" " "	Contract 3—Construction, Maoir Creek	Catterson, T. ..	86	9	2	..	..	..	..	..	..	86	9	2
KARKAROC SHIRE— Hopetoun — Warrack- nabeal Road	Construction ..	Chaston, Jas. ..	155	12	0	..	..	..	..	..	..	155	12	0
" " "	" ..	Grayling, F. L. ..	176	3	10	..	..	..	..	..	..	176	3	10
" " "	" ..	Chaming, R. ..	143	6	0	..	..	..	..	..	..	143	6	0
" " "	" ..	Chaming, R. ..	225	15	0	..	..	..	..	..	..	225	15	0
" " "	" ..	Seipolt, T. E. ..	339	15	0	..	..	..	..	..	..	339	15	0
" " "	" ..	Nicholson, R. ..	318	14	8	..	..	..	..	..	..	318	14	8
" " "	" ..	De Baere, A. ..	233	16	0	..	..	..	..	..	..	233	16	0
" " "	" ..	O'Donnell, J. ..	207	14	0	..	..	..	..	..	..	207	14	0
" " "	" ..	Chaming, R. ..	224	3	11	..	..	..	..	..	..	224	3	11
" " "	Construction (Contract 34) ..	Grayling, F. L. ..	188	8	6	..	..	..	..	..	..	188	8	6
" " "	Construction (Contract 35) ..	Chaming, R. ..	224	11	6	..	..	..	..	..	..	224	11	6
" " "	Construction (Contract 42) ..	Byron, W. H. ..	187	6	0	..	..	..	..	..	..	187	6	0
" " "	Construction (Contract 47) ..	Gibson, J. J. ..	341	15	4	..	..	..	..	..	..	341	15	4
" " "	Construction ..	Nicholson and Leipolt ..	281	11	6	..	..	..	..	..	..	281	11	6
" " "	" ..	Jones, E. M. ..	241	15	0	..	..	..	..	..	..	241	15	0
" " "	" ..	Chaming, R. ..	163	7	6	..	..	..	..	..	..	163	7	6
Hopetoun—Woomelang —Sea Lake Road	Metalling Section B ..	Chaming, R. ..	163	7	6	..	..	..	..	..	..	163	7	6
" " "	Construction ..	Nichols, G. ..	189	0	9	..	..	..	..	..	..	189	0	9
" " "	" ..	Nichols, G. ..	217	10	0	..	..	..	..	..	..	217	10	0
" " "	" ..	Nichols, G. ..	176	3	0	..	..	..	..	..	..	176	3	0
" " "	" ..	Nichols, G. ..	202	10	9	..	..	..	..	..	..	202	10	9
" " "	" ..	Chaming, R. ..	129	5	4	..	..	..	..	..	..	129	5	4
" " "	" ..	Nichols, G. ..	158	4	0	..	..	..	..	..	..	158	4	0
" " "	Construction (Contract 31) ..	Jones, E. M. ..	186	2	10	..	..	..	..	..	..	186	2	10
" " "	Construction (Contract 30) ..	O'Donnell, J. ..	173	5	9	..	..	..	..	..	..	173	5	9
" " "	Construction (Contract 29) ..	O'Donnell, J. ..	184	4	4	..	..	..	..	..	..	184	4	4
" " "	Construction ..	Byron and Rodda ..	272	2	0	..	..	..	..	..	..	272	2	0
Rainbow — Beulah — Birchip Road	" ..	Byron and Rodda ..	319	1	6	..	..	..	..	..	..	319	1	6
" " "	" ..	Jones, E. M. ..	268	11	8	..	..	..	..	..	..	268	11	8
" " "	" ..	Jones, E. M. ..	422	7	2	..	..	..	..	..	..	422	7	2
" " "	" ..	Jones, E. M. ..	331	13	8	..	..	..	..	..	..	331	13	8
KEILOR SHIRE— Melbourne — Bendigo Road	Contract 2/15—Supply of Spalls at Keilor's Hill	Marquand and Robinson	146	13	4	..	..	..	..	..	..	146	13	4
KOWREE SHIRE— Boorookpi Road ..	Construction ..	McDonald, H. ..	258	16	0	2	10	3	..	..	..	261	6	3
Edenhope — Goroke Road	" ..	McDonald, E. ..	240	11	0	..	..	..	..	..	..	240	11	0
" " "	" ..	McDonald, E. ..	243	11	0	..	..	..	..	..	..	243	11	0
Hamilton — Edenhope— Apsley Road	" ..	McDonald, J. ..	219	7	6	1	5	0	..	..	..	220	12	6
" " "	Construction ..	Shrive, W. ..	344	9	0	..	..	..	..	..	..	344	9	0
" " "	" ..	McDonald, J. ..	275	2	3	..	..	..	..	..	..	275	2	3
" " "	" ..	Bennett Bros. ..	495	14	3	..	..	..	..	..	..	495	14	3
LAWLOIT SHIRE— Broughton Road ..	Construction between Kaniva and Broughton	Seipolt, A. C. ..	148	9	0	..	..	..	..	..	..	148	9	0
Nhill—Kaniva—Border Road	Construction between Nhill and Kaniva	Merritt, W., and Sons ..	130	0	0	2	12	0	..	..	..	132	12	0
" " "	Construction between Kaniva and Lilli- mur	Craythorne and Head ..	140	0	3	..	..	..	..	..	..	140	0	3
" " "	" ..	King, F. C. ..	122	15	0	..	..	..	..	..	..	122	15	0
" " "	" ..	Merritt and Sons ..	137	2	9	..	..	..	..	..	..	137	2	9
" " "	" ..	Merritt and Sons ..	174	1	2	..	..	..	..	..	..	174	1	2
" " "	Construction at Hove Invert ..	McFarlane, T. ..	59	2	0	..	..	..	..	..	..	59	2	0
" " "	Construction between Kaniva and Lilli- mur	Seipolt, A., and Meyer, R. H.	106	9	0	..	..	..	..	..	..	106	9	0
" " "	" ..	Merritt and Sons ..	105	4	0	1	7	0	..	..	..	106	11	0
" " "	" ..	Merritt and Sons ..	109	19	0	1	7	0	..	..	..	111	6	0
" " "	" ..	Head, J. H. ..	116	14	0	3	0	0	..	..	..	119	14	0
" " "	" ..	Bethune, J. ..	104	11	6	1	10	0	..	..	..	106	1	6
" " "	" ..	King, J. W. ..	91	2	0	1	13	9	..	..	..	92	15	9
" " "	Construction McGrice's Main Road be- tween Lillimur and Border Fence	Craythorne and Head ..	224	4	0	..	..	..	..	..	..	224	4	0
" " "	Construction between Lillimur and Border Fence	Georgeson, T. ..	358	12	6	10	0	0	..	..	..	368	12	6
" " "	Construction between Kaniva and Lilli- mur	Andrew, A. ..	96	0	9	1	10	0	..	..	..	97	10	9
" " "	" ..	Merritt, T., and Sons ..	109	19	0	1	7	0	..	..	..	111	6	0
" " "	" ..	Seipolt, A. C., and Meyer, R. H.	66	12	0	..	..	..	..	..	..	66	12	0
South Lillimur Road	Construction ..	Arthur, A. ..	329	14	6	..	..	..	..	..	..	329	14	6
	Carried forward ..	.. ..	210,421	12	7	2,327	17	6	967	6	0	209,027	4	11

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—continued.

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.		Deductions.		Total.				
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
	Brought forward ..	.. ..	210,421	12 7	2,327	17 6	967	6 0	..	..	209,027	4 11	
LAWLOIT SHIRE—continued.													
Yearinga Road ..	Construction ..	Arthur, A. ..	138	0 6	3	0 0	..	..	141	0 6			
" " ..	Construction between Kaniva and Yearinga ..	Craythorne and Head ..	9	19 4	..	..	..	..	9	19 4			
" " ..	" " " " ..	McCracken, A. W. ..	197	4 3	..	..	..	..	197	4 3			3,103 3 3
LEIGH SHIRE—													
Inverleigh — Shelford Road ..	Construction from Inverleigh to Shelford ..	Pryor and Madden ..	3,209	14 10	..	..	..	..	..	..	3,209	14 10	
LILYDALE SHIRE—													
Main Healesville Road ..	Construction ..	Williams, T. H. ..	265	10 0	..	..	..	..	265	10 0			
Ringwood — Warrandyte Road ..	Erecting Culvert ..	Sly, Thos. ..	149	18 0	..	..	..	..	149	18 0			415 8 0
LOWAN SHIRE—													
Dimboola — Kaniva Road ..	Supplying Spalls, Elliott's ..	Anderson, R. ..	162	10 0	..	..	..	..	162	10 0			
" " " " ..	" " " " ..	Anderson, R. ..	162	10 0	..	..	..	..	162	10 0			
" " " " ..	" " " " ..	Johnston, J. J. ..	81	5 0	..	..	..	..	81	5 0			
" " " " ..	" " " " ..	Day, F. W. ..	225	0 0	..	..	..	..	225	0 0			
" " " " ..	" " " " ..	Weir, S. W. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " Elliott's, east end ..	Bethune, G., and Dean, R. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supplying Spalls, Elliott's, west end ..	Day, F. W. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supplying Spalls, Sherwood's Flat ..	Kramer, H. ..	94	15 10	..	..	..	..	94	15 10			
" " " " ..	" " " " ..	Beard, H. ..	94	15 10	..	..	..	..	94	15 10			
" " " " ..	Supplying Spalls, Sherwood's Flat, east end ..	Muller, F. ..	94	15 10	..	..	..	..	94	15 10			
" " " " ..	Supplying Spalls, Sherwood's Flat ..	Tuena, P. ..	189	11 8	..	..	..	..	189	11 8			
" " " " ..	" " " " ..	Kramer, H. ..	86	9 2	..	..	..	..	86	9 2			
" " " " ..	" " " " ..	Beard, H. ..	86	9 2	..	..	..	..	86	9 2			
" " " " ..	Supplying Spalls, Sherwood's Flat, west end ..	Henderson and McIlwraith ..	86	9 2	..	..	..	..	86	9 2			
" " " " ..	Supplying Spalls, Sherwood's Flat ..	Tuena, P. ..	172	18 4	..	..	..	..	172	18 4			
" " " " ..	Supplying Spalls, Sherwood's Flat, west end ..	Oldfield, R. H. ..	86	9 2	..	..	..	..	86	9 2			
" " " " ..	Supplying Spalls ..	Leahy, C. M. ..	94	15 10	..	..	..	..	94	15 10			
" " " " ..	Supply of Spalls, Haycroft's Flat ..	Roberts, G., and Panowitz, A. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Rowe, O. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supply of Spalls at Elliott's ..	Sherwell, J. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supply of Spalls, Haycroft's Flat ..	Beard, H. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supply of Spalls at Elliott's ..	Day, F. W. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supply of Metal at S.M. Residence ..	Anderson, R. ..	165	0 0	..	..	..	..	165	0 0			
" " " " ..	Supply of Metal on Tree Reserve ..	Johnson, J. J. ..	125	0 0	..	..	..	..	125	0 0			
" " " " ..	Supply of Metal at J. Young's ..	Anderson, R. ..	105	0 0	..	..	..	..	105	0 0			
" " " " ..	Supply of Metal near Showgrounds ..	Leahy, C. M. (Contract abandoned—relet to A. Munroe) ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Contract 21—Construction ..	Tuena, P. ..	224	0 0	..	..	..	..	224	0 0			
" " " " ..	Contract 22—Construction ..	Tuena, P. ..	866	0 0	..	..	..	..	866	0 0			
" " " " ..	Contract 16A—Supply of Metal ..	Sherwell, J. ..	50	0 0	..	..	..	..	50	0 0			
" " " " ..	Contract 20—Construction ..	Anderson, R. ..	635	6 0	..	..	..	..	635	6 0			
" " " " ..	Contract 36—Supply of Metal ..	Munro, A. ..	140	12 6	..	..	..	..	140	12 6			
" " " " ..	Contract 37—Supply of Metal ..	May, H. ..	122	10 0	..	..	..	..	122	10 0			
" " " " ..	Contract 39—Supply of Metal ..	Bone, P. J. ..	135	0 0	..	..	..	..	135	0 0			
" " " " ..	Contract 38—Supply of Metal ..	Day, F. W. ..	62	10 0	..	..	..	..	62	10 0			
" " " " ..	Contract 40—Supply of Metal ..	Weir, S., and Batson, W. L. ..	156	5 0	..	..	..	..	156	5 0			
" " " " ..	Contract 41A—Supply of Metal ..	Anderson, R. ..	143	15 0	..	..	..	..	143	15 0			
" " " " ..	Contract 41B—Supply of Metal ..	Sherwell, J. ..	150	0 0	..	..	..	..	150	0 0			
" " " " ..	Contract 41C—Supply of Metal ..	Anderson, R. ..	143	15 0	..	..	..	..	143	15 0			
Goroke Road ..	Supplying Spalls, Hoffman's, south end ..	McKenzie, P. ..	113	15 0	..	..	..	..	113	15 0			
" " " " ..	Supplying Spalls, Hoffman's, north end ..	Gooding, E. ..	135	8 4	..	..	..	..	135	8 4			
" " " " ..	Supplying Spalls, Hoffman's, south end ..	Gooding, E. ..	147	18 4	..	..	..	..	147	18 4			
" " " " ..	Supplying Spalls, Hoffman's ..	Gooding, J. ..	156	5 0	..	..	..	..	156	5 0			
" " " " ..	Supplying Spalls, Hoffman's, north end ..	Gniel, F. W. ..	78	2 6	..	..	..	..	78	2 6			
" " " " ..	" " " " ..	Shipsides, W. C. ..	78	2 6	..	..	..	..	78	2 6			
" " " " ..	Supplying Spalls, Winiam-Goroke Road ..	Uthmeyer, W. O. ..	81	5 0	..	..	..	..	81	5 0			
" " " " ..	Supplying Spalls, Hoffman's Flat ..	Tuena, P. ..	130	0 0	..	..	..	..	130	0 0			
" " " " ..	Supplying Spalls, Gladigan's ..	Wohlers, A. F. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Wohlers, A. F. ..	160	0 0	..	..	..	..	160	0 0			
" " " " ..	" " " " ..	McKenzie, P. ..	140	0 0	..	..	..	..	140	0 0			
" " " " ..	Contract 19—Construction ..	Chiappinni, P. C. ..	952	10 0	5	0 0	..	..	957	10 0			
" " " " ..	Supply of Spalls, Kay's Corner ..	Rauert, L. ..	300	0 0	..	..	..	..	300	0 0			
" " " " ..	" " " " ..	Kay, W., and Smith, F. ..	195	0 0	..	..	..	..	195	0 0			
" " " " ..	" " " " ..	Kay, W., and Smith, F. ..	130	0 0	..	..	..	..	130	0 0			
" " " " ..	" " " " ..	Munroe, A. ..	87	10 0	..	..	..	..	87	10 0			
" " " " ..	" " " " ..	Fiebig, J. A. ..	87	10 0	..	..	..	..	87	10 0			
" " " " ..	" " " " ..	Long, T. ..	175	0 0	..	..	..	..	175	0 0			
" " " " ..	Supply of Spalls, Hamlyn's Flat ..	Patterson, D. A. ..	200	0 0	..	..	..	..	200	0 0			
" " " " ..	" " " " ..	Bone, J. ..	200	0 0	..	..	..	..	200	0 0			
" " " " ..	" " " " ..	Fargetter, R. L. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Kcmp, L. A. ..	337	10 0	..	..	..	..	337	10 0			
" " " " ..	" " " " ..	Fargetter, R. L. ..	112	10 0	..	..	..	..	112	10 0			
" " " " ..	" " " " ..	Barton, F. E. ..	112	10 0	..	..	..	..	112	10 0			
" " " " ..	" " " " ..	Evans, G. H. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Haines, S. ..	112	10 0	..	..	..	..	112	10 0			
" " " " ..	Supply of Spalls, Kelly Town Road ..	Chiappinni, P. C. ..	168	15 0	..	..	..	..	168	15 0			
" " " " ..	" " " " ..	Sherwell, J. ..	175	0 0	..	..	..	..	175	0 0			
" " " " ..	Contract 25—Construction ..	Daley, G. ..	848	1 4	..	..	..	..	848	1 4			
" " " " ..	Contract 24—Construction ..	Chiappinni, P. C. ..	220	15 0	..	..	..	..	220	15 0			
Yanac Road ..	Carting and Supplying Metal ..	Dart, J. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supplying Spalls, Race's Hill ..	Weir, S. ..	200	0 0	..	..	..	..	200	0 0			
" " " " ..	Supplying Spalls, Fingerpost Corner ..	Batson, W. L. ..	200	0 0	..	..	..	..	200	0 0			
" " " " ..	" " " " ..	Rowe, N. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	May, H. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Rowe, J. H. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Batson, W. L. ..	40	0 0	..	..	..	..	40	0 0			
" " " " ..	Supplying Spalls, Launder's ..	Eastick Bros. ..	200	0 0	..	..	..	..	200	0 0			
" " " " ..	" " " " ..	Wilson, R. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	May, H. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Ridgwell, A. W. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	" " " " ..	Binns, G. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supplying Spalls, Thorpe's Flat ..	Daley, G. ..	200	0 0	..	..	..	..	200	0 0			
" " " " ..	" " " " ..	Maynard, J. ..	100	0 0	..	..	..	..	100	0 0			
" " " " ..	Supplying Spalls, Field's ..	Koops, B. O. ..	87	10 0	..	..	..	..	87	10 0			
" " " " ..	" " " " ..	Smith, A. ..	87	10 0	..	..	..	..	87	10 0			
" " " " ..	" " " " ..	Koops, B. O. ..	87	10 0	..	..	..	..	87	10 0			
	Carried forward ..	.. ..	228,173	16 0	2,335	17 6	967	6 0	..	..	215,755	11 0	

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—continued.

