1903.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT

OF THE

DEPARTMENT OF PUBLIC WORKS

FOR THE

YEAR ENDED 30 JUNE, 1903.

Ordered by the Legislative Assembly to be printed, 17 November, 1903.

SYDNEY: WILLIAM APPLEGATE GULLICK, GOVERNMENT PRINTER.

1904.

29594 *373—*a* [5*s*.]

1903.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE DEPARTMENT OF PUBLIC WORKS.

(ANNUAL STATEMENT—1902-1903.)

Ordered by the Legislative Assembly to be printed, 17 *November*, 1903.

The Under Secretary for Public Works to The Honorable Edward William O'Sullivan, M.P., Secretary for Public Works.

Sir, Department of Public Works, Sydney, 16 November, 1903.

I have the honor to submit, for your information, the Annual Statement relating to the operations of this Department during the year ended 30th June, 1903.

FINANCIAL.

The gross expenditure for the year amounted to £4,432,745 0s. 5d., of which the sum of £3,253,243 15s. 0d. was provided from Loan Funds, and £1,179,501 5s. 5d. from the Consolidated Revenue. This expenditure was distributed as under :—

Head of Service.	Loans.	Revenue.	Total.
	£ s. d.	£ s. d.	£ s. d.
Establishment	.....	33,053 19 5	33,053 19 5
Railway Construction	631,128 10 3	18,194 0 5	649,322 10 8
Tramway Construction	152,440 17 10	.....	152,440 17 10
Government Architect	119,251 5 2	94,058 6 5	213,309 11 7
Roads and Bridges	86,984 18 11	625,316 17 5	712,301 16 4
Public Watering Places, Water Conservation and Irrigation.	99,172 17 9	34,535 8 10	133,708 6 7
Country Towns Water Supply	210,765 16 4	7,348 8 5	218,114 4 9
Sewerage Construction	126,689 6 11	10,979 14 2	137,669 1 1
Harbours and Rivers	265,333 5 5	61,765 1 3	327,098 6 8
Dredge Service	.....	97,527 3 10	97,527 3 10
Labour Commissioners	.....	11,310 16 11	11,310 16 11
Telephone Tunnels	.....	2,791 12 3	2,791 12 3
Pneumatic Tubes	2,312 17 11	.....	2,312 17 11
Public Wharfs and Resumed Properties ...	.....	12,364 7 3	12,364 7 3
Darling Harbour Resumptions	1,559,163 18 6	170,255 8 10	1,729,419 7 4
£	3,253,243 15 0	1,179,501 5 5	4,432,745 0 5

Compared with the preceding year, these figures show an increase in Revenue Expenditure of £9,554 19s. 3d., and a decrease in Loan Expenditure of £9,294 2s. 6d., making, together, a total increase of £260 16s. 9d.

The numbers of persons or firms, exclusive of officers and wages-men, with whom the Department had financial transactions during the year was 6,260, while the vouchers dealt with totalled, after being summarised, 65,857, showing a decrease in the former of 269, and in the latter of 882.

The following tabulated statement shows the distribution of the year's expenditure under the heads of contracts, wages, salaries, material, &c. :—