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.		Deductions.		Total.				
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
POOWONG AND JEETHO SHIRE—continued.	Brought forward .. ..	.. ..	283,644	3 5	3,418	6 0	1,631	16 4	..	..	275,358	13 7	
Korumburra - Wonthaggi Road	Construction, Sections 1, 2, and 3 ..	Alp, A. ..	3,186	4 6	..	..	..	..	..	..	3,186	4 6	
Loch-Wonthaggi Road	Construction (Contract 19) ..	Anthony Bros. ..	1,808	0 6	..	..	..	..	..	..	1,808	0 6	
Nyora-Poowong Road	Construction	Davern, J., and Kendal ..	588	10 0	49	10 5	10	0 0	..	..	628	0 5	
" " "	Construction	Canty, T. ..	1,235	4 7	52	7 0	115	10 5	..	..	1,172	1 2	
" " "	Supply Bluestone Metal and Screenings ..	Rumpf and Ebeling ..	1,178	3 6	..	..	..	..	..	..	1,178	3 6	
" " "	Construction, Sections 1 and 2 ..	King, W. ..	459	12 0	..	..	..	..	..	..	459	12 0	
" " "	Construction, Sections 3 and 4 ..	Canty, T. ..	709	0 0	..	..	..	..	..	..	709	0 0	
" " "	Construction, Sections 3 and 4 ..	Canty, T. ..	1,695	0 0	..	..	..	..	..	..	1,695	0 0	
" " "	Construction, Sections 3 and 4 ..	Canty, T. ..	204	15 10	..	..	..	..	..	..	204	15 10	
													21,112 17 5
PORTLAND SHIRE—	Supplying and Stacking Spalls ..	Jenkins, H. ..	89	10 0	..	..	..	..	..	..	89	10 0	
Heath Road ..	Construction	Minogue, L. B. ..	396	8 0	..	..	..	..	..	..	396	8 0	
" " "	Construction	Minogue, L. B. ..	..	..	..	..	..	..	..	..	..	..	485 18 0
PORT FAIRY BOROUGH—	Supplying Metal Screenings, Section 1 ..	Long, H. and S. ..	384	16 0	..	..	..	..	..	..	384	16 0	
Warrnambool Road ..	Supplying Metal Screenings ..	Coffey, D. J. ..	589	16 6	..	..	..	..	..	..	589	16 6	
" " "	Supplying Metal Screenings ..	Coffey, D. J. ..	..	..	..	..	..	..	..	..	..	..	974 12 6
RODNEY SHIRE—	Supply of Spalls	Malone, M. ..	125	0 0	..	..	..	..	..	..	125	0 0	
Shepparton - Tatura Road ..	Contract 2—Construction	Malone, M. ..	1,755	18 4	..	..	..	..	..	..	1,755	18 4	
" " "	Contract 2—Construction	Malone, M. ..	..	..	..	..	..	..	..	..	..	..	1,880 18 4
ROSEDALE SHIRE—	Construction	Cartledge, J. H. ..	563	0 0	..	..	..	..	..	..	563	0 0	
Sale-Yarram Road ..	Construction (Contract 19P) ..	Aubrey, D. ..	332	12 0	..	..	..	..	..	..	332	12 0	
Traralgon - Gormanale Road ..	Construction	Aubrey, D. ..	1,802	14 0	..	..	..	..	..	..	1,802	14 0	
" " "	Construction (Contract 12P) ..	Anderson, H. R. ..	1,722	9 0	..	..	..	..	..	..	1,722	9 0	
" " "	Fencing (Contract 18P) ..	King, H. ..	94	0 3	..	..	..	..	..	..	94	0 3	
Willung Road ..	Construction through Bowman's property ..	Nicholls Bros. ..	44	2 0	..	..	..	..	..	..	44	2 0	
" " "	Construction (Contract 11P) ..	Stares Bros. ..	78	15 0	..	..	5	0 0	..	..	73	15 0	
" " "	Construction (Contract 15P) ..	McCarthy, H. ..	604	0 0	..	..	..	..	..	..	604	0 0	
" " "	Fencing (Contract 17P) ..	Lunney, J. ..	69	0 0	..	..	..	..	..	..	69	0 0	
													5,305 12 3
RUTHERGLEN SHIRE—	Construction (Contract 12)	Ahern, J. ..	710	4 9	..	..	..	..	..	..	710	4 9	
Rutherglen - Wahgunyah Road ..	Construction (Contract 11) ..	Millthorpe, C. ..	725	2 10	..	..	..	..	..	..	725	2 10	
Springhurst - Rutherglen Road ..	Construction (Contract 20) ..	Ahern, J. ..	34	8 9	..	..	..	..	..	..	34	8 9	
" " "	Construction (Contract 18) ..	Ahern, J. ..	306	3 3	..	..	..	..	..	..	306	3 3	
" " "	Construction (Contract 19) ..	Ahern, J. ..	275	16 0	..	..	..	..	..	..	275	16 0	
Sydney Road ..	Construction (Contract 16) ..	Ahern, J. ..	519	3 0	..	..	..	..	..	..	519	3 0	
" " "	Erection of Concrete Bridges (Contract 17) ..	Barratt, J. H., and Brydon, W. S. ..	1,251	5 0	..	..	..	..	..	..	1,251	5 0	
Wodonga Road ..	Erection of Beck's Bridge over Indigo Creek ..	Reinforced Concrete Co. Ltd. ..	1,247	0 0	90	0 0	..	..	..	..	1,337	0 0	
Yarrowonga Road ..	Erection of Fuge's Bridge ..	Barrett, J. H., and Brydon, W. S. ..	1,156	6 3	..	..	..	..	..	..	1,156	6 3	
" " "	Erection of Bridge	Thomas, H. W. ..	85	9 0	..	..	..	..	..	..	85	9 0	
" " "	Construction	Thomas, H. W. ..	4,870	3 0	..	..	..	..	..	..	4,870	3 0	
													11,271 1 10
SALE BOROUGH—	Construction from Sale Post Office to Swing Bridge ..	Shingles, A. ..	1,720	19 0	..	..	..	..	..	..	..	..	1,720 19 0
SOUTH BARWON SHIRE—	Supply of Spalls at Shanahan's Corner ..	Shanahan and Larkins ..	375	10 0	..	..	..	..	..	..	375	10 0	
Barwon Heads Road ..	Supply of Metal and Screenings ..	McCarthy, N. ..	1,230	0 0	..	..	..	..	..	..	1,230	0 0	
" " "	Supply of Spalls at Graham's Corner ..	Shanahan Bros. and Larkins ..	350	0 0	..	..	..	..	..	..	350	0 0	
" " "	Supply of Spalls at Shanahan's Corner ..	Shanahan Bros. and Larkins ..	275	0 0	..	..	..	..	..	..	275	0 0	
" " "	Supply of Metal and Screenings ..	Blair and Tait ..	325	0 0	..	..	..	..	..	..	325	0 0	
" " "	Supply of Metal and Screenings ..	Nash, C. and Son ..	728	6 8	..	..	..	..	..	..	728	6 8	
" " "	Supply of Spalls at Shanahan's Corner ..	Nash, C. and Son ..	1,035	0 0	..	..	..	..	..	..	1,035	0 0	
" " "	Supply of Spalls at Shanahan's Corner ..	Dunne, T. ..	341	13 4	..	..	..	..	..	..	341	13 4	
Geelong-Colac Road ..	Supply of Metal, Hobb's Hill to Waurn Ponds Bridge ..	Shanahan and Larkins ..	350	0 0	..	..	..	..	..	..	350	0 0	
" " "	Supply of Metal, Ganley's to Hobb's Hill ..	Windmill, J. ..	1,312	10 0	..	..	..	..	..	..	1,312	10 0	
" " "	Supply of Metal, Ganley's to Hobb's Hill ..	Windmill, J. ..	1,125	0 0	..	..	..	..	..	..	1,125	0 0	
													7,448 0 0
SOUTH GIPPSLAND SHIRE—	Construction Concrete Bridge at Fish Creek ..	Reinforced Concrete and Monier Pipe Cons. Co. ..	1,294	0 0	50	1 0	..	..	..	..	1,344	1 0	
Falls Road ..	Construction (Contract 2/15) ..	O'Leary, J. W. ..	989	0 0	..	..	..	..	..	..	989	0 0	
Stony Creek - Dollar Road ..	Construction	Bryant Bros. ..	826	2 0	..	..	..	..	..	..	826	2 0	
" " "	Construction	Bryant Bros. ..	3,902	1 0	..	..	..	..	..	..	3,902	1 0	
Toora-Gunyah Road ..	Construction (Contract 5/15) ..	McNamara, Page, and Cameron ..	620	4 9	..	..	..	..	..	..	620	4 9	
" " "	Construction (Contract 6/15) ..	McNamara, Page, and Cameron ..	676	5 5	..	..	..	..	..	..	676	5 5	
													8,357 14 2
TAMBO SHIRE—	Construction	Shanahan, D. J. ..	929	8 4	..	..	..	..	..	..	929	8 4	
Nowa Nowa-Buchan-Gelantipy Road ..	Fencing at Buchan Hill	Biggs, B. ..	201	13 6	..	..	..	..	..	..	201	13 6	
" " "	Construction	Roberts Bros. ..	231	1 6	..	..	..	..	..	..	231	1 6	
Swan Reach-Cunninghame Road ..	Construction	Cousins, J. ..	190	8 0	..	..	..	..	..	..	190	8 0	
													1,552 11 4
TEMPLESTOWE SHIRE—	Deviation at Petty's Corner	Tortice, W. ..	756	12 11	..	..	..	..	..	..	756	12 11	
Heidelberg - Warrandyte Road ..	Construction	Blair, C. A. ..	302	15 0	6	14 0	..	..	..	..	309	9 0	
" " "	Construction	Blair, C. A. ..	..	..	..	..	..	..	..	..	..	..	1,066 1 11
TRARALGON SHIRE—	Construction between Traralgon and Main Gippsland Road ..	Drysdale, W. R. ..	2,019	0 0	..	..	..	..	..	..	2,019	0 0	
Traralgon-Gormandale Road ..	Construction near Flynn's Creek State school ..	Anderson, H. R. ..	1,420	18 0	..	..	..	..	..	..	1,420	18 0	
Traralgon - Jeeralang Road ..	Construction	McCarthy, H. ..	2,191	0 0	..	..	..	..	..	..	2,191	0 0	
													5,630 18 0
	Carried forward .. ..	.. ..	340,261	6 8	3,666	18 5	1,762	6 9	..	..	342,165	18 4	

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—continued.

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.	Extras.	Deductions.	Total.
			£ s. d.	£ s. d.	£ s. d.	£ s. d. £ s. d.
	Brought forward ..	.. ..	340,261 6 8	3,666 18 5	1,762 6 9	.. 342,165 18 4
UPPER YARRA SHIRE—						
Warburton Road ..	Construction between Warburton and West Warburton	Hermon, H. ..	4,082 15 0	..	..	4,082 15 0
" " ..	Construction, Launching Place to Woori Yallock	Holland, W. ..	7,797 10 0	..	..	7,797 10 0
						11,880 5 0
WARRAGUL SHIRE—						
Brandy Creek Road ..	Fencing Bravington Deviations, Section 1	Warne, H. ..	232 3 3	..	..	232 3 3
" " " " ..	Fencing Bravington Deviations, Section 2	Warne, H. ..	93 17 6	..	..	93 17 6
" " " " ..	Construction, Section 1 ..	Kidd, W. ..	353 0 6	..	..	353 0 6
" " " " ..	Construction, Section 2 ..	Malady, L. ..	348 0 0	..	..	348 0 0
Darnum — Allambec Road	Construction ..	Gallagher, W. J. ..	90 4 0	..	..	90 4 0
Main Gippsland Road	Construction between Nilma and Darnum	Gallagher, W. J. ..	1,344 8 0	..	..	1,344 8 0
" " " " ..	Construction between Nilma and Darnum	Smith, S. ..	935 2 0	..	..	935 2 0
" " " " ..	Construction ..	Hansford, W. ..	864 14 0	..	..	864 14 0
" " " " ..	Construction ..	Smith, S. ..	1,482 3 4	..	..	1,482 3 4
Warragul — Korumburra Road	Construction, Section 1 ..	Gallagher, W. J. ..	335 0 0	..	..	335 0 0
" " " " ..	Construction, Section 2 ..	Jones, E. H. ..	635 10 0	..	..	635 10 0
" " " " ..	Construction, Section 1 ..	McGrath, J., and Sons ..	327 7 5	..	..	327 7 5
" " " " ..	Fencing Deviations ..	Warne, H. ..	222 15 8	..	..	222 15 8
" " " " ..	Construction, Section 2 ..	McGrath, J., and Sons ..	942 8 0	..	..	942 8 0
" " " " ..	Construction, Section 3 ..	Kidd, W. ..	398 10 0	..	..	398 10 0
Warragul — Leongatha Road	Erection Reinforced Concrete Bridge ..	Reinforced Concrete Co. ..	392 0 0	..	..	392 0 0
" " " " ..	Construction Bear Creek Deviation, Section 2	James, E. ..	2,187 7 6	..	..	2,187 7 6
" " " " ..	Construction Bear Creek Deviation, Section 3	Mann, A. H. ..	1,456 8 0	..	..	1,456 8 0
" " " " ..	Construction Bear Creek Deviation, Section 4	Mann, A. H. ..	1,251 5 6	..	..	1,251 5 6
" " " " ..	Fencing Bear Creek Deviation, Section 4	Ashcroft, W. ..	259 10 0	..	..	259 10 0
" " " " ..	Fencing Bear Creek Deviation, Section 2	Ashcroft, W. ..	196 0 0	..	..	196 0 0
						14,347 14 8
WARRENAMBOOL SHIRE—						
Allansford — Nirranda Road	Construction Section 11 ..	Coleman, P. ..	393 8 4	..	..	393 8 4
" " " " ..	Construction ..	O'Keefe, P. ..	449 17 0	..	..	449 17 0
" " " " ..	" " " " ..	O'Keefe, P. ..	585 13 9	..	..	585 13 9
" " " " ..	" " " " ..	O'Keefe, P. ..	367 12 3	..	..	367 12 3
" " " " ..	" " " " ..	Lynch, W. ..	459 5 6	3 10 0	108 18 0	353 17 6
" " " " ..	Construction Section 2	McNeil and Porter ..	632 19 9	1 19 0	1 19 0	632 19 9
" " " " ..	Supplying Gravel, Naylor's to Delaney's	Cunningham, J. ..	350 0 0	..	..	350 0 0
" " " " ..	Construction Section 1 ..	Coleman, P. ..	74 0 0	0 8 0	..	74 8 0
" " " " ..	Construction ..	Couch, W. H. ..	429 18 8	..	..	429 18 8
" " " " ..	Supply of Metal, Contract 2, Section 2	McNeil and Porter ..	580 0 0	..	..	580 0 0
Garvoc—Laang Road	Construction Section 6	Johnstone Bros. ..	1,172 18 6	..	..	1,172 18 6
" " " " ..	Construction Section 1 ..	Stafford, J. ..	138 3 0	..	..	138 3 0
" " " " ..	Construction Section 2 ..	Stafford, J. ..	599 0 0	..	..	599 0 0
" " " " ..	Construction Section 5	Rohan, J., junr. ..	1,025 7 0	..	..	1,025 7 0
" " " " ..	Construction ..	Murfit, J. ..	1,230 7 6	..	..	1,230 7 6
" " " " ..	" " " " ..	Rohan, J., junr. ..	1,068 10 0	..	..	1,068 10 0
" " " " ..	" " " " ..	Cunningham, J. ..	29 5 0	..	..	29 5 0
" " " " ..	Construction Section 2	Murfit, J. ..	114 10 0	..	..	114 10 0
" " " " ..	Construction Section 3	Rohan, J. ..	120 0 0	..	..	120 0 0
" " " " ..	Construction ..	Millard and Johnstone ..	190 0 0	..	..	190 0 0
Geelong—Warrnambool Road	Supply of Metal ..	Long, W. ..	611 0 0	..	..	611 0 0
" " " " ..	Supply of Metal from 3-mile post to Sherwood gate	Long, W. ..	119 0 0	..	..	119 0 0
" " " " ..	Supply of Metal from Cudgee to hill east of creamery	McNeil and Porter ..	418 6 0	57 6 8	..	475 12 8
" " " " ..	Supply of Metal from Fenley's corner to Blain's	Long, W. ..	786 12 6	162 6 9	..	948 19 3
" " " " ..	Supply of Metal from Blain's to Garvoc	Long, W. ..	648 7 6	64 0 6	..	712 8 0
Mortlake Road	Supply of Metal from Dundonald boundary to Bushfield corner	McKenzie, A. ..	168 10 0	2 7 3	..	170 17 3
" " " " ..	Supply of Metal, Bushfield to Brodie's corner	McKenzie, A. ..	121 10 0	..	1 0 3	120 9 9
" " " " ..	Supply of Metal, Jenkin's to 8th mile post	Toal, W. ..	237 10 0	..	..	237 10 0
" " " " ..	Supply of Metal, 8th mile post to McDonald's	Toal, W. ..	126 13 4	..	..	126 13 4
" " " " ..	Supply of Metal, boundary to foot of Dooley's Hill	Robinson, M. ..	226 13 4	3 2 4	..	229 15 8
" " " " ..	Supply of Metal from Kraise's corner to culverts beyond hotel	Kane, C. ..	145 16 8	6 8 4	6 5 6	145 19 6
Warrnambool — Port Fairy Road	Supply of Metal, Cassidy's Lane to Russell's Lane	Parkinson, N. ..	211 17 3	..	4 19 3	206 18 0
" " " " ..	Supply of Metal (7th mile post to shire boundary)	McNeil and Porter ..	676 13 4	..	..	676 13 4
						14,737 13 0
WERIBEE SHIRE—						
Melbourne — Geelong Road	Contract 2/15—Construction ..	Gillis, A. ..	1,897 17 0	..	..	1,897 17 0
WHITTLESEA SHIRE—						
Main Whittlesea Road	Metalling, Bundoora post office to South Morang railway station	Irvine, T. ..	847 13 9	81 3 9	..	928 17 6
" " " " ..	Metalling ..	McDonnell, T. ..	2,242 0 0	2,006 4 9	..	4,248 4 9
" " " " ..	Metalling, Yan Yean railway to Whittlesea	McKimmie, J. ..	1,950 12 0	285 15 0	273 19 9	1,962 7 3
Whittlesea — Kinglake Road	Construction Scrubby Creek deviation ..	Adams, H. G. ..	139 17 1	..	48 16 2	91 0 11
" " " " ..	" " " " " " " " ..	Bassett, G. ..	146 3 9	..	50 0 9	96 3 0
" " " " ..	" " " " " " " " ..	Bavinton, J. ..	164 0 0	..	62 0 0	102 0 0
" " " " ..	" " " " " " " " ..	Pearce, F. J. ..	180 12 6	..	50 17 6	129 15 0
" " " " ..	" " " " " " " " ..	Snell and Clarke ..	493 13 0	..	..	493 13 0
" " " " ..	Erection of Bridge ..	Snell and Clarke ..	285 0 0	..	..	285 0 0
" " " " ..	Construction, Scrubby Creek	Irvine, T. ..	2,200 0 0	..	..	2,200 0 0
						10,537 1 5
	Carried forward ..	.. ..	391,596 1 7	6,341 10 9	2,371 2 11	.. 395,566 9 5

PERMANENT WORKS.—STATEMENT OF CONTRACTS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES, ETC.—continued.

Name of Shire and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.		Deductions.		Total.				
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
	Brought forward .. ..	.. ..	391,596	1 7	6,341	10 9	2,371	2 11	£	395,566	9 5		
WINGHELSA SHIRE—													
Geelong—Warrnambool Road	Supplying Spalls	Brown, A., and Stephen-son, G.	149	17 6	..	..	..	..	149	17 6			
" " "	" " " " " " " "	Gladman Bros.	78	15 0	..	..	..	..	78	15 0			
" " "	" " " " " " " "	McConachy, P.	84	11 0	..	..	..	..	84	11 0			
Lorne Road " " "	Construction " " " " " "	Smith, T.	542	16 0	..	..	..	..	542	16 0			
											855	19 6	
WONTHAGGI BOROUGH—													
Wonthaggi—Inverloch Road	Construction	Durling, L.	2,500	15 0	..	..	..	..	2,500	15 0			
" " "	Construction Section 2	Askew and Butler	3,135	6 10	..	..	..	..	3,135	6 10			
											5,636	1 10	
WOORAYL SHIRE—													
Leongatha—Yarragon Road	Fencing allotment 46, Allambee East	Onslow, S., and Lamb, J.	64	12 0	2 16	0	..	..	67	8 0			
" " "	Construction	Quinn, J. T.	2,791	5 0	..	..	..	..	2,791	5 0			
" " "	Fencing and Gates	McKean, W. S.	117	0 0	..	..	..	..	117	0 0			
Lower Tarwin Road ..	Supplying Spalls	Newman, C.	1,125	0 0	..	..	..	..	1,125	0 0			
" " "	Construction	Dunne, J. A.	264	2 6	..	..	..	..	264	2 6			
Mardan Road	Construction Section 2	Dawson and Wheelan ..	310	8 9	..	..	..	..	310	8 9			
" " "	Quarrying, Crushing, Carting Metal	McGuinness Bros. and Douglas	3,150	0 0	..	..	..	..	3,150	0 0			
" " "	Construction (Contract 4/15)	Logan, A., and Son, and Potter, W.	1,003	4 0	..	..	..	..	1,003	4 0			
											3,828	8 3	
WYCHEPROOF SHIRE—													
Birchip—Sea Lake Road	Supply of Ironstone	Huddelstone, H.	90	0 0	6 12	0	..	..	96	12 0			
" " "	" " " " " " " "	O'Connell, T. P.	90	0 0	9 18	0	..	..	99	18 0			
" " "	" " " " " " " "	Prentice, J. E.	60	0 0	3 0	0	..	..	63	0 0			
" " "	" " " " " " " "	Allan, G. H.	15	0 0	4 16	0	..	..	19	16 0			
" " "	" " " " " " " "	Kubale, J. F.	88	15 0	7 13	10	..	..	96	8 10			
" " "	" " " " " " " "	Sands, A.	88	15 0	..	..	15 7 8	..	73	7 4			
" " "	Construction " " " " " "	Oulton, R. L.	28	5 1	..	..	..	..	28	5 1			
Birchip—Wycheproof, Wycheproof—Sea Lake Roads	Supply of Metal	Casey, H.	1,283	6 8	..	..	..	..	1,283	6 8			
Sea Lake—Ultima Road	Supply of Ironstone	McPherson, W. F.	245	16 0	..	..	2 9 2	..	243	6 10			
Woomelang—Sea Lake Road	Removing Sand by John's	Brock, R. L.	8	0 0	..	..	..	..	8	0 0			
Wycheproof—Sea Lake Road	Supplying Spalls	Rohde, G. P.	90	0 0	..	..	..	..	90	0 0			
" " "	Supply of Ironstone	McGarry, R. A.	73	19 2	..	..	4 14 8	..	69	4 6			
" " "	" " " " " " " "	Blight, A. F.	13	2 6	..	..	..	..	13	2 6			
" " "	" " " " " " " "	Presley, G.	25	0 0	..	..	0 15 0	..	24	5 0			
" " "	" " " " " " " "	Hoiles, J.	41	5 0	..	..	..	..	41	5 0			
" " "	" " " " " " " "	Hoiles, W. H.	41	5 0	..	..	..	..	41	5 0			
" " "	" " " " " " " "	Blight, M. J.	22	10 0	..	..	..	..	22	10 0			
" " "	" " " " " " " "	Rankin, D.	50	0 0	0 14 9	..	..	..	50	14 9			
" " "	" " " " " " " "	Foley Bros.	50	0 0	..	..	2 19 0	..	47	1 0			
" " "	" " " " " " " "	Caldow, W.	50	0 0	..	..	..	..	50	0 0			
" " "	" " " " " " " "	Oulton, R. A.	48	6 0	..	..	..	..	48	6 0			
" " "	" " " " " " " "	Pavey, E. A.	26	5 0	..	..	1 12 9	..	24	12 3			
" " "	" " " " " " " "	Godwin, G. R.	78	15 0	..	..	1 16 9	..	76	18 3			
" " "	" " " " " " " "	Hernon, K.	50	0 0	..	..	..	..	50	0 0			
" " "	" " " " " " " "	Supple, J.	75	0 0	4 2 6	..	..	..	79	2 6			
" " "	" " " " " " " "	Curtis, H. H.	30	0 0	..	..	..	..	30	0 0			
" " "	" " " " " " " "	Curtis, A. A.	30	0 0	1 7 0	..	..	..	31	7 0			
" " "	" " " " " " " "	McCrosen, E.	30	0 0	..	..	..	..	30	0 0			
" " "	" " " " " " " "	McNamara, D.	30	0 0	..	..	..	..	30	0 0			
" " "	" " " " " " " "	Davitt, P.	30	0 0	..	..	1 13 0	..	28	7 0			
" " "	" " " " " " " "	Shrives, W.	30	0 0	..	..	1 16 0	..	28	4 0			
" " "	" " " " " " " "	Coughlin, J.	30	0 0	..	..	..	..	30	0 0			
" " "	" " " " " " " "	Coughlin, J.	30	0 0	..	..	2 11 0	..	27	9 0			
" " "	" " " " " " " "	Burns, D.	30	0 0	..	..	4 6 4	..	25	13 8			
" " "	" " " " " " " "	Spry, J.	30	0 0	..	..	2 8 0	..	27	12 0			
" " "	" " " " " " " "	Burns, P.	30	0 0	..	..	2 18 2	..	27	1 10			
" " "	" " " " " " " "	Oulton, G. E.	30	0 0	0 10 6	..	..	..	30	10 6			
" " "	" " " " " " " "	Rabey, W.	30	0 0	2 14 0	..	..	..	32	14 0			
" " "	" " " " " " " "	Rohan, J.	30	0 0	..	..	0 12 0	..	29	8 0			
" " "	" " " " " " " "	Rohde, G. P.	115	0 0	..	..	13 1 0	..	101	19 0			
" " "	Formation near Kancira	Anderson, E.	28	0 0	..	..	..	..	28	0 0			
" " "	" " " " " " " "	Powell, J.	27	10 0	..	..	..	..	27	10 0			
" " "	" " " " " " " "	Anderson, G.	29	0 0	..	..	..	..	29	0 0			
" " "	" " " " " " " "	Anderson, G.	29	0 0	..	..	..	..	29	0 0			
" " "	" " " " " " " "	Powell, D.	31	17 6	..	..	..	..	31	17 6			
" " "	" " " " " " " "	Powell, C.	38	7 0	..	..	..	..	33	7 0			
" " "	" " " " " " " "	Hernon, P. W.	42	0 0	..	..	..	..	42	0 0			
" " "	" " " " " " " "	Powell, C.	34	9 6	..	..	..	..	34	9 6			
											3,510	17 6	
YACKANDANDAH SHIRE—													
Dederang Road	Construction (Contract 1)	Stephens, A., and Dunstan, A.	1,427	12 0	..	..	..	..	..	1,427	12 0		
YEA SHIRE—													
Upper Goulburn Road	Construction (Contract 5)	Gilbert, D.	365	12 0	..	..	..	..	..	365	12 0		
	Total .. ..	.. ..	412,235	8 7	6,385	15 4	2,430	3 5	..	416,191	0 6		

STATEMENT OF CONTRACTS FOR PERMANENT WORKS ON MAIN ROADS CARRIED OUT UNDER
THE DIRECT SUPERVISION OF THE BOARD.

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.		Deductions.		Total.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.
ALBERTON AND MORWELL SHIRES— Boolarra - Welshpool Road	Construction Ryton Section 1 ..	Lee and Sons ..	363	1 0	5 0 0	11 0 0	357	1 0		
ALBERTON SHIRE— Boolarra - Welshpool Road	Construction Jan Juc Section, Sub-section C ..	J. M. O'Connor ..	339	10 0	..	..	339	10 0		
ALBERTON AND MORWELL SHIRES— Boolarra - Welshpool Road	Construction Johnstone's Hill Section, Sub-section B ..	Nicholson Bros. ..	702	10 0	..	..	702	10 0		
" " "	Construction Johnstone's Hill Section, Sub-section D ..	W. Palmer ..	670	0 0	..	..	670	0 0		
ALBERTON SHIRE— Boolarra - Welshpool Road	Construction Christie's Section ..	Lee and Sons ..	1,015	3 0	..	..	1,015	3 0		
ALBERTON AND MORWELL SHIRES— Boolarra - Welshpool Road	Construction Johnstone's Hill Section, Sub-section E ..	J. W. McNamara ..	544	2 6	..	..	544	2 6		
" " "	Construction Ryton Section 2 ..	Lee and Sons ..	778	12 0	..	..	778	12 0		
ALBERTON SHIRE— Boolarra - Welshpool Road	Construction Jam Tin Section, Sub-section D ..	J. M. O'Connor ..	963	0 0	..	..	963	0 0		
ALBERTON AND MORWELL SHIRES— Boolarra - Welshpool Road	Construction Ryton Reserve Section ..	Singleton and Tyers ..	320	2 6	..	..	320	2 6		
" " "	Construction Jam Tin Section, Sub-section A ..	Lee and Sons ..	566	2 0	..	..	566	2 0		
" " "	Construction Jam Tin Section, Sub-section B ..	Lee and Sons ..	662	0 0	..	..	662	0 0		
									6,918	3 0
AVON AND MAFFRA SHIRES— Briarolong - Dargo Road	Construction Freestone Creek ..	J. Galway ..	366	7 0	18 5 0	10 0 0	374	12 0		
AVON SHIRE— Briarolong - Dargo Road	Construction Freestone Creek, Section 4 ..	J. F. Ezard ..	295	0 0	10 0 0	5 0 0	300	0 0		
" " "	Construction Freestone Creek, Section 6 ..	J. F. Ezard ..	687	0 0	..	..	687	0 0		
" " "	Construction Freestone Creek, Section 5 ..	J. Wright ..	310	0 0	..	..	310	0 0		
" " "	Construction Freestone Creek, Section 10, Sub-section D ..	L. Waltho ..	285	10 6	..	..	285	10 6		
" " "	Construction Freestone Creek, Section 9, Sub-section A ..	McPartlan and Beatty ..	52	0 0	..	..	52	0 0		
									2,009	2 6
BRAYBROOK AND WERRIBEE SHIRES— Melbourne - Geelong Road	Construction Section 7 ..	Lord Bros. ..	3,360	18 0	..	..	3,360	18 0		
" " "	Construction Section 2 ..	Lord Bros. ..	3,613	19 6	..	..	3,613	19 6		
									6,974	17 6
COLAO SHIRE— Forrest - Apollo Bay Road	Construction Barramunga Section 1 ..	A. McDonald and Co. ..	798	0 0	..	..	798	0 0		
" " "	Construction Barramunga Section 2 ..	A. McDonald and Co. ..	997	1 0	..	..	997	1 0		
									1,795	1 0
LILYDALE SHIRE— Lilydale - Healesville Road	Construction Reinforced Concrete bridge near Yeringberg P.O. ..	Reinforced Concrete and Monier Pipe Construction Co. ..	424	0 0	..	..	424	0 0		
Evelyn-Monbulk Road	Construction Henderson's Deviation ..	M. Walsh ..	233	15 0	19 10 0	11 0 0	242	5 0		
" " "	Construction ..	M. Walsh ..	88	0 0	3 4 0	..	91	4 0		
" " "	Construction Cottingham's and Storer's Deviations ..	G. Johnstone, junior ..	235	15 8	..	2 15 0	233	0 8		
" " "	Supply of Metal ..	T. McDonald ..	2,841	13 6	..	..	2,841	13 6		
Lilydale - Healesville Road	Erection of Bridge over Stringybark Creek ..	Reinforced Concrete and Monier Pipe Construction Co. ..	671	10 0	..	..	671	10 0		
									4,503	13 2
MALDON SHIRE— Melbourne - Bendigo Road	Construction Section 3 ..	McCarthy Bros ..	337	9 6	36 6 0	7 0 0	366	15 6		
" " "	Construction Section 4 ..	W. B. Hamilton ..	1,769	9 7	..	..	1,769	9 7		
" " "	Erection of Concrete Culvert ..	D. Norris ..	339	12 6	..	..	339	12 6		
MALDON AND MARONG SHIRES— Melbourne - Bendigo Road	Metalling Section 3 ..	G. A. and J. P. Craven ..	2,591	11 1	..	..	2,591	11 1		
MALDON AND METCALFE SHIRES— Melbourne - Bendigo Road	Carting and Spreading Metal ..	J. Ketterer ..	509	1 0	..	..	509	1 0		
MALDON, MARONG, AND METCALFE SHIRES— Melbourne - Bendigo Road	Crushing and Delivery of Metal ..	H. Casey ..	2,095	16 4	..	..	2,095	16 4		
" " "	Supply of Spalls ..	H. Casey and J. Gee ..	3,202	1 8	..	..	3,202	1 8		
									10,874	7 8
	Carried forward ..	..	33,029	14 10	92 5 0	46 15 0	..	33,075	4 10	

STATEMENT OF CONTRACTS FOR PERMANENT WORKS ON MAIN ROADS, ETC.—continued.

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.		Deductions.		Total.				
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
	Brought forward .. ..	.. ..	33,029	14 10	92	5 0	46	15 0	..	..	33,075	4 10	..
MARONG SHIRE— Melbourne - Bendigo Road	Carting, Spreading Metal, &c. ..	Malone and Broadfoot ..	1,870	8 8	..	..	..	..	1,870	8 8	1,870	8 8	..
METCALFE SHIRE— Melbourne - Bendigo Road	Construction Section 1	McCarthy Bros. ..	556	0 6	..	..	..	..	556	0 6	556	0 6	..
MORWELL SHIRE— Boolarra - Welshpool Road	Construction Section 2	Billingsley Bros. ..	1,368	0 0	10	3 6	20	10 0	1,357	13 6	..	..	..
" " "	Construction Section 1	Billingsley Bros. ..	1,327	6 0	..	..	..	..	1,327	6 0	..	..	..
" " "	Construction Budgerec East Section ..	A. Don ..	935	7 0	..	..	..	..	935	7 0	..	..	3,620 6 6
NARRACAN SHIRE— Yarragon - Leongatha Road	Construction Section 1	J. Scott and Co. ..	1,527	0 0	..	..	..	..	1,527	0 0	..	..	..
" " "	Construction Section 2	J. Scott and Co. ..	1,811	0 0	..	..	..	..	1,811	0 0	..	..	..
" " "	Construction Section 3	J. Scott and Co. ..	2,070	0 0	..	..	..	..	2,070	0 0	..	..	5,408 0 0
ORBOST SHIRE— Cann Valley Road ..	Erection of Bridge over Kate's Creek ..	M. Parker ..	300	0 0	0	2 0	..	..	300	2 0	..	..	..
" " "	Construction Section 1	G. Warne ..	248	0 0	..	..	..	..	248	0 0	..	..	..
" " "	Construction Section 2	G. Warne ..	574	0 0	13	0 0	10	0 0	577	0 0	..	..	..
" " "	Construction	A. J. Richard ..	388	0 0	14	6 0	13	0 0	389	6 0	..	..	..
" " "	" " " "	J. Thompson ..	349	0 0	..	..	..	..	349	0 0	..	..	..
" " "	" " " "	A. R. McDonald ..	300	0 0	..	..	..	..	300	0 0	..	..	..
" " "	Bridge over Buldah River	G. R. Phillips ..	533	0 0	14	0 0	..	..	547	0 0	..	..	..
Genoa-Gipsy " Point Road	Construction	Cullen and Co. ..	510	0 0	53	8 0	10	0 0	553	8 0	..	..	..
" " "	Bridge over Mangan Lake	J. Thompson ..	896	0 0	10	0 0	11	0 0	895	0 0	..	..	..
Cann Valley Road ..	Construction and Erection of Bridge ..	G. Warne ..	280	0 0	..	..	..	..	280	0 0	..	..	..
Genoa-Eden Road ..	Construction Timber Truss Bridge ..	T. Sly ..	1,843	4 0	..	..	..	..	1,843	4 0	..	..	..
Cann Valley Road ..	Construction	J. Considine ..	68	10 0	..	..	..	..	68	10 0	..	..	6,350 10 0
PHILLIP ISLAND AND WOOLAMAI SHIRE— Loch-Wonthaggi Road	Construction Section 3	H. F. Watkin and Son ..	550	0 0	80	3 6	21	2 0	609	1 6	..	..	..
" " "	Construction Section 2	H. W. L. Tucker ..	339	17 0	..	..	15	9 0	324	8 0	..	..	..
" " "	Construction Section 1	H. W. L. Tucker ..	565	0 0	12	15 0	21	10 0	556	5 0	..	..	..
" " "	Construction Section 5	H. F. Watkin and Son ..	719	10 0	196	0 0	..	..	915	10 0	..	..	..
" " "	Construction Section 6	H. F. Watkin and Son ..	397	0 0	..	..	..	..	397	0 0	..	..	..
" " "	Fencing Deviations, &c.	Arnold and Richards ..	176	12 6	..	..	..	..	176	12 6	..	..	..
" " "	" " " "	Arnold and Richards ..	385	5 0	..	..	..	..	385	5 0	..	..	..
Almurta Road ..	Section 7	E. H. Jones ..	905	0 0	..	..	..	..	905	0 0	..	..	4,269 2 0
SOUTH GIPPSLAND SHIRE— Poster-Boolarra Road	Construction Section 2	Ryan and Zimmermann ..	456	8 0	..	..	..	..	456	8 0	..	..	..
" " "	" " " "	L. Gresham and R. Cathcart ..	727	0 0	..	..	..	..	727	0 0	..	..	..
" " "	Construction Turton-Scanlon Deviation Timber Bridge over Pebble Creek ..	Peterson Bros. ..	692	5 0	..	..	..	..	692	5 0	..	..	..
" " "	Construction Shady Creek Section, Sub- section A	J. Thorpe ..	97	0 0	..	..	..	..	97	0 0	..	..	..
Boolarra - Welshpool Road	Construction Shady Creek Section, Sub- section B	L. M. Prowd ..	1,056	15 0	..	..	..	..	1,056	15 0	..	..	..
Foster-Boolarra Road	Construction Shady Creek Section, Sub- section B	Ryan and Zimmermann ..	715	18 0	..	..	..	..	715	18 0	..	..	3,745 6 0
TAMBO SHIRE— Nowa-Nowa-Buchan- Gelantipy Road	Construction near Ironstone Creek ..	N. Lett ..	194	16 6	..	..	2	0 0	192	16 6	..	..	..
" " "	Construction Harris Creek	N. Lett ..	90	15 0	..	..	0	12 0	90	3 0	..	..	282 19 6
WERRIBEE SHIRE— Melbourne-Geelong Road	Construction Section 3	C. A. Sargent ..	1,723	3 0	..	..	..	..	1,723	3 0	..	..	..
" " "	Construction Section 4	D. Madden ..	2,167	19 6	..	..	..	..	2,167	19 6	..	..	..
" " "	Quarrying, Crushing Metal	Brooklyn Stone Crush- ing Co. ..	2,640	0 0	..	..	..	..	2,640	0 0	..	..	..
" " "	Construction Section 5	Gillis and Starling ..	3,708	11 9	..	..	..	..	3,708	11 9	..	..	..
" " "	Construction Section 9	Pryor and Madden ..	3,666	12 0	..	..	..	..	3,666	12 0	..	..	..
" " "	Construction Section 10	Pryor and Madden ..	4,889	10 0	..	..	..	..	4,889	10 0	..	..	..
" " "	Construction Section 8	Pryor and Madden ..	2,713	18 6	..	..	..	..	2,713	18 6	..	..	21,509 14 9
	Total .. ..	.. ..	80,363	7 9	496	3 0	171	18 0	..	..	80,687	12 9	..

SUMMARY.

By Municipalities under supervision of Board	416,191	0 6
Under direct supervision of Board	80,687	12 9
Total	496,878	13 3

STATEMENT OF CONTRACTS ENTERED INTO BY THE BOARD FOR PLANT, YEAR ENDED 30TH JUNE, 1915.