Head of Service.	Contracts.	Wages.	Salaries.	Materials, Miscellaneous, and Incidental. *	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Establishment	.....	.....	33,053 19 5	.....	33,053 19 5
Railway Construction	85,439 15 5	218,126 1 5	23,905 16 1	321,850 17 9	649,322 10 8
Tramway Construction	17,598 12 3	36,010 17 6	4,310 1 1	94,521 7 0	152,440 17 10
Government Architect	50,349 17 10	62,067 0 1	17,643 1 2	83,249 12 6	213,309 11 7
Roads and Bridges	275,026 2 2	264,343 15 2	48,602 10 1	124,329 8 11	712,301 16 4
Water Conservation and Public Watering Places.	45,265 12 1	35,927 0 5	8,811 11 9	43,704 2 4	133,708 6 7
Country Towns Water Supply	97,327 14 4	41,493 3 0	5,687 15 1	73,605 12 4	218,114 4 9
Sewerage Construction	19,267 16 2	55,053 16 7	8,621 4 3	54,726 4 1	137,669 1 1
Harbours and Rivers	30,015 10 3	162,653 13 8	19,795 16 7	114,633 6 2	327,098 6 8
Dredge Service	882 11 9	63,324 19 10	4,152 0 0	29,167 12 3	97,527 3 10
Labour Commissioners	.....	991 16 2	3,102 10 0	7,216 10 9	11,310 16 11
Telephone Tunnels	.....	245 19 5	.....	2,545 12 10	2,791 12 3
Pneumatic Tubes	2,310 0 0	.....	.....	2 17 11	2,312 17 11
Public Wharfs and Resumed Properties	3 0 0	1,433 5 0	7,106 2 4	3,821 19 11	12,364 7 3
Darling Harbour Resumptions	.....	5,874 6 2	31 5 0	1,723,513 16 2	1,729,419 7 4
Totals £	623,486 12 3	947,545 14 5	184,823 12 10	2,676,889 0 11	4,432,745 0 5

* Includes road subsidies to Municipalities, amounts issued to Trustees, officers' equipment and travelling expenses, as well as compensation for land resumed.

In addition to the foregoing expenditure, the Department executed works to the value of £107,092 6s. 2d. on behalf of other Departments, who defrayed the cost of same out of their own Votes.

The number of contracts entered into during the year was 2,422, of an aggregate value of £631,675 3s. 1d., distributed as follows :—

Branch.	Number of Contracts.	Amount.
		£ s. d.
Roads	1,809	175,590 14 7
Bridges	87	62,354 14 2
Harbours and Rivers	31	27,313 17 8
Sewerage Construction, Water Conservation, and Public Watering Places	100	169,163 2 9
Government Architect	325	91,793 3 0
Railway Construction	70	105,459 10 11
Totals	2,422	£631,675 3 1

At the close of the financial year the number of contracts in progress was 544, carrying liabilities to the amount of £282,032 6s. 5d.

Summarised statements of the operations of the Head Office Banking Accounts will be found in the Appendix.

In the following tabulated statement will be found the expenditure disbursed by the Department year by year, for the period of fourteen and a half years ended 30th June, 1903 :—

Year.	Loans.	Revenue.	Total.
	£ s. d.	£ s. d.	£ s. d.
1889	1,014,153 13 8	984,818 13 9	1,998,972 7 5
1890	780,016 10 11	1,149,514 14 3	1,929,531 5 2
1891	1,590,122 12 5	1,535,494 6 8	3,125,616 19 1
1892	1,886,845 7 7	1,336,649 14 7	3,223,495 2 2
1893	1,532,679 2 10	1,025,228 12 1	2,557,907 14 11
1894 to 30 June, 1895 (18 months) ...	1,342,662 18 1	1,243,259 7 7	2,585,922 5 8
1895–6	757,461 12 1	1,015,024 0 5	1,772,485 12 6
1896–7	856,669 8 2	835,500 15 8	1,692,170 3 10
1897–8	1,046,258 1 11	813,218 14 0	1,859,476 15 11
1898–9	1,352,009 3 6	813,809 11 5	2,165,818 14 11
1899–1900	1,379,231 11 6	844,482 11 4	2,223,714 2 10
1900–1901	1,942,476 11 5	1,098,967 18 10	3,041,444 10 3
1901–1902	3,262,537 17 6*	1,169,946 6 2	4,432,484 3 8
1902–1903	3,253,243 15 0†	1,179,501 5 5	4,432,745 0 5
£	21,996,368 6 7	15,045,416 12 2	37,041,784 18 9

* Includes the sum of £1,486,836 16s. 5d. paid on account of Darling Harbour Resumptions.
† Includes the sum of £1,723,513 16s. 2d. paid on account of Darling Harbour Resumptions.

This statement shows an average annual expenditure of £2,554,605 17s. 2d.

Appended will be found Reports from the Heads of the various Branches, which give a detailed account of all the work carried on during the past year under your administration.

Railway and Tramway Construction Branch.

The Engineer-in-Chief, Mr. Deane, reports that two new lines have been completed during the year, viz. :—Dubbo to Coonamble, 95 miles; and Culcairn to Germanton, 16 miles. This is a total length of 111 miles of new line, and the total length of the lines in the State is now 3,137 miles.

Both these lines are of the light construction type, ballasted with earth, and unfenced. They were carried out by day-labour, with the exception of station buildings and the supply of material, the cost in each case being well within the estimate.

The following lines are in various stages of construction :—

Temora to Wyalong, 40 miles.—The earthworks are completed, the bridges are nearly finished, and the rails are laid to within 12 miles of Wyalong. Contracts have been let for the station buildings, and for water supply tanks at Barmedman and Wyalong, and these works are well advanced.

Casino to Lismore, 18½ miles.—With the exception of the station buildings, which are being constructed under contract, the whole of the works on this line are nearly finished.

Grafton to Casino, 67 miles.—The earthworks and bridge work are almost completed; the concrete piers for the bridge over the Richmond River have been built, and a contract has been let for the steel superstructure. A wharf has been constructed at Grafton, and a 20-ton crane erected on it.

Narrabri to Walgett, with Branch to Collarendabri.—Good progress has been made during the current year with this work, which had been partially suspended on account of the severe drought. The rails are laid to Burren Junction (the first section of the line), and the station buildings are well in hand. The earthworks on the second section, which embraces the works from Burren Junction to Walgett and Collarendabri, are finished, and the bridges are built for 10 miles towards Walgett.

Gundagai to Tumut, 31 miles.—The works on this line are approaching completion, the earthworks and bridges being finished, and the rails laid through to Tumut.

New Lines.—The following new lines have been authorised, but owing to the lack of funds the actual work of construction has not been commenced. Tenders have, however, been accepted for the supply of sleepers and bridge timber:—Manilla to Barraba, Temora to Barellan, Bogan Gate to Bulbodney, Cobar to Wilcannia.

Sydney Central Station.—This work has been pushed on throughout the year. The general earthworks are now finished, and the various subways are well on. The spoil from the excavations has been used to raise Belmore Park sufficiently to carry the tramways to the new Station. Prince Alfred Park has been considerably improved from this source, and a new cycling ground at Moore Park has been formed. The retaining wall from Hay-street to the Ambulance Depôt, near Devonshire-street, with an arcade containing twenty-two shops, have been carried up to first-floor level; the piers for the tramway arrival and departure bridges are up to impost and girder-bed level. Platform walls have been built of brickwork to a length of 4,625 feet. The lower tramway system has been in use for some months, and all streets through which the tramways run have been kerbed and guttered. The new cemetery at Botany has been finished and handed over to the Trustees.

Surveys.—It will be seen from the statement attached to Mr. Deane's report that the Surveying and Drafting Staffs have been fully employed throughout the year in carrying out about 1,253 miles of exploration, 1,000 miles of traversing and staking, and 2,000 miles of levelling.

Tramways.—The following tramways were completed and opened for traffic during the year:—

Balmain to Gladesville (electric), 2 miles 40 chains, single track.

Parramatta to Baulkham Hills (steam), 4 miles 50 chains, single track.

Little Bay to La Perouse and Cemetery (steam), 3 miles 40 chains, single track.

Botany Cemetery Extension (steam), 1 mile 65 chains, single track.

Darling-street, Balmain, to Nicholson-street (electric), 55 chains, double track.

Sydney Central Station Tramways (electric), 1 mile 33 chains, single track.

Elizabeth-street, Redfern (electric), 1 mile 27 chains, double track.