Name of Contractor.	Particulars of Contract.	Amount.	
		£	s. d.
Horrocks, Roxburgh Pty. Ltd. ..	8 Patent self-filling stone waggons ..	1,137	10 0
" " " " ..	1 Tar waggon ..	175	0 0
Lepastrier, Arthur, and Co. ..	1 Steam road roller ..	875	0 0
Austral Otis Engineering Co. Pty. Ltd. ..	2 Road scarifiers ..	180	0 0
" " " " ..	1 Steam roller ..	975	0 0
" " " " ..	1 Imperial oil-driven roller ..	1,118	0 0
McDonald and Co., A. H. ..	1 Motor roller ..	509	0 0
Australian Metal Co. ..	1 Steam roller ..	689	10 0
" " " " ..	1 Horse-drawn roller ..	921	10 0
Braid, Alex. " " ..	1 Road grading machine ..	120	0 0
Carolin Machinery Co. ..	1 Road grading machine ..	87	15 0
Bunce and Sons, Jno. ..	1 Travelling road cabin ..	40	0 0
	Total	6,828	5 0

APPENDIX E.

COUNTRY ROADS BOARD.

MAINTENANCE WORKS.

STATEMENT OF CONTRACTS FOR MAINTENANCE WORKS ON MAIN ROADS CARRIED OUT BY MUNICIPALITIES UNDER SUPERVISION OF THE BOARD.

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.		Extras.		Deductions.		Total.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.
ALEXANDRA SHIRE—										
Cathkin - Mansfield Road	Supply of Maintenance Gravel (Contract 5)	Creighton, W. A. ..	24	13 9	..	..	..	..	24	13 9
Healesville—Alexandria Road	Supply of Maintenance Gravel ..	Free, W. .. Lewis and Walker ..	27	0 0	95	0 0	24	4 6	10	0 0
" " "	Supply of Maintenance Gravel, Section 3	Stone, J. ..	40	0 0	8	2 3	10	0 0	38	2 3
" " "	Supply of Maintenance Gravel, Section 2	Peters, W. J. ..	63	2 6	..	..	..	..	63	2 6
Upper Goulburn Road	Supply of Maintenance Gravel, Section 1	Creighton, W. A. ..	48	15 0	14	17 0	15	0 0	48	12 0
" " "	Supply of Maintenance Gravel, Section 2	Docking and Kavanagh	51	9 2	2	15 5	15	0 0	39	4 7
" " "	Supply of Maintenance Gravel (Contract 6)	Docking and Kavanagh	12	18 4	3	0 2	5	0 0	10	18 6
" " "	Supply of Maintenance Gravel (Contract 4)	Creighton, W. A. ..	39	3 4	..	..	..	..	39	3 4
Yarck Road ..	Supply of Maintenance Gravel (Contract 11)	Lewis, J. W. ..	17	10 0	..	..	..	..	17	10 0
										417 11 5
ARAPILES SHIRE—										
Hamilton - Horsham Road	Re-decking and Repairs to bridge near South Wonwondah	Kay, G. E., and Kilpatrick, A. ..	38	8 0	..	..	..	..	38	8 0
										38 8 0
AVON SHIRE—										
Maffra-Sale Road ..	Carting, Stacking, Rolling Gravel ..	Cater, G. ..	143	18 0	..	..	..	..	143	18 0
Main Gippsland Road	Supplying, Stacking, Rolling Gravel ..	Galway, J. ..	150	0 0	..	..	..	..	150	0 0
" " "	Stacking, Spreading, Rolling Gravel ..	Shingles and McDonald	170	14 2	4	9 1	13	8 6	161	14 9
										455 12 9
BACCHUS MARSH SHIRE—										
Ballarat Road ..	Supply of Spalls (Contract 7/15)	Wheelahan, C. ..	49	0 0	..	..	..	..	49	0 0
BAINSDALE SHIRE—										
Main Gippsland Road	Painting and Tarring Bridge at Providence Ponds	Laird, H. ..	28	16 0	..	..	..	..	28	16 0
BALLAN SHIRE—										
Ballarat Road ..	Supply of Gravel ..	Wheelan, D. ..	41	13 0	..	..	..	..	41	13 0
" " "	Supply of Spalls ..	Wheelan, D. ..	57	10 0	..	..	..	..	57	10 0
" " "	" " "	Wheelahan, C. ..	55	0 0	..	..	..	..	55	0 0
" " "	" " "	Hopwood, G. ..	47	10 0	..	..	..	..	47	10 0
" " "	" " "	Sims and Evans ..	47	10 0	..	..	..	..	47	10 0
										249 3 0
BANNOCKBURN SHIRE—										
Geelong - Ballarat Road	Supply of Spalls ..	Lockyer, T. ..	68	0 0	..	..	..	..	68	0 0
" " "	" " "	Farrelly and Proctor ..	72	7 6	..	..	..	..	72	7 6
" " "	" " "	Farrelly and Proctor ..	79	9 0	..	..	..	..	79	9 0
" " "	" " "	Farrelly and Proctor ..	60	5 0	..	..	..	..	60	5 0
Inverleigh Road ..	Metalling Lower Western Road, Frogmore	Moreton, G. H. ..	22	10 0	..	..	..	..	22	10 0
" " "	Supply of Spalls between Morgan and Robson's	McCormack, D. ..	158	6 8	9	19 6	..	..	168	6 2
" " "	Supply of Spalls between Hopwood's Hill and Mechanics' Institute	Alford, J. ..	51	17 6	16	4 7	0	6 0	67	16 1
										538 13 9
BARRABOOL SHIRE—										
Anglesea Road ..	Carting Maintenance Metal ..	O'Connor, J. ..	79	6 9	..	..	..	..	79	6 9
Geelong-Warrnambool Road	Supply of Spalls near Laketown	Batson, A. E. ..	65	0 0	..	..	..	..	65	0 0
" " "	Carting Maintenance Metal ..	Clark, A. ..	22	10 0	..	..	..	..	22	10 0
" " "	Wheeling out Maintenance Metal on Colac Road	McCormack, E. ..	18	15 0	0	18 9	..	..	19	13 9
										186 10 6
BELFAST SHIRE—										
Hamilton Road ..	Supply of Metal and Screenings	Coffey, D. J. ..	485	16 8	..	..	..	..	485	16 8
Portland and Hamilton Roads	Spreading Metal ..	Kelson, F. ..	75	0 0	..	..	..	..	75	0 0
" " "	" " "	" " "	75	0 0	..	..	..	..	75	0 0
Penshurst Road ..	Supply of Team and Driver for Roller	Bragg, J. ..	59	10 0	..	..	..	..	59	10 0
" " "	Supply of Metal ..	Kelson, R. J. ..	318	16 0	..	..	8	3 0	310	13 0
" " "	Putting out Metal ..	Drennan, R. ..	71	0 0	..	..	..	..	71	0 0
" " "	Supply of Team and Driver for Road Roller	Bragg, J. ..	22	15 0	..	..	..	..	22	15 0
Portland Road ..	Supply of Metal and Screenings	Brown, M. J. ..	399	0 0	..	..	..	..	399	0 0
Warrnambool - Port Fairy Road	Supply of Metal ..	Finnegan, M. ..	462	10 0	..	..	..	..	462	10 0
										1,961 4 8
	Carried forward ..	..	3,917	6 4	84	11 3	76	17 6	..	3,925 0 1

MAINTENANCE WORKS.—STATEMENT OF CONTRACTS FOR MAINTENANCE WORKS ON MAIN ROADS, ETC.—continued.

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.			Extras.			Deductions.			Total.					
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
	Brought forward ..		3,917	6	4	84	11	3	76	17	6				3,925	0	1
BELLARINE SHIRE—																	
Geelong—Portarlington Road	Maintenance Metal, Curlewis to Drysdale railway station	Turner, W. ..	103	2	6										103	2	6
" " "	Supply Maintenance Metal at Drysdale	Turner, W. ..	82	1	8										82	1	8
" " "	Supply of Metal ..	Wisbey, G. ..	75	0	0										75	0	0
" " "	Supply of Metal from Bellarine Post-office to Portarlington	Banks, J. ..	52	10	0										52	10	0
" " "	Supply of Metal, Lethbridge to Curlewis	Reynolds, S. J. ..	156	0	10										156	0	10
" " "	Supply of Metal ..	Harvey, R. ..	135	12	6										135	12	6
" " "	Carting out Maintenance Metal	Brequet, F. W. ..	18	19	2										18	19	2
Geelong — Queenscliff Road	Supply of Metal ..	Brequet, F. W. ..	24	15	10										24	15	10
" " "	" " " " " "	Lomas, G. ..	161	17	6										161	17	6
" " "	" " " " " "	McWilliams, T. E. ..	117	14	2										117	14	2
" " "	" " " " " "	Davis, J. ..	157	10	0										157	10	0
" " "	" " " " " "	Davis, J. ..	90	0	0										90	0	0
" " "	" " " " " "	Harvey, R. ..	135	12	6										135	12	6
" " "	Carting out Maintenance Metal	McWilliams, T. E. ..	72	4	0										72	4	0
" " "	" " " " " "	Deller, W. ..	39	11	8										39	11	8
															1,422	12	4
BERWICK SHIRE—																	
Main Gippsland Road	Supply of Metal ..	Kurz, F. W. ..	193	16	0										193	16	0
" " "	" " " " " "	Wilson, W. ..	222	10	0										222	10	0
															416	6	0
BRAYBROOK SHIRE—																	
Ballarat Road	Supply of Spalls near Rockbank	Keating, E. ..	12	10	0										12	10	0
" " "	" " " " " "	O'Connor, J. ..	66	5	0										66	5	0
" " "	" " " " " "	Pavey, T. ..	13	6	8										13	6	8
" " "	Metalling between Shire Hall and Burn-sides	O'Connor, J. ..	50	0	0										50	0	0
" " "	Metalling at Rockbank	Keating, E. O. ..	67	10	0										67	10	0
															209	11	8
BROADMEADOWS SHIRE—																	
Sydney Road	Supply of Metal between Cyclist's Hotel and northern boundary	Heritage, J. A. ..	655	8	4	29	15	10							685	4	2
BUNGAREE SHIRE—																	
Ballarat Road	Supply of Spalls ..	Shearer, J. ..	12	0	0	17	5	0							29	5	0
" " "	" " " " " "	Everard, J. ..	14	10	0	15	0	0							29	10	0
" " "	" " " " " "	Tinney, J. and Sons	12	10	0	15	0	0							27	10	0
" " "	" " " " " "	Danaher, J. ..	13	15	0										13	15	0
" " "	" " " " " "	Blood, J. ..	14	9	0										14	9	0
															114	9	0
COLAC SHIRE—																	
Colac—Ballarat Road	Supply of Metal ..	Walters, C. ..	61	14	6										61	14	6
" " "	Supply of Team and Driver for Roller	Dunne, J. ..	£2	1s.	6d.	per day											
" " "	" " " " " "	Fitzpatrick Bros.	£1	16s.	11d.	per day											
" " "	" " " " " "	Dunne, J. ..	£1	19s.	6d.	per day											
" " "	Supply of Firewood ..	Wilson, W. ..	18	8	0	1	18	0							20	6	0
" " "	Supply of Team and Driver for Roller	Dunne, J. ..	£1	7s.	6d.	per day											
" " "	Supply of Spalls (Contract 10)	Webb, H. ..	105	0	0	6	9	6							111	9	6
" " "	Carting Spalls ..	Moloney, J. ..	38	19	2	10	9	0							49	8	2
" " "	" " " " " "	Monaghan, J. ..	35	6	8				2	16	8				32	10	0
" " "	Supply of Spalls ..	Simpkin, P. ..	82	10	0	4	19	0							87	9	0
Geelong—Warrnambool Road	Filling, Carting, Maintenance Metal, &c.	Smith and Hayden	37	5	0										37	5	0
" " "	Quarrying and Carting Spalls	Monaghan, J. ..	100	0	0										100	0	0
" " "	Filling, Carting Maintenance Metal	Smith and Hayden	20	11	2										20	11	2
															520	13	4
CORIO SHIRE—																	
Geelong — Bacchus Marsh Road	Supply of Spalls ..	O'Brien, P. ..	83	0	0										83	0	0
" " "	Supplying and Stacking Metal	Walker, G. ..	15	10	0										15	10	0
Melbourne — Geelong Road	Supply of Spalls near Corio Shire Hotel	O'Brien, P. ..	42	5	0										42	5	0
															140	15	0
CRANBOURNE SHIRE—																	
Kooweerup — Pakenham Road	Supply of Gravel ..	Anderson Bros.	56	5	0										56	5	0
" " "	Supply of Bluestone Metal ..	Gibbon, R. ..	127	10	0										127	10	0
Main Coast Road	{ Supply of Bluestone Metal (Con. 1/15)	{ S. Willis Bros.	{ 390	{ 12	{ 6												
" " "	{ Supply of Bluestone Metal (Con. 2/15)	{	{ 234	{ 7	{ 6												
" " "	{ Supply of Bluestone Metal (Con. 3/15)	{	{ 198	{ 8	{ 9												
" " "	{ Supply of Bluestone Metal (Con. 4/15)	{	{ 105	{ 16	{ 8												
" " "	Supply of Gravel ..	Brunt R. H. ..	13	15	0										13	15	0
" " "	" " " " " "	Walker R. H. ..	60	0	0										60	0	0
" " "	" " " " " "	Callanan, J. P. ..	50	0	0										50	0	0
" " "	" " " " " "	Knight, J. B. ..	22	10	0										22	10	0
" " "	" " " " " "	Gibbon, R. ..	63	15	0										63	15	0
Westernport Road	" " " " " "	Knight, J. B. ..	39	7	6										39	7	6
" " "	" " " " " "	Knight, J. B. ..	52	10	0										52	10	0
" " "	" " " " " "	Knight, J. B. ..	26	5	0										26	5	0
															1,441	2	11
DONCASTER SHIRE—																	
Doncaster Road	Supply of Metal ..	Commonwealth Quarries Ltd.	120	0	0										120	0	0
" " "	Carting and Stacking Metal ..	McArthur, A. ..	75	0	0										75	0	0
															195	0	0
DUNDAS SHIRE—																	
Hamilton—Mt. Gambier Road	Construction ..	Morrison, D. ..	397	9	0										397	9	0
Hamilton — Warrnambool Road	Supplying, Stacking Spalls ..	Walker, A. ..	127	1	3										127	1	3
" " "	" " " " " "	Walker, A. ..	215	0	0										215	0	0
															739	10	3
FERNTREE GULLY SHIRE—																	
Olinda Road	Carting Spalls for Maintenance	Clarke, W. E. ..	40	0	0										40	0	0
	Carried forward ..		9,744	11	4	185	7	7	79	14	2				9,850	4	9

MAINTENANCE WORKS.—STATEMENT OF CONTRACTS FOR MAINTENANCE WORKS ON MAIN ROADS, ETC.—continued.

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.	Extras.	Deductions.	Total.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward ..	.. .. .	9,744 11 4	185 7 7	79 14 2	9,850 4 9
FLINDERS SHIRE—						
Hastings — Flinders Road	Supply of Maintenance Metal	James, D.	35 0 0	..	..	35 0 0
" " "	" " "	Cairns, A.	17 10 0	0 10 0	..	18 0 0
" " "	" " "	Wilson, R. J.	26 0 0	3 11 6	..	29 11 6
Mornington — Flinders Road	Supply of Maintenance Gravel	Van Suylen Bros.	14 0 0	..	..	14 0 0
" " "	Supply of Maintenance Metal	James, D.	70 0 0	..	..	70 0 0
GISBORNE SHIRE—						
Melbourne — Bendigo Road	Supply and Delivery of Metal	Delehanty, J.	61 17 6	..	..	61 17 6
" " "	" " "	Delehanty, J.	51 17 6	..	..	51 17 6
" " "	" " "	Barker, A.	67 10 0	..	..	67 10 0
GRENVILLE SHIRE—						
Ballarat — Hamilton Road	Barrowing Out Metal and Supplying Surface Gravel	Urch, J.	19 0 0	..	..	19 0 0
" " "	" " "	Allan, J. G.	22 0 0	2 18 2	..	24 18 2
Pitfield Road	" " "	Hogan, E.	13 10 0	1 3 6	..	14 13 6
HAMPDEN SHIRE—						
Camperdown — Ballarat Road	Four-horse Team for Rolling	Porter, J.	11 17 6	..	..	11 17 6
" " "	Horse Team for Rolling	Grant, J.	12 10 0	..	..	12 10 0
" " "	Supply of Spalls	Trainor, J.	86 15 0	..	..	86 15 0
" " "	" " "	Bradshaw, W.	187 4 0	..	..	187 4 0
" " "	" " "	Perkins, J.	122 10 0	..	..	122 10 0
" " "	" " "	Bradshaw, W.	319 17 0	23 3 0	13 0 0	330 0 0
" " "	Horse Team for Rolling	Cairns, R., senr.	23 0 9	..	..	23 0 9
" " "	" " "	Allen, A. D.	28 0 0	..	..	28 0 0
" " "	Supply of Spalls	Madden, J. D.	149 13 4	..	..	149 13 4
" " "	" " "	Hassett and Potter	141 0 0	..	..	141 0 0
" " "	Carting Metal	McPherson Bros.	20 14 9	..	..	20 14 9
" " "	" " "	Lahey, Thos.	43 9 2	..	..	43 9 2
Geelong — Warrnambool Road	Supplying Spalls	Wilson, H. E.	105 7 3	..	10 7 5	94 19 10
" " "	" " "	Kelly Bros. and Tolan	31 8 4	..	0 16 11	30 11 5
" " "	" " "	Heywood, W. T.	59 13 0	0 1 11	4 14 3	55 0 8
" " "	" " "	Perkins, J.	125 0 0	..	..	125 0 0
" " "	Horse Team for Rolling	Potter, A.	43 7 6	..	..	43 7 6
" " "	" " "	Porter, J.	17 2 0	..	..	17 2 0
" " "	" " "	Grant, J.	37 5 0	..	..	37 5 0
" " "	Cartage of Metal	McPherson Bros.	33 1 10	..	..	33 1 10
" " "	" " "	Kelly Bros.	43 10 7	..	..	43 10 7
" " "	Supply of Spalls	Crawley, S.	150 10 0	2 10 2	..	153 0 2
" " "	" " "	Harvey and Crawley	82 0 0	..	1 10 9	80 9 3
" " "	" " "	Harvey and Crawley	37 5 0	..	3 19 9	33 5 3
" " "	" " "	Gilham, A. E.	68 15 0	3 17 0	..	72 12 0
" " "	" " "	Morrissey, W.	79 3 4	..	..	79 3 4
Lismore — Cressy Road	" " "	Allan, A. D.	262 4 0	..	..	262 4 0
" " "	" " "	Allan, A. D.	167 9 0	..	..	167 9 0
" " "	Horse Team for Rolling	Cairns, R., senr.	22 16 0	..	..	22 16 0
" " "	" " "	Allen, A. D.	15 10 0	..	..	15 10 0
" " "	Carting Metal	Lahey, Thos.	37 6 8	..	..	37 6 8
Terang — Mortlake Road	Supply of Spalls	Kelly Bros.	40 1 0	..	..	40 1 0
" " "	" " "	Hallett, T.	18 0 0	..	..	18 0 0
" " "	" " "	Harvey and Crawley	105 1 4	..	..	105 1 4
" " "	Horse Team for Rolling	Potter, A.	31 10 0	..	..	31 10 0
" " "	Supply of Spalls	Kelly Bros. and Tolan	57 0 0	8 2 0	..	65 2 0
" " "	" " "	Kelly Bros. and Tolan	45 18 4	..	4 14 3	41 4 1
" " "	Carting Metal	Kelly Bros.	46 3 1	..	..	46 3 1
						2,907 10 6
HEIDELBERG SHIRE—						
Greensborough — Hurst Bridge Road	Supply of Maintenance Metal	Pepper, H. C.	113 15 0	..	..	113 15 0
" " "	Delivery of Metal	McDowell, W.	162 10 0	..	..	162 10 0
" " "	Supply of Metal	McDowell, W.	40 12 6	..	..	40 12 6
Heidelberg — Eltham Road	Sheeting Rockheare Hill	Adams, T., and Co.	455 7 9	154 19 0	20 0 0	590 6 9
" " "	Supply of Metal	Adams, T., and Co.	437 10 0	..	..	437 10 0
Main Whittlesea Road	" " "	McDonnell, T.	35 0 0	..	..	35 0 0
						1,379 14 3
HEYTESBURY SHIRE—						
Cobden — Port Campbell — Princetown Road	Supplying Metal opposite Mackie's	Gilbert, W. H.	34 10 0	0 14 1	..	35 4 1
" " "	Supply of Metal and Blinding	Tyson and Dickinson	19 3 4	..	..	19 3 4
" " "	Supply of Gravel between Jancourt School and Scott's Creek	Power, M.	104 12 6	7 15 0	..	112 7 6
" " "	Supply of Metal from Port Campbell to Newfield Road	Power, M.	198 15 0	16 15 11	..	215 10 11
" " "	Supply of Metal and Screenings	Long, W.	115 0 0	15 17 8	..	130 17 8
" " "	" " "	Gilbert and Brown	26 2 0	1 5 10	..	27 7 10
" " "	Carting Maintenance Metal	McKenzie, D.	25 16 6	..	..	25 16 6
Camperdown — Cobden Road	Supply of Metal and Blinding	Porter, J.	628 15 0	27 4 0	..	655 19 0
Geelong — Warrnambool Road	Supply of Metal	Porter, J.	288 0 0	18 3 0	..	300 3 0
Geelong — Warrnambool, Camperdown — Cobden, and Cobden — Port Campbell — Princetown Roads	Carting Maintenance Metal	Gilbert, W. H.	20 10 6 37 16 11 10 8 1	.. .. ..	.. .. ..	68 15 6
" " "	" " "	Gilbert, W. H.	51 7 9	..	0 10 3	50 17 6
						1,648. 2 10
KEILOR SHIRE—						
Melbourne — Bendigo Road	Supply of Metal	Brown, W.	180 0 0	..	..	180 0 0
" " "	" " "	Farmer, G.	44 0 0	..	..	44 0 0
						224 0 0
KYNETON SHIRE—						
Melbourne — Bendigo Road	Supply of Metal	Murray, A.	109 6 8	12 4 3	..	121 10 11
" " "	" " "	Mahoney, P. J.	53 5 0	..	..	53 5 0
" " "	" " "	Murray, A.	70 10 0	..	..	70 10 0
						245 5 11
	Carried forward	.. .. .	16,314 10 7	486 3 7	139 7 9	16,661 6 5

MAINTENANCE WORKS.—STATEMENT OF CONTRACTS FOR MAINTENANCE WORKS ON MAIN ROADS, ETC.—continued.

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.			Extras.			Deductions.			Total.			
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
	Brought forward ..	.. ..	16,314	10	7	486	3	7	139	7	9	..	16,661	6	5
LAWLOIT SHIRE—															
Broughton Road ..	Supply of Limestone Metal ..	Seipolt, A. C., and Meyer, R.	72	10	0	..	..	..	..	..	..	..	72	10	0
Nhill—Kaniva—Border Road ..	Supply of Screened Rubble ..	James, B. P., and Co. ..	40	0	0	..	..	..	..	..	..	..	40	0	0
.. ..	Supply of Limestone Metal ..	Waugh, W. W. ..	123	11	0	..	..	..	..	..	..	..	123	11	0
.. ..	.. ..	Cox, W. ..	57	10	0	3	3	3	..	..	..	..	60	13	3
.. ..	.. ..	Cox, W. ..	57	10	0	..	..	..	..	..	..	..	57	10	0
.. ..	.. ..	Cox, W. ..	43	2	6	..	..	..	..	..	..	..	43	2	6
.. ..	.. ..	Bethune, J. ..	120	0	0	..	..	..	..	..	..	..	120	0	0
South Lillimur Road ..	.. ..	Allan, A. T. ..	71	17	6	..	..	..	..	..	..	..	71	17	6
Yearinga Road ..	.. ..	McCracken, A. W. ..	100	0	0	11	0	0	..	..	..	..	111	0	0
													700	4	3
LEIGH SHIRE—															
Inverleigh—Shelford Road ..	Supply of Spalls ..	Miller, W. J. ..	43	14	0	..	..	..	..	..	..	..	43	14	0
.. ..	.. ..	Miller, W. J. ..	66	10	0	..	..	..	..	..	..	..	66	10	0
													110	4	0
LILYDALE SHIRE—															
Main Healesville Road ..	Supply of Metal ..	Mitchell, D. ..	44	19	9	1	2	2	..	..	..	..	46	1	11
.. ..	.. ..	Black, W. M. ..	282	10	0	..	..	..	..	..	..	..	282	10	0
.. ..	.. ..	Black, W. M. ..	95	0	0	13	6	..	..	..	..	..	95	13	6
.. ..	.. ..	Hustin, A. ..	109	10	0	..	..	..	..	..	..	..	109	10	0
.. ..	.. ..	Hustin, A. ..	37	0	0	..	..	..	..	..	..	..	37	0	0
Main Warburton Road ..	Supply of Metal ..	Irvine, T. ..	80	4	2	..	..	..	..	..	..	..	80	4	2
.. ..	Supply of Blinding ..	Hustin, J., senr. ..	55	14	2	..	..	..	..	..	..	..	55	14	2
.. ..	.. ..	Hustin, A. ..	29	15	0	..	..	..	..	..	..	..	29	15	0
Monbulk Road ..	Supply of Metal ..	Hustin, A. ..	89	5	0	3	9	5	..	..	..	..	92	14	5
.. ..	.. ..	Irvine, T. ..	82	19	6	3	2	3	..	..	..	..	86	1	9
Yarra Glen Road ..	.. ..	Irvine, T. ..	27	13	4	..	..	..	..	..	..	..	27	13	4
.. ..	.. ..	Fowler, T. ..	132	2	6	..	..	..	..	..	..	..	132	2	6
Various Roads ..	Carting Metal ..	.. ..											1,075	0	9
MAFFRA SHIRE—															
Tinamba—Newry Road ..	Gravelling ..	Riddeford, A. F. ..	100	0	0	..	..	..	..	..	..	..	100	0	0
MARONG SHIRE—															
Melbourne—Bendigo Road ..	Supplying and Spreading Maintenance Metal ..	Casey, H., and Gee, J. ..	155	0	0	..	..	..	..	..	..	..	155	0	0
MELTON SHIRE—															
Ballarat Road ..	Supply of Metal ..	Tooley, E. ..	83	6	8	..	..	..	..	..	..	..	83	6	8
.. ..	Supply of Metal at Gap Hill ..	Carlson, J., and Sons ..	87	10	0	..	..	..	..	..	..	..	87	10	0
Melbourne—Bendigo Road ..	Supply of Bluestone Spalls ..	Carlson, J., and Sons ..	250	0	0	..	..	..	..	..	..	..	250	0	0
													420	16	8
MINHAMITE SHIRE—															
Hamilton—Macarthur—Port Fairy Road ..	Supplying Crushing Metal ..	Broadwood, E. ..	295	13	0	..	..	..	..	..	..	..	295	13	0
.. ..	Carting, Crushing Metal ..	Quirk, P. ..	330	0	0	15	19	0	..	..	..	..	345	19	0
Warrnambool—Hawkesdale—Penshurst Road ..	.. ..	.. ..											641	12	0
MIRBOO SHIRE—															
Mardan Road ..	Picking up and Removing Corduroy and Spalls, Metalling, and Rolling ..	Corin, J. T. ..	164	7	9	..	..	..	..	..	..	..	164	7	9
.. ..	Painting and Tarring Two Bridges over Tarwin River ..	Pattison, A. F. ..	40	0	0	..	..	0	7	0	..	..	39	13	0
.. ..	Painting and Tarring Tarwin River Bridge ..	Pattison, A. F. ..	30	0	0	..	..	..	..	..	..	..	30	0	0
.. ..	Painting, Tarring Three Subways ..	Pattison, A. F. ..	22	0	0	..	..	..	..	..	..	..	22	0	0
													256	0	9
MORTLAKE SHIRE—															
Mortlake—Ararat Road ..	Supplying Maintenance Metal ..	McNeil and Porter ..	489	13	4	21	19	8	..	..	..	..	511	13	0
.. ..	Supplying Metal and Blinding ..	Long and McDonald ..	160	19	0	6	17	9	..	..	..	..	167	16	9
.. ..	Supplying Metal and Blinding ..	Long and McDonald ..	382	10	0	47	9	6	..	..	..	..	429	19	6
													1,109	9	3
MT. ALEXANDER SHIRE—															
Castlemaine—Daylesford Road ..	Supply of Bluestone Metal ..	Ford, W. ..	135	0	0	..	..	..	..	..	..	..	135	0	0
MT. ROUSE SHIRE—															
Hamilton—Dunkeld Road ..	Supply and Delivery of Spalls and Gravel ..	Colton, J. ..	15	7	0	3	18	0	..	..	..	..	19	5	0
.. ..	.. ..	Smith, A. ..	86	17	3	..	..	1	0	0	..	..	85	17	3
.. ..	.. ..	Smith, A. ..	47	8	9	13	11	10	1	0	3	..	60	0	4
.. ..	.. ..	Long, H. and S. ..	236	5	0	..	..	..	..	..	..	..	236	5	0
.. ..	.. ..	.. ..											45	15	6
.. ..	.. ..	.. ..											124	11	0
.. ..	.. ..	.. ..											22	17	6
.. ..	.. ..	.. ..											14	5	3
													608	16	10
MULGRAVE SHIRE—															
Fern Tree Gully Road ..	Re-decking and Repairing Bridge over Dandenong Creek at Wheeler's Hill ..	Sly, Thos. ..	129	15	6	..	..	..	..	..	..	..	129	15	6
.. ..	Supply of Bluestone Metal ..	Angliss, W., and Co. Ltd. ..	340	0	0	..	..	..	..	..	..	..	340	0	0
.. ..	.. ..	.. ..											135	0	0
													604	15	6
NARRACAN SHIRE—															
Trafalgar—Willow Grove Road ..	Reforming with Grader between Willow Grove and Hill End ..	Griffiths, J. J. and R. T. ..	40	1	0	..	..	..	..	..	..	..	40	1	0
NUNAWADING SHIRE—															
Main Healesville Road ..	Supply of Maintenance Metal and Screenings ..	Adams, T., and Co. ..	141	14	2	..	..	..	..	..	..	..	141	14	2
OAKLEIGH BOROUGH—															
Main Gippsland and Ferntree Gully Road ..	Supply of Metal ..	St. Albans Quarry Co. Ltd. ..	36	5	0	..	..	..	..	..	..	..	36	5	0
.. ..	.. ..	St. Albans Quarry Co. Ltd. ..	173	15	0	..	..	..	..	..	..	..	173	15	0
.. ..	.. ..	.. ..											11	d.	per ton
Main Gippsland and Ferntree Gully Road ..	Cartage of Metal ..	Armstrong, J. C. ..											210	0	0
	Carried forward ..	.. ..	22,485	5	0	626	11	7	141	15	0	..	22,970	1	7

MAINTENANCE WORKS.—STATEMENT OF CONTRACTS FOR MAINTENANCE WORKS ON MAIN ROADS, ETC.—*continued.*

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.	Extras.	Deductions.	Total.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward .. ..	.. ..	22,485 5 0	626 11 7	141 15 0	22,970 1 7
ORBOST SHIRE— Orbost-Genoa Road ..	Supplying Gravel	Napier, R. S. ..	146 15 0	..	..	146 15 0
OXLEY SHIRE— Oxley Road ..	Supply and Delivery of Gravel ..	Vincent Bros. and White ..	32 10 0	..	..	32 10 0
POOWONG AND JEETHO SHIRE— Korumburra - Won- thaggi Road ..	Painting, Tarring Bridge, &c. ..	Chisholm, A. ..	24 0 0	..	..	24 0 0
PORTLAND SHIRE— Portland - Hamilton Road ..	Supply of Spalls	Hannan, J. ..	268 6 8	..	..	268 6 8
Port Fairy - Portland Road ..	.. ..	Kempton, T. ..	70 16 8	..	..	70 16 8
						339 3 4
QUEENSLIFF BOROUGH— Geelong Road ..	Cartage of Metal	Werry, John ..	10 4 2	..	..	10 4 2
.. ..	Supply of Metal and Screenings ..	Nash, C., and Sons ..	53 1 5	..	..	53 1 5
						63 5 7
RODNEY SHIRE— Various Roads ..	Supply and Delivery of Metal and Screenings ..	Deane and Runge ..	276 11 11	..	..	276 11 11
ROSEDALE SHIRE— Sale-Yarram Road ..	Supply of Gravel	Cartledge, G. E. ..	68 15 0	..	..	68 15 0
Traralgon-Gormandale Road ..	.. ..	Barker, W. W. ..	75 0 0	..	..	75 0 0
						143 15 0
RUTHERGLEN SHIRE— Rutherglen - Wahgun- yah Road ..	Supply of Metal	Millthorpe, C. ..	114 7 6	..	..	114 7 6
Wodonga Road ..	Supply of Gravel	Warren, C. ..	195 0 0	..	..	195 0 0
Yarrowonga Road ..	Supply of Gravel and Blind ..	Warren, J. ..	200 0 0	..	..	200 0 0
						509 7 6
SOUTH BARWON SHIRE— Barwon Heads Road ..	Supply of Spalls near Challis' ..	Thompson Bros. ..	17 1 8	..	0 5 1	16 16 7
.. ..	Supply of Spalls at Hinton's ..	Thompson Bros. ..	35 0 0	1 4 6	..	36 4 6
.. ..	Carting and Spreading Metal ..	Swinturne, J. ..	29 3 4	..	..	29 3 4
.. ..	.. ..	Palmer and Ellis ..	15 6 3	..	..	15 6 3
.. ..	Carting and Spreading Screenings ..	Lomas, A. ..	11 18 6	..	..	11 18 6
Geelong-Colac Road ..	Carting and Spreading Metal ..	Palmer, L. ..	17 10 0	..	..	17 10 0
						126 19 2
SOUTH GIPPSLAND SHIRE— Boolarra-Foster Road ..	Earthworks, Pipe Culvert, &c. ..	Firth, J. ..	94 0 0	..	..	94 0 0
.. ..	Gravelling 30 Chains	Petersen, E. V. ..	240 0 0	..	..	240 0 0
						334 0 0
TEMPLESTOVE SHIRE— Heidelberg - Warran- dyte Road ..	Supply of Metal	Johnston, E. C. ..	110 0 0	..	..	110 0 0
.. ..	.. ..	Sullivan, D. ..	202 10 0	..	..	202 10 0
.. ..	Supply of Gravel	McAuley, S. ..	55 0 0	..	..	55 0 0
Warrandyte - Ring- wood Road ..	.. ..	McAuley, S. ..	21 5 0	..	..	21 5 0
						388 15 0
TOWONG SHIRE— Corryong Road ..	Supply of Gravel and Metal ..	Coughlen, J. ..	117 10 0	19 7 6	9 12 6	127 5 0
Murray Valley Road ..	Supply of Gravel	Rousseau, C. ..	30 0 0	3 18 0	..	33 18 0
.. ..	.. ..	Appleton, C. ..	47 10 0	..	..	47 10 0
.. ..	Supply of Metal	Johnson, J. E. ..	18 15 0	..	..	18 15 0
.. ..	Supply of Gravel	Lee, H., and Dunstan, S. ..	60 0 0	..	..	60 0 0
Omeco Road ..	.. ..	Martin, H., junr. ..	106 15 0	..	..	106 15 0
.. ..	Supply of Gravel and Metal ..	Paul, W. ..	123 10 0	..	..	123 10 0
Tintalra Road ..	Supply of Gravel	Coughlen, J. ..	30 0 0	1 4 0	..	31 4 0
Wodonga Road ..	.. ..	Clutterbuck, W. ..	50 12 6	4 0 0	..	54 12 6
						603 9 6
TRARALGON SHIRE— Traralgon - Jeeralang Road ..	Painting and Tarring Bridge over Traral- gon Creek ..	Clarke Bros. ..	19 10 0	..	..	19 10 0
.. ..	Repairs, &c., on Red Hill Deviation ..	Guntzler Bros. ..	25 10 0	..	..	25 10 0
.. ..	Clearing Timber, &c., from Jeeralang West Road ..	Taylor, J. ..	9 5 0	..	..	9 5 0
						54 5 0
WANNON SHIRE— Coleraine - Harrow - Apsley Road ..	Supply of Spalls	Crimmins, J. ..	60 0 0	..	..	60 0 0
Hamilton - Coleraine Casterton Road ..	Quarrying, Supplying Spalls, &c. ..	Crimmins, J. ..	240 0 0	..	..	240 0 0
						300 0 0
WARRAGUL SHIRE— Warragul - Leongatha Road ..	Supply of Maintenance Gravel ..	Kelly, W. ..	181 11 8	..	..	181 11 8
WARRNAMBOOL SHIRE— Allansford - Nirranda Road ..	Supply of Gravel	Fitzgerald, M. ..	156 13 4	..	..	156 13 4
.. ..	Supply of Metal	Long, W. ..	470 0 9	..	..	470 0 9
.. ..	Supply of Gravel	Cumming, J. ..	112 10 0	20 5 0	..	132 15 0
.. ..	Carting and Spreading	Coleman, P. ..	44 7 6	..	..	44 7 6
Garvoc-Laang Road ..	Supply of Metal	Pearson, S. ..	116 13 0	4 19 2	..	121 12 2
Geelong-Warrnambool Road ..	.. ..	Long, W. ..	214 2 6	..	..	214 2 6
.. ..	Supply of Metal and Gravel ..	Fitzgerald, M. ..	257 2 0	..	..	257 2 0
.. ..	Supply of Metal	Long, W. ..	188 10 0	..	..	188 10 0
.. ..	.. ..	Long, W. ..	270 0 0	..	..	270 0 0
.. ..	.. ..	Long, W. ..	280 2 6	..	..	280 2 6
.. ..	.. ..	McNeil and Porter ..	277 8 2	39 3 4	..	316 11 6
.. ..	Filling, Carting, Spreading Metal ..	O'Keefe, P. ..	156 15 5	..	..	156 15 5
.. ..	Supply of Metal and Screenings ..	Long, W. ..	200 0 0	39 19 6	..	239 19 6
.. ..	Filling, Carting, Spreading Maintenance Metal ..	Price, L. ..	215 16 8	..	..	215 16 8
Geelong - Warrnam- bool, and Garvoc - Laang Roads ..	.. ..	Stafford, M. ..	275 0 0	..	..	275 0 0
Mortlake Road ..	Supply of Metal	Primmer, W. ..	94 15 10	39 9 8	24 12 11	109 12 7
.. ..	.. ..	Primmer, W. ..	178 4 2	..	15 10 11	162 13 3
.. ..	.. ..	Long, H. and S. ..	322 0 0	..	..	322 0 0
.. ..	.. ..	Long, H. and S. ..	262 10 0	..	..	262 10 0
.. ..	.. ..	McKenzie, A. ..	96 17 6	2 12 6	13 6 0	86 4 0
	Carried forward .. ..	.. ..	30,179 6 7	802 14 9	205 2 5	26,494 10 3

MAINTENANCE WORKS.—STATEMENT OF CONTRACTS FOR MAINTENANCE WORKS ON MAIN ROADS, ETC.—*continued.*

Municipality and Road.	Particulars of Work.	Name of Contractor.	Amount of Contract.			Extras.			Deductions.			Total.			
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
	Brought forward	30,179	6	7	802	14	9	205	2	5	..	26,494	10	3
WARRNAMBOOL SHIRE— <i>continued.</i>															
Mortlake Road ..	Supply of Metal ..	McKenzie, A. ..	202	10	0	6	1	6	..	..	..	208	11	6
" " "	" " "	McKenzie, A. ..	170	16	8	..	..	..	3	15	2	167	1	6
" " "	" " "	Robinson, M. ..	223	6	8	8	13	1	..	..	..	231	19	9
" " "	" " "	Toal, W. ..	174	3	4	13	18	8	..	..	..	188	2	0
Warnambool - Port Fairy Road ..	" " "	Lumsden, W. ..	364	0	0	..	..	..	..	..	..	364	0	0
" " "	" " "	Parkinson, N. ..	266	6	2	..	..	..	..	..	..	266	6	2
" " "	" " "	Harrington Bros. ..	74	11	8	2	19	8	..	..	..	77	11	4
" " "	" " "	Parkinson, N. ..	148	16	8	..	..	..	..	..	..	148	16	8
" " "	" " "	Parkinson, N. ..	234	9	0	..	..	..	..	..	..	234	9	0
" " "	" " "	Parkinson, N. ..	414	7	6	..	..	..	..	..	..	414	7	6
" " "	Supply of Limestone Metal ..	Malone, M. ..	89	15	0	..	..	..	..	..	..	89	15	0
" " "	Filling, Carting, Spreading Maintenance Metal ..	Lumsden, G. ..	216	0	0	..	..	..	..	..	..	216	0	0
													6,889	9	1
WERRIBEE SHIRE— Melbourne - Geelong Road ..	Supply of Screenings ..	Footsray Quarry Co. ..	24	0	6	5	8	6	..	18	12	0
WHITTLESEA SHIRE— Main Whittlesea Road ..	Supply of Metal ..	McDonnell, T. ..	286	0	0	..	..	..	..	..	..	286	0	0
" " "	" " "	McKimmie, J. ..	263	12	6	..	..	..	..	..	..	263	12	6
" " "	" " "	Irvine, T. ..	216	6	6	..	..	..	..	..	..	216	6	6
													765	19	0
WINCHELSEA SHIRE— Geelong-Warnambool Road ..	Supply of Spalls ..	Curtis, A. ..	60	0	0	..	..	..	..	..	..	60	0	0
" " "	" " "	Brown, A., and Stephen- son, G. ..	21	13	4	..	..	..	..	..	..	21	13	4
" " "	" " "	Gladman Bros. ..	17	10	0	..	..	..	..	..	..	17	10	0
" " "	" " "	Curtis, A. ..	32	10	0	..	..	..	..	..	..	32	10	0
" " "	" " "	Alsop, G., and Sons ..	54	10	0	..	..	..	..	..	..	54	10	0
													186	3	4
WOORAYL SHIRE— Leongatha - Yarragon Road ..	Constructing new Abutment to Mark's Bridge over Tarwin River ..	Moore, W. ..	65	0	0	..	..	..	..	..	..	65	0	0
Lower Tarwin Road ..	Supply of Metal ..	Gardiner, W. J. ..	56	0	0	..	..	..	..	..	..	56	0	0
													121	0	0
YEA SHIRE— Upper Goulburn Road ..	Supply of Maintenance Metal ..	Davies, M. S., and Co. ..	162	10	0	162	10	0
	Total	34,018	2	1	834	7	8	214	6	1	..	34,638	3	8

COUNTRY ROADS BOARD.

APPENDIX F.

PARTICULARS OF SURVEYS, ETC. ON ROADS DECLARED MAIN ROADS UNDER THE PROVISIONS OF THE COUNTRY ROADS ACT.

Name of Municipality.	Name of Road and Locality of Work.	Lengths of Road.			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES.					
Alberton Shire	Boolarra-Yarram Road (Yinnar Track)	23 $\frac{1}{2}$	20	3 $\frac{1}{2}$	4
" "	Balook-Traralgon Road	10	10	..	..
" "	Carrajung-Gormandale Road	16 $\frac{1}{2}$	16 $\frac{1}{2}$	..	..
Alexandra Shire	Yarram-Alberton Road	3 $\frac{3}{8}$	3 $\frac{3}{8}$	..	..
" "	Healesville-Alexandra Road	3	3	..	..
" "	Upper Goulburn Road	3	3	2	2
Arapiles Shire	Cathkin-Mausfield Road	4	4	..	..
" "	Horsham-Hamilton Road	4	4	4	..
" "	Horsham-Natimuk-Edenhope Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..
Ararat Shire	Ballarat-Stawell Road	9 $\frac{1}{2}$	9 $\frac{1}{2}$	5	5
" Borough	Maroona-Glenhompson Road	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	..
" "	Ballarat-Stawell Road	3	3	..	..
Avoca Shire	Ballarat-St. Arnaud Road	9	9	..	..
" "	Avoca-Bealiba Road .. .. .	..	..	..	..
Avon Shire	Main Gippsland Road	11	11	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Salc-Maifra Road	1	1	1	1
" "	Briarolong-Dargo Road	10	6	6	6
" "	Melbourne-Ballarat Road	8	..	..	..
Bacchus Marsh Shire	Main Gippsland Road	12 $\frac{1}{2}$	12 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$
Bairnsdale Shire	Anglesea Road	17 $\frac{1}{2}$	17 $\frac{1}{2}$	17 $\frac{1}{2}$	17 $\frac{1}{2}$
Barrarbool Shire	Geelong-Warrnambool Road	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
" "	Pakenham-Koo-wee-rup Road	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Berwick Shire	Gembrook-Pakenham Road	12 $\frac{1}{2}$	11 $\frac{1}{2}$	4	4
" "	Woori Yallock-Pakenham-Koo-wee-rup Road	10 $\frac{1}{2}$	7	1	1
" "	Main Gippsland Road	8 $\frac{1}{2}$	2 $\frac{1}{2}$	..	..
" "	Hallam-Emerald Road	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{2}$	..
Belfast Shire	Warrnambool-Port Fairy Road	6	6	6	6
Benalla Shire	Sydney Road	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$
" "	Goorambat-Thoona Road	3	1	..	1
" "	Lima Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	1 $\frac{1}{2}$
" "	Goorambat Road	5 $\frac{1}{2}$	..	..	..
" "	Tatong Road	5	..	..	..
Borong Shire	Dimboola Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	..
" "	Rainbow Road	2	..	..	..
" "	Hopetoun Road	2	..	..	..
" "	Birchip Road	1 $\frac{1}{2}$	..	..	..
" "	Minyip Road	1	..	..	..
Broadmeadows Shire	Sydney Road	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Bright Shire	Bright Road	20	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
" "	Harrietville Road	18	2 $\frac{1}{2}$	2	..
" "	Kiewa Valley Road	9	9	..	..
Buln Buln Shire	Main South Road .. .. .	..	4	..	4
" "	Main Gippsland Road .. .. .	..	3 $\frac{1}{2}$	..	4
" "	Western Port Road .. .. .	..	3	..	3 $\frac{1}{2}$
" "	Neerim East Road .. .. .	..	..	..	3 $\frac{1}{2}$
" "	Neerim "A" Road .. .. .	..	..	..	1 $\frac{1}{2}$
" "	Neerim "C" Road .. .. .	..	2 $\frac{1}{2}$	..	1 $\frac{1}{2}$
" "	Neerim "B" Road .. .. .	..	1 $\frac{1}{2}$	..	1 $\frac{1}{2}$
Buninyong Shire	Melbourne-Ballarat Road	4 $\frac{1}{2}$	4 $\frac{1}{2}$	..	..
Charlton Shire	Donald Road	12	..	..	..
" "	Bendigo Road	1 $\frac{1}{2}$	..	..	..
Colac Shire	Colac-Ballarat Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Forrest-Apollo Bay Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Beech Forest-Apollo Bay Road	2	2	2	2
" "	Laver's Hill-Barupa Road	2	2	2	2
" "	Glen Aire-Laver's Hill Road	13 $\frac{1}{2}$	7	..	..
Corio Shire	Carlisle-Gellibrand Road	11	11	..	..
" "	Geelong-Melbourne Road .. .. .	..	..	..	9 $\frac{1}{2}$
" "	Geelong-Ballarat Road .. .. .	..	..	4 $\frac{1}{2}$	4 $\frac{1}{2}$
" "	Geelong-Bacchus Marsh Road	14 $\frac{1}{2}$	14 $\frac{1}{2}$	..	..
" "	Geelong-Fyansford Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	..
Dandenong Shire	Cheltenham-Dandenong Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Dimboola Shire	Nhill Road	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$
" "	Warracknabeal Road	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$
" "	Rainbow Rises Road	3 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$
" "	Rainbow Road	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
" "	Hopetoun-Rainbow Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	..	..
Doncaster Shire	Doncaster Road	4	4	..	..
Dundas Shire	Hamilton-Ararat Road	3	3	3	3
" "	Hamilton-Portland Road	2	2	2	2
" "	Hamilton-Mount Gambier Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Hamilton-Horsham Road	2	2	..	..
Dummkle Shire	Murtoa-Rupanyup Road	1	1	..	..
East Loddon Shire	Dingee Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Eltham Shire	Hurstbridge-Kinglake Road	2	2	2	2
" "	Yarra Glen (Steele's Creek to Mount Sliac)	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
" "	Eltham-Yarra Glen .. .. .	..	..	..	..
Euroa Shire	Sydney Road	2	2	2	2
" "	Euroa-Strathbogie Road	5	..	..	..
Ferntree Gully Shire	Ferntree Gully Road	1	1	1	1
" "	Monbulk Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
" "	Linda Road	3	3	4	4
" "	Emerald Road	3	..	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Carried forward		408 $\frac{1}{2}$	305 $\frac{1}{2}$	142 $\frac{1}{2}$	162

PARTICULARS OF SURVEYS, ETC., ON ROADS DECLARED MAIN ROADS, ETC.—*continued.*

Name of Municipality.	Name of Road and Locality of Work.	Lengths of Road.			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES— <i>continued.</i>					
	Brought forward	408½	305½	142½	162
Flinders Shire	Hastings-Flinders Road	2½	2½	2	2
" "	Mornington-Flinders Road	2	2	2	2
" "	Dromana Road	2½	2½	2½	2½
Frankston and Hastings Shire	Point Nepean Road	5½	5½	5½	5½
" "	Frankston-Flinders Road	6½	6½	6½	6½
Gleneig Shire	Casterton-Mount Gambier Road	29	6	4	..
" "	Casterton-Coleraine Road	10½	..	..	..
" "	Harrow Road	6½	..	..	..
" "	Casterton-Dergholm Road	21½	..	..	..
Goulburn Shire	Sydney Road	8	8	8	8
" "	Goulburn Valley Road at Nagambie	1½	1½	1½	1½
" "	Vicker's Lane and Goulburn Street	2	2	2	2
" "	Goulburn Valley Road from Hughes' Creek towards Nagambie	3	3	..	..
" "	Goulburn Valley Road at Murchison	1½	1½	1½	..
Hamilton Borough	Coleraine Road	1½	..	..	..
Healesville Shire	Healesville-Alexandra Road, Narbethong to Buxton	10	6½	6½	5½
" "	Healesville-Alexandra Road, Yarra Bridge to Healesville	4	3	1	1
" "	St. Fillan's-Marysville Road	4½	..	..	..
Heathcote Shire	Kilmore-Heathcote-Bendigo Road	16	2½	..	..
" "	Heathcote-Elmore Road	7	..	..	..
" "	Heathcote-Redesdale Road	1½	..	..	..
Heytesbury Shire	Cobden-Port Campbell-Princetown Road	..	..	1	4½
Horsham Borough	Hamilton Road	4½	3½	1	1
Howqua Shire	Mansfield-Woodspoint Road	..	..	1½	1½
Karkaroc Shire	Hopetoun-Warraeknabeal Road	11½	11½	11½	7½
" "	Hopetoun-Rainbow Road	25	25	1½	..
" "	Hopetoun-Woomelang-Sea Lake Road	18½	18½	6½	4½
" "	Rainbow-Birchip Road	2½	2½	2½	2½
Koroit Shire	Koroit-Warrnambool Road	3½	3½	1½	..
Kowree Shire	Hamilton-Edenhope-Apsley Road	2½	2½	2½	2½
" "	Edenhope-Goroke Road	..	..	..	..
" "	Boorook Road	..	..	..	..
Lawloit Shire	Nhill-Kaniva-Border Road	6½	6½	3½	3½
" "	Yearlinga Road	1	1	..	..
" "	Broughton Road	2	2	1½	1½
" "	South Lillimur Road	2	2	1½	1½
Leigh Shire	Shelford-Inverleigh Road	2½	2½	2½	2½
Lexton Shire	Ballarat-Avoca Road	1	1	..	..
Lilydale Shire	Healesville Road	½	½	..	..
" "	Mount Dandenong Road	2	2	2	..
" "	Yarra Glen Road	200'	200'	200'	..
Lowan Shire	Ringwood-Warrandyte Road	300'	300'	300'	300'
" "	Lorquon Road	..	3	3	1½
" "	Yanac Road	..	2½	2½	1½
" "	Goroke Road	..	2	2	1½
" "	Dimboola-Nhill-Kaniva Road	..	2½	2½	2½
Maffra Shire	Licola Road	6½	5½	5½	1
Maldon Shire	Maldon-Eddington Road	4	..	..	..
Borough of Malmesbury	Melbourne-Bendigo Road	6	..	..	..
Mansfield Shire	Mansfield-Tolmie Road	4½	4½	2	..
" "	Mansfield Road (Mansfield)	1½	1½	1½	..
" "	Mansfield Road (Merton)	2	2	..	..
" "	Mansfield-Jamieson-Merrijig Road	2	2	..	..
Marong Shire	Bendigo-Bridgewater Road	4½	4	..	..
Melton Shire	Ballarat-Melbourne Road	1½	1½	1½	..
Mildura Shire	Mildura-Wentworth Road	..	..	..	..
" "	Mildura-Melbourne Road	..	..	..	..
Minhamite Shire	Hamilton-Port Fairy Road	1½	1½	1½	1½
Mirboo Shire	Main South Road	1½	6½	4½	4½
" "	Mirboo-Allambee East Road	..	6½	1½	1½
" "	Mardan Road	..	11½	..	..
Mornington Borough	Point Nepean Road	9½	9½	4½	4½
Morwell Shire	Jeeralang West Road	4½	4½	4½	4½
Mount Alexander Shire	Main Bendigo Road	..	..	..	..
" "	Castlemaine-Daylesford Road	..	..	..	..
Mount Rouse Shire	Hamilton-Penshurst Road	..	..	1½	1½
" "	Penshurst-Caramut Road	..	..	..	..
" "	Hamilton-Dunkeld Road	..	..	..	..
Narracan Shire	Main Gippsland Road	13½	12	11	11
" "	Yarragon-Shady Creek Road	1½	½	..	..
Newham and Woodend Shire	Melbourne-Bendigo Road	..	..	..	..
" "	Melbourne-Bendigo Road	4½	..	..	..
North Ovens Shire	Springhurst-Chiltern Road	1½	1½	..	..
" "	Springhurst-Rutherglen Road	1½	1½	..	..
" "	Wangaratta-Springhurst Road	..	..	..	..
" "	Wangaratta-Benalla Road	..	..	..	..
Nunmurkah Shire	Nunmurkah-Nathalia Road	15	..	..	..
Phillip Island and Woolamai Shire	Almurta Road	3½	3½	3½	3½
" "	Wonthaggi-Inverloch Road	..	..	..	..
Orbost Shire	Orbost-Genoa Road	3½	2½	1½	1½
Poowong and Jeetho Shire	Korumburra-Leongatha Road	3½	3½	..	..
" "	Korumburra-Warragul Road	9	6	4½	4
" "	Korumburra-Wonthaggi Road	5	4½	4½	4½
" "	Korumburra-Drouin Road	3½	2½	2½	2½
" "	Poowong-Nyora Road	3½	3½	3½	3½
" "	Loch-Wonthaggi Road	1½	1½	1½	1½
Port Fairy Shire	Port Fairy-Warrnambool Road	1	1	1	1
Portland Shire	Port Fairy Road	13½	2½	..	..
" "	Cashmere Heath Main Road	4½	4½	4½	4½
" "	Hamilton Main Road	1	..	..	..
Ripon Shire	Ballarat-Ararat Road	10½	4½	4½	4½
" "	Skipton Road	4	2	..	..
Rodney Shire	Shepparton-Tatura Road	1½	1½	1½	1½
" "	Tatura-Byrneside-Kyabram Road	3½	3½	..	..
" "	Kyabram-Tongala Road	1	1	..	..
Rosedale Shire	Sale-Port Albert Road	..	..	..	..
" "	Traralgon-Gormandale Road	1½	1½	3½	3½
" "	Rosedale-Willung Road	3	3	4	14
Rutherglen Shire	Yarrawonga Road	6½	6½	3½	3½
" "	Wodonga Road	..	..	..	..
" "	Rutherglen-Wahgunyah Road	5½	2½	2½	2½
" "	Rutherglen-Springhurst Road	1	1	1	1
" "	Sydney Road	2½	2½	2½	2½
Sale Borough	Sale-Longford Road	2½	2½	2½	2½
Carried Forward		1,328½	1,103½	837½	619

PARTICULARS OF SURVEYS, ETC., ON ROADS DECLARED MAIN ROADS, ETC.—*continued.*

Name of Municipality.	Name of Road and Locality of Work.	Lengths of Road.			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES—<i>continued.</i>					
	Brought forward	1,328 $\frac{1}{2}$	1,103 $\frac{3}{4}$	837 $\frac{1}{2}$	619
Shepparton Shire	Shepparton-Nalinga Road	3 $\frac{1}{2}$	..	..	..
" "	Dookie-Nalinga Road	1 $\frac{1}{2}$	..	..	..
" "	Shepparton-Murchison Road	4 $\frac{1}{2}$	..	..	..
" "	Shepparton-Murchison Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	..
Strathfieldsaye Shire	McIvor Road	5	..	..	..
South Barwon Shire	Geelong-Colac Road	3	3	..	3
" "	Tarwon Heads Road	12	..	..	..
South Gippsland Shire	Dollar-Stony Creek Road	7 $\frac{1}{2}$	5	3 $\frac{1}{2}$	3 $\frac{1}{2}$
" "	Falls Road	5	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
" "	Foster-Boolarra Road	1	..	..	..
" "	Toora-Gunyah Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Tambo Shire	Nowa Nowa-Buchan-Gelantipy Road	..	..	..	3 $\frac{1}{2}$
" "	Swan Reach-Cunninghame Road	3 $\frac{1}{2}$	..	4	4
Templestowe Shire	Ringwood-Warrandyte Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	..
" "	Heidelberg-Warrandyte Road	4	4	2	2
Towong Shire	Omeco Road—	..	..	..	..
" "	Tallangatta-Tallandoon section	6	17	..	..
" "	Wodonga Road	1 $\frac{1}{2}$	..	..	..
" "	Tintalra Road	2 $\frac{1}{2}$	..	..	..
Traralgon Shire	Main Gippsland Road	9 $\frac{1}{2}$	9 $\frac{1}{2}$	5 $\frac{1}{2}$	3 $\frac{1}{2}$
" "	Calignee Road	11 $\frac{1}{2}$	7 $\frac{1}{2}$	3 $\frac{1}{2}$	..
" "	Jeeralang Road	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	4
" "	Gormandale Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2
Tungamah Shire	Murray River Road	27 $\frac{1}{2}$	31	3 $\frac{1}{2}$	..
Upper Yarra Shire	Main Warburton Road	16 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
" "	Don Road	7 $\frac{1}{2}$	7 $\frac{1}{2}$	..	..
Walhalla Shire	Walhalla Road	2 $\frac{1}{2}$	..	..	..
Walpeup Shire	Ouyen-Pinnaroo Road	73 $\frac{1}{2}$	..	..	..
Wangaratta Borough	Melbourne-Sydney Road	5 $\frac{1}{2}$	..	..	..
Wannon Shire	Coleraine-Casterton Road	8	..	..	..
" "	Wannon Bridge Road	6	..	..	..
" "	Coleraine-Hamilton Road	7	..	..	..
" "	Coleraine-Harrow Road	7	..	..	..
Warragul Shire	Main Gippsland Road	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
" "	Warragul-Leongatha Road	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
" "	Warragul-Korumburra Road	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
" "	Brandy Creek Road	2	2	2	2
" "	Darnum-Allambee Road	2 $\frac{1}{2}$	2	2	2
Werribee Shire	Melbourne-Geelong Road	1	1	1	1
Winchelsea Shire	Geelong-Warrnambool Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	..
" "	Lorne Road	..	..	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Wonthaggi Borough	Wonthaggi-Inverloch Road	..	..	2	2
Woorayl Shire	Leongatha-Warragul Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	..	..
" "	Mardan Road	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
" "	Main South Gippsland Road	4 $\frac{1}{2}$	1	..	..
" "	Farmers' Road	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Tarwin-Lower Tarwin Road	4	4	4	4
" "	Leongatha-Inverloch Road	2 $\frac{1}{2}$	..	..	..
Wycheproof Shire	Wycheproof-Sea Lake Road	7	7	5	5
" "	Birchip-Wycheproof Road	1	1	..	..
" "	Wycheproof-Loort Road	1	1	..	..
	Total	1,624	1,250	915	687 $\frac{1}{2}$
UNDER DIRECT SUPERVISION OF THE BOARD.					
Braybrook Shire	Melbourne-Geelong Road (from Cemetery to Guiding Star Hotel)	..	2	2	2
Colac Shire	Forrest-Apollo Bay Road (from Forrest to Barramunga and Skene's to Wild Dog Creek)	4 $\frac{1}{2}$	24 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$
Morwell Shire	Boolarra-Foster Road	12	..	..	..
" "	Jeeralang West Road	17 $\frac{1}{2}$	..	..	..
Mulgrave Shire	Oakleigh-Ferntree Gully Road (Oakleigh to Dandenong Creek)	5 $\frac{1}{2}$	1 $\frac{1}{2}$	..	..
Narracan Shire	Trafalgar-Thorpdale Road	7	7	..	..
" "	Yarragon-Leongatha Road (from Yarragon to Allambee)	..	..	5	5
Orbost Shire	Cann Valley Road	9	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Phillip Island and Woolamai Shire	Wonthaggi-Korumburra Road	6	1	..	..
" "	Loch-Wonthaggi Road	..	21	11	9 $\frac{1}{2}$
" "	Almurta Branch Road	..	..	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Poowong and Jeetho Shire	Wonthaggi-Korumburra Road and Glen Alvie connexion	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Loch-Wonthaggi Road	..	4	1 $\frac{1}{2}$	1 $\frac{1}{2}$
" "	Korumburra-Drouin Road	3	1	..	..
" "	Korumburra-Warragul Road	5 $\frac{1}{2}$	1 $\frac{1}{2}$	..	..
South Gippsland Shire	Foster-Boolarra Road (between Pebble Creek and Boolarong Hall)	7 $\frac{1}{2}$	7 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Tambo Shire	Nowa Nowa-Buchan-Gelantipy Road	17 $\frac{1}{2}$	4 $\frac{1}{2}$	..	..
Warragul Shire	Korumburra-Warragul Road	1	..	..	..
Warragul and Poowong and Jeetho Shires	Korumburra-Warragul Road	1	..	..	..
Werribee Shire	Melbourne-Geelong Road	..	..	14 $\frac{1}{2}$	14 $\frac{1}{2}$
Winchelsea Shire	Dean's Marsh-Lorne Road	15	15	3	1
Woorayl Shire	South Gippsland Road (Koonwarra-Tarwin section)	3 $\frac{1}{2}$	..	..	..
	Total	118 $\frac{1}{2}$	95 $\frac{1}{2}$	53 $\frac{1}{2}$	49 $\frac{1}{2}$

COUNTRY ROADS BOARD.

APPENDIX G.

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED AND ROADS MAINTAINED FOR YEAR ENDED 30TH JUNE, 1915.

Name of Municipality and Name of Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Main-tenance.
UNDER MUNICIPALITIES.				
AVON SHIRE— Sale-Maffra Road	Sale Cemetery to Gerrand's Corner ..	Sale Borough Boundary to Maffra Boundary at Gerrand's	1½	3
Sale-Bairnsdale Road	Avon Bridge to Nuntin Creek ..	Sale to Stratford and Providence Ponds	1½	18
Briagolong-Dargo Road	At Hardy's Hill	From Bulgoback to Dargo Township	2½	16
" "	Peel's Gap, Budgee	" " " " " " " " " " " "	¾	..
" "	At Cobannah Creek	" " " " " " " " " " " "	3	..
BAIRNSDALE SHIRE— Main Gippsland Road	At Providence Ponds	" " " " " " " " " " " "	4½	..
" "	West of Railway Crossing	" " " " " " " " " " " "	1	..
BANNOCKBURN SHIRE— Bannockburn-Shelford-Inverleigh Road	At Western end	" " " " " " " " " " " "	1½	..
" "	West Riding	Small sections	2½	1½
" "	East Riding	" " " " " " " " " " " "	1	..
Geelong-Ballararat Road	" " " " " " " " " " " "	Small sections .. ..	..	1
BARRABOOL SHIRE— Anglesea Road	From Jan Juc southwards	" " " " " " " " " " " "	3	..
BEECHWORTH SHIRE— Stanley Road	" " " " " " " " " " " "	" " " " " " " " " " " "	¾	..
BELLARINE SHIRE— Geelong-Queenscliff Road	" " " " " " " " " " " "	Whole length .. ..	..	16
Geelong-Portarlington Road	" " " " " " " " " " " "	" " " " " " " " " " " "	..	16
BELFAST SHIRE— Penshurst Road	" " " " " " " " " " " "	" " " " " " " " " " " "	..	½
BERWICK SHIRE— Gippsland Road	Between Tynong and Bunyip	" " " " " " " " " " " "	6	..
Gippsland Road	" " " " " " " " " " " "	Dandenong to Tynong .. ..	..	26
Woori Yallock-Pakenham-Koo-wee-rup Road	" " " " " " " " " " " "	" " " " " " " " " " " "	4	10
Beenak Road	Near Gembrook and Gembrook North	" " " " " " " " " " " "	2½	6
BOROUGH OF BROWNS AND SCARSDALE— Ballarat Road	" " " " " " " " " " " "	Between Scarsdale and Smythesdale .. ..	..	⅞
BULN BULN SHIRE— Main South Road	Between Drouin and Western Port Junction	Reforming bad portions	3	12
" " " " " " " " " " " "	McDonald's deviation to Olsen's	" " " " " " " " " " " "	1½	..
Main Gippsland Road	Between Drouin and Bunyip	Between Longwarry and Murray's Hill	3½	..
" " " " " " " " " " " "	Between Drouin and Warragul	" " " " " " " " " " " "	1½	7
Westernport Road	At South Longwarry	Between South Longwarry and Main South Road	½	4
Neerim East Road	From Main Neerim " B " eastwards	" " " " " " " " " " " "	3½	..
Neerim Road " A "	From Old Sale Road south	At Drouin West	2	1
" " " B "	At Neerim proper	Between Neerim South and Neerim Junction	⅞	2
Fumina Road	" " " " " " " " " " " "	Between Duggan and Moc Road .. ..	..	3
Loch Valley Road	" " " " " " " " " " " "	Between Icy Creek and Latrobe River .. ..	..	3½
BOROUGH OF CARISBROOK— Maryborough-Carisbrook Road	" " " " " " " " " " " "	" " " " " " " " " " " "	..	½
Carisbrook-Castlemaine Road	" " " " " " " " " " " "	" " " " " " " " " " " "	..	½
COLAC SHIRE— Colac-Ballararat Road	Near Cressy	Between Geelong Road and Cressy	1½	3½
Geelong-Warrnambool Road	" " " " " " " " " " " "	Between Turkeith Road and Pirron Yallock .. ..	..	5
Forrest-Apollo Bay Road	Near Apollo Bay	" " " " " " " " " " " "	1	..
" " " " " " " " " " " "	Between Wild Dog Creek and Skene's Creek	" " " " " " " " " " " "	½	..
Beech Forest-Apollo Bay Road	Near Aire River	" " " " " " " " " " " "	½	..
CORIO SHIRE— Melbourne-Geelong Road	Between Little River and Geelong	Between Bacchus Marsh Junction and Geelong	7	2
Geelong-Ballararat Road	From Geelong to Batesford	" " " " " " " " " " " "	4½	..
Geelong-Bacchus Marsh Road	" " " " " " " " " " " "	From Melbourne Road Junction .. ..	..	½
DANDENONG SHIRE— Point Nepean Road	Between Chelsea and Mordialloc	Between Carrum and Mordialloc	1½	5½
Main Gippsland Road	" " " " " " " " " " " "	Between Springvale and Dandenong .. ..	..	5
Cheltenham Road	" " " " " " " " " " " "	Between Dingley and Dandenong .. ..	..	6
DONCASTER SHIRE— Doncaster-Warrandyte Road	In Doncaster East	" " " " " " " " " " " "	½	..
EPPING SHIRE— Epping Road	From south Boundary, 4½ miles north of Epping	" " " " " " " " " " " "	4½	..
Carried forward ..			72	175½

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED, ETC.—*continued.*

Name of Municipality and Name of Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
UNDER MUNICIPALITIES— <i>continued.</i>				
EUROA SHIRE—		Brought forward ..	72	175½
Sydney Road	To north-east of Longwood .. .. .	.. .. .	2	14
Euroa-Strathbogie Road .. .. .	.. .. .	.. .. .	..	20
Euroa-Arcadia Road .. .. .	.. .. .	.. .. .	..	4
Euroa-Mansfield Road .. .. .	.. .. .	.. .. .	..	15
FLINDERS SHIRE—				
Hastings-Flinders Road	Between Bittern and Merricks	In Shoreham	5	½
Mornington-Flinders Road	Between Red Hill Post Office and Moat's Corner .. .. .	.. .. .	2	..
FRANKSTON AND HASTINGS SHIRE—				
Point Nepean Road	Carrum to Olivers' Hill	Between Oliver's Hill and Nyora Corner	5	4
Frankston-Flinders Road	Frankston to Somerville	Somerville to Warrengate Bridge	6½	7
GLENELG SHIRE—				
Casterton-Mount Gambier Road	Main Street	From Penola Road to Border	5	20
Casterton-Dergholm Road .. .. .	.. .. .	Casterton to Dergholm .. .. .	..	16
Casterton-Harrow Road .. .. .	.. .. .	Wando Vale Hill .. .. .	..	½
Casterton-Coleraine Road .. .. .	.. .. .	From Casterton to Phoiné's Road .. .. .	..	4
GOULBURN SHIRE—				
Goulburn Valley Road	Nagambie and Murchison East .. .. .	.. .. .	1½	..
Vickers Lane Road	At Nagambie .. .. .	.. .. .	2	..
Sydney Road	Between Monea and Locksley .. .. .	.. .. .	8½	..
HAMPDEN SHIRE—				
Camperdown-Ballararat Road	South of Camperdown	Whole length	½	54
Geelong-Warrnambool Road .. .. .	.. .. .	.. .. .	..	28
Lismore-Cressy Road .. .. .	.. .. .	.. .. .	..	17
Terang-Mortlake Road .. .. .	.. .. .	.. .. .	..	7
HEIDELBERG SHIRE—				
Heidelberg-Eltham Road .. .. .	.. .. .	Between Banksia and Brown Streets .. .. .	..	½
.. .. .	.. .. .	Between Darebin Creek and Railway Bridge .. .. .	..	½
Greensborough-Hurstbridge Road	New deviation at Greensborough	Between Greensborough and Eltham Boundary	1½	½
Main Whittlesea Road .. .. .	.. .. .	At Bundoora .. .. .	..	400 feet
Heidelberg-Warrandyte Road .. .. .	.. .. .	.. .. .	..	Miles ½
HEYTESBURY SHIRE—				
Geelong-Warrnambool Road .. .. .	.. .. .	Between Pirron Yallock and Pomborneit .. .. .	..	1½
Cobden-Camperdown Road .. .. .	.. .. .	Between County Boundary Road and Cobden .. .. .	..	3
Cobden-Port Campbell-Princetown Road .. .. .	.. .. .	Between Cobden and Curdie's Bridge .. .. .	..	½
.. .. .	.. .. .	Between Jancourt School and Scott's Creek .. .. .	..	1½
.. .. .	.. .. .	Between Newfield and Port Campbell .. .. .	..	½
.. .. .	.. .. .	At Cowley's Creek .. .. .	..	½
HOWQUA SHIRE—				
Mansfield-Wood's Point Road	Hickey's Siding	}	½	..
.. .. .	Globe Spur			
.. .. .	Maori Creek			
HUNTLY SHIRE—				
Bendigo-Echuca Road .. .. .	.. .. .	Intermittently from Bendigo City to Elmore .. .. .	..	10
KARKAROC SHIRE—				
Hopetoun-Warraclanabeal Road	From Hopetoun to Beulah .. .. .	.. .. .	4	..
Hopetoun-Woomelang-Sea Lake Road	From Hopetoun East .. .. .	.. .. .	3	..
Rainbow-Beulah-Birchip Road	From Beulah eastward .. .. .	.. .. .	2½	..
BOROUGH OF KOROIT—				
Koroit-Warrnambool Road .. .. .	.. .. .	Between Koroit Post Office and Illowa .. .. .	..	4
KOWREE SHIRE—				
Hamilton-Edenhope-Apsley Road	West of Edenhope .. .. .	.. .. .	½	39
.. .. .	Between allotments 52 and 157, Parish of Harrow .. .. .	.. .. .	½	..
.. .. .	Between allotments 28 and 47, Parish of Connewirricoo .. .. .	.. .. .	½	..
.. .. .	Between allotments 3 and 53, Parish of Boikerbert .. .. .	.. .. .	1	..
Edenhope-Goroke Road	Between allotments 21 and 22, Parish of Charam .. .. .	.. .. .	½	28
.. .. .	Between allotments 9 and 19, Parish of Charam .. .. .	.. .. .	½	..
Boorooopki Road	Between allotments 18 and 1, Parish of Goroke .. .. .	.. .. .	½	14
LAWLOIT SHIRE—				
Nhill-Kaniva-Border Road	Between Kaniva and Border Fence	Between Kaniva and Lillimur	3	1½
.. .. .	Between Kaniva and Nhill	Between Kaniva and Nhill	½	½
Yearinga Road	Between Kaniva and Yearinga	Between Kaniva and Yearinga	½	1
Broughton Road	Between Kaniva and Broughton .. .. .	.. .. .	½	..
South Lillimur Road	Between Kaniva and South Lillimur	Between Kaniva and South Lillimur	½	½
LEIGH SHIRE—				
Bannockburn-Shelford Road .. .. .	.. .. .	Between Stoney Creek and Teesdale .. .. .	..	1½
.. .. .	.. .. .	Between Teesdale and Shelford .. .. .	..	½
Shelford-Inverleigh Road	South from Shelford	At Shelford	2½	½
.. .. .	.. .. .	West and north from Bannockburn Shire Boundary .. .. .	..	½
LILYDALE SHIRE—				
Ringwood-Warrandyte Road .. .. .	.. .. .	Between Healesville Road and Oban Road .. .. .	..	1½
Healesville Road .. .. .	.. .. .	Between Shire Boundary and Coombe Cottage .. .. .	..	13
Yarra Glen Road .. .. .	.. .. .	Between Coombe Cottage and Yarra River .. .. .	..	4½
Warburton Road .. .. .	.. .. .	Between Healesville Road and Seville .. .. .	..	6
Monbulk Road .. .. .	.. .. .	Between Evelyn and Monbulk .. .. .	..	9½
Mount Dandenong Road .. .. .	.. .. .	Between Healesville and Mount Dandenong North Post Office .. .. .	..	7½
LOWAN SHIRE—				
Lorquon Road	Kay's Corner .. .. .	.. .. .	½	..
Carried forward ..			127½	944½

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED, ETC.—continued.

Name of Municipality and Name of Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
UNDER MUNICIPALITIES—continued.				
		Brought forward ..	127½	944½
LOWAN SHIRE—				
Lorquon Road	Kelly Town Road .. .. .	.. .. .	½	..
Yanae Road	Hamlyn's Flat .. .. .	.. .. .	1¼	..
Goroke Road	Finger Post Corner .. .. .	.. .. .	1¼	..
Dimboola-Nhill-Kaniva Road	Hoffman's Flat .. .. .	.. .. .	1½	..
.. .. .	Elliott's Flat .. .. .	.. .. .	1½	..
.. .. .	Haycroft's Flat .. .. .	.. .. .	1½	..
.. .. .	Sherwood's Flat .. .. .	.. .. .	1½	..
MAFFRA SHIRE—				
Licola Road	At Blanket Hill and Basin Flat	Throughout	2	26
Tinamba-Newry Road .. .. .	.. .. .	Throughout .. .. .	..	4
Sale-Maffra Road .. .. .	.. .. .	.. .. .	..	12
Bushy Park-Valencia Creek Road .. .. .	.. .. .	From Bushy Park to Smyth's .. .. .	..	4
Briarolong-Dargo Road .. .. .	.. .. .	From Railway Station to McKinnon's .. .. .	..	3
MARONG SHIRE—				
Bendigo-Melbourne Road .. .. .	.. .. .	From Kangaroo Flat to Big Hill .. .. .	..	4
MCIVOR SHIRE—				
Kilmore-Heathcote-Bendigo Road .. .. .	.. .. .	Between Tooborac and Axedale .. .. .	..	15
Heathcote-Elmore Road .. .. .	.. .. .	Between Heathcote and 8-mile peg .. .. .	..	6
Heathcote-Redesdale Road .. .. .	.. .. .	Intermittently from Heathcote to Redesdale .. .. .	..	8
MELTON SHIRE—				
Melbourne-Ballararat Road .. .. .	.. .. .	From 26-mile post to Deep Creek .. .. .	..	3
Melbourne-Bendigo Road .. .. .	.. .. .	At "The Gap" Hill .. .. .	..	½
MINHAMITE SHIRE—				
Hamilton-Port Fairy Road	At Hamilton and Port Fairy	At Port Fairy	1	1
Penshurst-Hawkesdale-Warrnambool Road .. .. .	.. .. .	.. .. .	..	1½
MIRBOO SHIRE—				
Mardan Road	Parish of Mardan	Through allotments 41 and 43, Parish of Mirboo; and allotments 50 and 50A, Parish of Mardan	½	½
Main South Road	Through allotments 105, 79, 70, 72, 71, 49, 48, 46, and between allotments 46 and 37, Parish of Mirboo	Between allotments 1 and 89, Parish of Mirboo South	5½	1½
Mirboo-Allambee East Road	Through allotments 107 and 108A, Parish of Allambee East	Between allotments 89, 89B, 900, and 90A, Parish of Allambee East; also between allotments 108A and 109	1½	2½
MORTLAKE SHIRE—				
Mortlake-Tarang Road .. .. .	.. .. .	Between Mortlake and 6-mile post .. .. .	..	1½
Mortlake-Warrnambool Road .. .. .	.. .. .	Between Mortlake and 3-mile post .. .. .	..	½
Mortlake-Ararat Road .. .. .	.. .. .	Between 6 miles and 13½ miles from Mortlake .. .. .	..	2½
MORWELL SHIRE—				
Jeeralang West Road .. .. .	.. .. .	Hazelwood and Jeeralang .. .. .	..	16
Boolarra-Foster Road .. .. .	.. .. .	Mirboo .. .. .	..	8
Boolarra-Welshpool Road .. .. .	.. .. .	Budgeree, Jumbuk, and Wonyip .. .. .	..	18
Main Gippsland Road .. .. .	.. .. .	Maryvale .. .. .	..	4
MOUNT ALEXANDER SHIRE—				
Main Bendigo Road .. .. .	.. .. .	Between Chewton Borough Boundary and Elphinstone Tunnel .. .. .	..	½
Castlemaine-Daylesford Main Road .. .. .	.. .. .	At Campbell's Creek and Guildford .. .. .	..	4½
MOUNT FRANKLIN SHIRE—				
Castlemaine-Daylesford Road .. .. .	.. .. .	Mount Franklin to Kennedy's Gully .. .. .	..	4
Ballan-Daylesford Road .. .. .	.. .. .	Musk Vale and Leonard's Hill .. .. .	..	2½
Creswick-Daylesford Road .. .. .	.. .. .	Sailor's Hill and Eganstown .. .. .	..	2
MOUNT ROUSE SHIRE—				
Hamilton-Penshurst Road .. .. .	.. .. .	At 8½ miles from Penshurst .. .. .	..	½
Penshurst-Caramut Road .. .. .	.. .. .	At 1½ miles from Penshurst .. .. .	..	½
.. .. .	.. .. .	At 1¼ miles from Penshurst .. .. .	..	½
.. .. .	.. .. .	At 12¼ miles from Penshurst .. .. .	..	½
.. .. .	.. .. .	At 16½ miles from Penshurst .. .. .	..	½
.. .. .	.. .. .	At Penshurst .. .. .	..	1½
MULGRAVE SHIRE—				
Ferntree Gully Road .. .. .	.. .. .	From Box Hill Road to Dandenong Creek .. .. .	..	1½
Main Gippsland Road .. .. .	.. .. .	From Box Hill Road east to Shire Boundary at Springvale .. .. .	..	1½
NARRACAN SHIRE—				
Main Gippsland Road	Between Moe River and Yarragon .. .. .	.. .. .	1½	..
.. .. .	Between Yarragon and Trafalgar .. .. .	.. .. .	1½	..
.. .. .	.. .. .	Between Yarragon and Trafalgar .. .. .	..	1½
.. .. .	Between Moe and Morwell (Haunted Hills) .. .. .	.. .. .	2	..
Yarragon-Shady Creek Road .. .. .	.. .. .	Between Yarragon and Contour Drain .. .. .	..	¾
Yarragon-Leingatha Road .. .. .	.. .. .	At Allambee .. .. .	..	2½
Trafalgar-Willow Grove Road .. .. .	.. .. .	Between Trafalgar and Main Drain .. .. .	..	1
.. .. .	.. .. .	Between Willow Grove and Hill End .. .. .	..	1
NORTH OVENS SHIRE—				
Wangaratta-Springhurst Road .. .. .	.. .. .	.. .. .	..	4
Wangaratta-Benalla Road .. .. .	.. .. .	.. .. .	..	1
Wangaratta-Yarrowonga Road .. .. .	.. .. .	.. .. .	..	1
NUNAWADING SHIRE—				
Healesville Road .. .. .	.. .. .	.. .. .	2½	4
ORBOST SHIRE—				
Orbost-Genoa Road	Stony Creek and Young's Creek Culvert .. .. .	.. .. .	½	..
.. .. .	.. .. .	Orbost-Genoa Road .. .. .	..	83
Murrangowar Road .. .. .	.. .. .	From turn off to end .. .. .	..	10
Orbost-Nowa Nowa Road .. .. .	.. .. .	From Orbost to end of formation .. .. .	..	5
PHILLIP ISLAND AND WOOLAMAI SHIRE—				
Almurta Road	From Almurta Station east to Glen Alvie and Loch Road .. .. .	.. .. .	2½	..
Main Coast Road .. .. .	.. .. .	From Anderson Station to San Remo and from Anderson to Bass .. .. .	..	7½
		Carried forward ..	153¾	1,230½

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED, ETC.—continued.

Name of Municipality and Name of Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
UNDER MUNICIPALITIES—continued.				
POOWONG AND JEETHO SHIRE— Korumburra-Warragul Road ..	Between Korumburra Reservoir and Langham's	.. .. .	153½	1,250½
Korumburra-Drouin Road ..	Between McDonald's Track and East Poowong	.. .. .	1½	..
Korumburra-Leongatha Road ..	At Silkstone	.. .. .	1½	..
Korumburra-Wonthaggi Road ..	Matheson's and Gilespie's deviation	.. .. .	1½	..
Poowong-Nyora Road ..	Between Dunlop's and Nyora	.. .. .	1½	..
Loch-Wonthaggi Road ..	Between Loch and McCabe's	.. .. .	1½	..
PORTLAND SHIRE— Cashmere-Heath Road ..	From south-eastern corner allotment 8, section 11, Trewalla, to south-western corner allotment 37, section 9, Monzie	Allotment A2 to C1, section 2, Portland	4½	½
Hamilton Road ..	.. .. .	From Borough Boundary to allotment 3, section 3, Portland	..	2
Port Fairy Road ..	.. .. .	From Hamilton Main Road to allotment B, section 15, Bolwarra	..	2
PRESTON SHIRE— Epping Road ..	.. .. .	Epping Road from Reservoir Railway Gates to Mahoney's Road	..	½
Plenty Road ..	.. .. .	Plenty Road from Tyler Street to Boundary	..	1
QUEENSCLIFF BOROUGH— Geelong Road ..	.. .. .	.. .. .	..	1½
RODNEY SHIRE— Shepparton-Tatura Road ..	.. .. .	From Shepparton through Mooroopna and westward	..	4
Mooroopna-Undera Road ..	.. .. .	From Tatura northward	..	1½
Tatura-Byrneside-Kyabram Road ..	.. .. .	From Mooroopna northward	..	1½
Tatura-Murchison Road ..	.. .. .	Through Merrigum	..	1½
Kyabram-Wyuna Road ..	.. .. .	From Kyabram eastward	..	2
Kyabram-Tongala Road ..	.. .. .	From Tatura southward	..	½
.. .. .	.. .. .	From Kyabram northwards	..	½
.. .. .	.. .. .	From Kyabram westwards	..	½
ROSEDALE SHIRE— Sale-Yarram Road ..	At "Sand Hills"	Longford to Andrew's	½	5½
Main Gippsland Road ..	.. .. .	From Flynn's Creek to Thompson River	..	18
Traralgon-Gormandale Road ..	Thomas' deviation	Rosedale Road to Fawcner's	1½	1½
SALE BOROUGH— Sale-Longford Road ..	From Sale Post Office to Latrobe River	.. .. .	2½	2½
SOUTH BARWON SHIRE— Geelong-Colac Road ..	Between 4th and 5th-mile post	.. .. .	1	..
SOUTH GIPPSLAND SHIRE— Dollar-Stony Creek Road ..	From Stony Creek Station	.. .. .	3	..
Fall's Road ..	Near Fish Creek	.. .. .	2½	..
Foster-Boolarra Road ..	At Condon's and Staben's	Near Foster	..	1
Toora-Gunyah Road ..	.. .. .	Mount Best and Mount Fatigue	..	6
Welshpool-Boolarra Road ..	.. .. .	Martin's to Boundary	..	6
ST. ARNAUD BOROUGH— Avoca-St. Arnaud Road ..	.. .. .	Throughout	..	1½
St. Arnaud-Donald Road ..	.. .. .	.. .. .	..	2½
Navarre Road ..	.. .. .	.. .. .	..	1
Charlton Road ..	.. .. .	.. .. .	..	1½
TAMBO SHIRE— Bairnsdale-Bruthen Road ..	.. .. .	Bruthen to Sarsfield	..	7
Bruthen-Omeo Road ..	.. .. .	Between Bruthen and Ramrod Creek	..	1
Swan Reach-Cunninghame Road ..	Kalimna to Parish of Bumberrah	Swan Reach to Nicholson Bridge	4	7
.. .. .	.. .. .	At Cunninghame	..	2
Nowa Nowa-Buchan-Gelantipy Road ..	Nowa Nowa to Buchan at Buchan Hill	Nowa Nowa to Buchan	3½	10
TEMPLESTOWE SHIRE— Heidelberg-Warrandyte Road ..	At Hunter's and Petty's Hill	Between Bridge at Boundary and Warrandyte Bridge	½	9½
Warrandyte-Ringwood Road ..	.. .. .	From Warrandyte Bridge to Ohan Road	..	4½
TOWONG SHIRE— Omeo Road ..	.. .. .	Throughout	..	65
Wodonga Road ..	.. .. .	From Tallangatta to Huon	..	9
Corryong Road ..	.. .. .	From Cudgewa to Corryong	..	20
Tintaldra Road ..	.. .. .	Tintaldra	..	13
Murray Valley Road ..	.. .. .	Ebden to Burrowye	..	45
TRARALGON SHIRE— Traralgon-Jeeralang Road ..	From Traralgon south to Shingle Creek	Traralgon to Jeeralang	4	12
Gormandale Road ..	At Handley's Hill	Traralgon to Upper Flynn	2	8
Main Gippsland Road ..	Traralgon to Loy Yang	Traralgon to Flynn's Creek	3½	7
Calignee Road ..	.. .. .	Shingle Creek to Bulga	..	10
WANGARATTA BOROUGH— Melbourne-Sydney Road ..	.. .. .	Through Borough	..	5½
WARRAGUL SHIRE— Main Gippsland Road ..	Between Warragul and Drouin and Warragul and Yarragon	.. .. .	4½	4
Warragul-Leongatha Road ..	Bear's Creek	.. .. .	4½	16
Warragul-Korumburra Road ..	Between Gourley's and Clancy's, and at Wallace's deviation	.. .. .	2½	4
Bloomfield Road ..	.. .. .	.. .. .	..	8
Brandy Creek Road ..	At Bravington's	.. .. .	..	6
Darnum-Allambee Road ..	North of Moe River	.. .. .	½	½
WARRNAMBOOL SHIRE— Warrnambool-Port Fairy Road ..	Between 2nd and 3rd and 7th and 8th Mile Post	Between Dennington Bridge and 7th Mile Stone	1	6
Geelong-Warrnambool Road ..	Between Cudgee and Panmure, Panmure and Garvoc, Warrnambool and Allansford	Between Warrnambool and Allansford; between Allansford and Garvoc	2½	16
Carried forward ..			209½	1,591½

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED, ETC.—*continued.*

Name of Municipality and Name of Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
UNDER MUNICIPALITIES—<i>continued.</i>				
		Brought forward ..	209½	1,591½
WARRNAMBOOL SHIRE— <i>continued.</i> Mortlake-Warrnambool Road ..	Between Warrnambool and Bushfield and Bushfield and Purnim ..	Between 2nd Mile Post and Shire Boundary ..	1½	15
Garvoc-Laang Road ..	.. .. .	Between Geelong-Warrnambool Road and Emu Creek Bridge ..	4	½
Allansford-Nirranda Road ..	Between Geelong-Warrnambool Road and 17th Mile Post ..	Between 8th and 22nd Mile Post ..	6	5
WERRIBEE SHIRE— Melbourne-Geelong Road ..	.. .. .	.. .. .	..	½
WHITTLESEA SHIRE— Whittlesea Road ..	Between Bundorra and Whittlesea ..	Between Bundorra and Whittlesea ..	6	½
Whittlesea-Kinglake Road ..	Near Whittlesea ..	.. .. .	½	½
Wallan Road ..	.. .. .	Between Whittlesea and Glenvale ..	..	2
WINCHELSEA SHIRE— Geelong-Warrnambool Road ..	.. .. .	.. .. .	..	1½
Lorne Road ..	First section from Dean's Marsh ..	.. .. .	1½	..
WYCHEPROOF SHIRE— Wycheproof-Sea Lake Road ..	Between Kaneira and Berrivillock ..	.. .. .	4½	..
		Total ..	233	1,616½
UNDER DIRECT SUPERVISION OF THE BOARD.				
ALBERTON SHIRE— Boolarra-Welshpool Road ..	Johnston's Hill to Christie's Post Office ..	.. .. .	3	..
AVON SHIRE— Dargo Road ..	Freestone Valley ..	.. .. .	5½	..
BRAYBROOK SHIRE— Melbourne-Geelong Road ..	From Cemetery to Guiding Star Hotel ..	.. .. .	2	..
HOWQUA SHIRE— Mansfield-Wood Point Road ..	.. .. .	Jamieson-Matlock Road ..	..	40
LILLYDALE SHIRE— Evelyn-Monbulk Road ..	Deviations between Evelyn Railway Station and Silvan Township ..	.. .. .	1½	..
Healesville-Lillydale Road ..	From Coombe Cottage to the Grange ..	.. .. .	6	..
MALDON SHIRE— Melbourne-Bendigo Road ..	Between Harcourt and Ravenswood ..	.. .. .	5 formed and graded, ½ metalled	..
MARONG SHIRE— Melbourne-Bendigo Road ..	Between Ravenswood and Big Hill ..	.. .. .	5½ formed and graded, ¾ metalled	..
METCALFE SHIRE— Melbourne-Bendigo Road ..	Near Harcourt ..	.. .. .	1½ formed and graded	..
MORWELL SHIRE— Boolarra-Welshpool Road ..	From Boolarra to Johnstone's Hill ..	.. .. .	5½	..
NARRACON SHIRE— Yarragon-Leongatha Road ..	From Yarragon to Allambee ..	.. .. .	5 formed and graded	..
ORBOST SHIRE— Cann Valley Road ..	19 miles to 22 miles 40 chains ..	From 0 miles to 17 miles ..	3½	17
Gipsey Point Road ..	Mangan's Lake to Matson's Jetty ..	.. .. .	3	..
Orbost-Genoa Road ..	.. .. .	From the Brodribb to Genoa ..	..	80
Genoa-Eden Road ..	.. .. .	From Genoa to Border ..	..	8
PHILLIP ISLAND AND WOOLAMAI SHIRE— Loch-Wonthaggi Road ..	Between Bowman's and Wonthaggi ..	.. .. .	8 formed and graded	..
POOWONG AND JEETHO SHIRE— Loch-Wonthaggi Road ..	Near Loch ..	.. .. .	1½ formed and graded	..
SOUTH GIPPSLAND SHIRE— Boolarra-Welshpool Road ..	From Granite Bar to Welshpool ..	.. .. .	1	..
Foster-Boolarra Road ..	Deviation between existing Foster-Boolarra Road at Peeble Creek and point near Boolarong Hall on existing Foster-Boolarra Road, sections 1, 2, 3 ..	.. .. .	1½	..
WERRIBEE SHIRE— Melbourne-Geelong Road ..	From Footscray to Werribee ..	.. .. .	12	..
		Total ..	71½	145

APPENDIX H.

SUGGESTIONS FOR PREVENTING SAND ACCUMULATIONS ON ROADS IN SANDY COUNTRY.

In formulating measures for dealing with the sand problem, various natural conditions, such as the direction of the prevailing winds, the depth of sand, the nature and density of the natural vegetation, if any, and the general contour of the country in the particular locality must be carefully studied.

In abnormally dry seasons, such as that of 1914, the principal trouble is caused by southerly or south-westerly winds in the case of east and west roads, or by westerly winds on north and south roads.

Had the principal roads in the Mallee been laid out with a width of 3 chains, and a belt of mallee scrub of from 60 to 70 feet in width allowed to remain on each side of the road, it is unlikely that much trouble would have been experienced from drift-sand on these roads (see Plate No. 6).

Unfortunately, however, those conditions exist in a few isolated cases only. Consequently the problem has to be faced of dealing with existing conditions. Where the country is denuded of vegetation, it is impossible in a dry season to prevent sand from drifting, and the measures to be adopted to minimize its effects must be to so construct the roads and adopt other means to prevent a lodgment of the sand on the road formation.

The roads should be laid out on the windward side of ridges or, preferably, on the crests of ridges, and deviations should be 3 chains in width.

It has been observed that where there is a strip of fairly dense mallee scrub 50 to 60 feet in width on the windward side of roads, no accumulation of drift-sand occurs on the road, the width of the belt of mallee being sufficient to arrest the drift in its progress and prevent the sand reaching the road. On the other hand, a narrow strip of mallee scrub, such as would be left on a road 1 chain in width only, is just sufficient to check the sand in its progress, but not sufficient to prevent its reaching the road formation, where it will accumulate, especially if there be a similar narrow strip of mallee on the lee side of the road.

Hence it would appear advisable to clear and grub the timber or scrub from the whole width of a 1-chain road.

If the road and the land on both sides of the road are wholly cleared of timber, the sand will drift across the road. Brush fences are worse than useless in arresting sand-drifts.

The localities where sand frequently accumulates are where cuttings have been made on hills to improve gradients, or to reach the firm clay subsoil, or where there are natural depressions or valleys into which the sand has drifted and settled.

Where the sand exceeds 1 ft. 6 in. in depth, it should not be scooped out or cuttings made. In this case the sand should be boxed out and formed for a width of about 24 feet, and the bed covered with suitable loam, clay, or limestone, so that the finished surface of the road will be about 6 inches above the natural surface, which should be left smooth and hard in order that the sand will drift across the road. Where the depth of sand does not exceed 12 inches it may be scooped down to the clay bed, but in doing so care must be taken not to form depressions from which the water cannot be drained.

In the reconstruction of old roads where cuttings deeper than 2 feet already exist, and which cannot be avoided, it will probably be advisable to refill the cuttings and spread a covering of clay, loam, or limestone over the filling. Where excessive gradients occur on sand hills, they should either be improved by filling and embanking at the foot of the hills or by deviating the road to avoid the hills. It has been found by engineers having experience in the Mallee country that, on top of sand, a fairly good road may be obtained by adopting the following methods where the materials are available:—A covering of 15 inches of surface soil free from sand, or 12 inches of suitable clay, or a consolidated thickness of 9 or 10 inches of limestone rubble over a layer of 3 inches of clay. If suitable clay is not available, an additional thickness of 3 inches of limestone will be necessary.

Where limestone and clay have to be hauled for long distances, and the cost of cartage consequently excessive, a layer of brushwood may be spread upon the road bed beneath the limestone. The object of the use of clay or brushwood is to prevent the mixing of the sand with the limestone before the latter has become consolidated. It is advisable to form a margin or "shouldering" of loam or clay for a width of 3 feet on each side of the metalling, particularly on gradients.

In order to prevent the drifting sand from being arrested and piled up on the constructed portion of the roadway, the finished surface should be somewhat higher than the natural surface and left as smooth as possible by rolling, as a rough surface, such as loose and unrolled metal or limestone rubble, would arrest the drift-sand and cause the beginning of trouble.

Any sand scooped or removed from roads not wider than 1 chain should be deposited and spread on the fields on the north side of east and west roads and on the east side of north and south roads, where the spoil is not required for filling or embankments.