Manly Tramway (steam), 1 mile 23 chains, single track.

Extension to Merewether Beach, Newcastle (steam), 1 mile 10 chains, single track.

Dover-road to the Lighthouse (electric), 2 miles, single track.

Phillip-street to Circular Quay and Fort Macquarie (electric), 50 chains, single track.

Patton-street, *via* Rockwell-street, to All Nations' Hotel in Eyre-street, Broken Hill (steam), 61 chains 70 links, single track.

Argent-street, *via* Oxide-street and Chapple-street, to Murton-street, Broken Hill (steam), 1 mile 43 chains 50 links, single track.

Sulphide-street Extension, *via* Oxide-street and Thomas-street, Broken Hill (steam), 49 chains, single track.

Kaolin-street Extension, Broken Hill, including additions to existing Motor and Car Shed (steam), 20 chains, single track.

Deviation on the South Extension Tramway, Broken Hill (steam), 15 chains.

The following tramways are in various stages of construction:—

Newcastle to Carrington (steam), 1 mile 75 chains, single track.

Extension to Merewether Beach, second section (steam), 1 mile 14 chains, single track.

Darling-street, Balmain extension (electric), 9 chains, single track.

The Darling-street extension presented considerable difficulties, owing to the rapid drop of level, and several schemes were proposed; but had to be abandoned on account of the costly resumptions which would have to be effected in order to carry them out. The idea of adopting a counterweight was suggested by Mr. F. Ernest Stowe, of 88, King-street, and the scheme was devised, and worked out by the Departmental Officers, and presents some novel features. The length of this extension is 9 chains, on a grade of 1 in 8·48. The Permanent-way on the street surface is constructed of 85-lb. grooved rails, tied to a centre slot over a tube of concrete similar to cable tramway construction. Upon this track the cars run, being preceded by a buffer trolley, which has a gripper attached to a steel-wire rope, fixed at one end to a small counterweight trolley, which is weighted to 10 tons. This travels on rails laid to a 2 ft. 6 in. gauge in a subway, parallel to the Tramway track. The wire rope is led round a 6-feet horizontal sheave, at Nicholson-street, from the cable-tube to the subway. At the terminal end of the subway an hydraulic buffer with cylinder 10 inches in diameter, 3 ft. 6 in. stroke, is fixed, provided with weights to draw out the buffer-rod after being compressed by the impact from the weighted trolley. The track is bonded, and the overhead wiring construction is carried out in the usual manner.

Car-shed,

Car-shed, Fort Macquarie.—A car-shed, capable of accommodating seventy-two cars of the largest type now in use, has been built at Fort Macquarie, in conjunction with the Belmore Park to Fort Macquarie Tramway. A description of this shed will be found in Mr. Deane's Report.

Trial Survey Estimates and Reports have been made of thirty-five proposed new tramways.

Government Architect's Branch.

The Government Architect, Mr. Vernon, reports, that during the year the erection of a number of important buildings has been completed, the principal of which are :—Crown Law Offices, additions ; Customs House, additions ; Darlinghurst Court-house, additions ; Quarantine Station, additions; New Post and Telegraph Office, Newcastle; Benevolent Asylum, Rookwood, additions ; New Court-house, Braidwood ; Court-house, Cootamundra, additions ; New Court-house, Moree ; New Court-house, Wagga Wagga ; Station, Norfolk Island, Pacific Cable Board.

Owing to the necessity for keeping down expenditure, very few works of importance have been entered into, and for the same reason the strictest economy has been exercised in all repairing works carried out through the year. Mr. Vernon points out the unwisdom of not providing sufficient funds to properly maintain the Government buildings throughout the State, and it is hoped that a larger amount will be placed at our disposal so as to protect the property from deterioration, and keep it up to necessary requirements.

The principal works commenced through the year were the new Inebriate Institution, Hawkesbury River ; the New Female Prison and Penitentiary, Long Bay ; the new " Fisher " Library, and the Prince Alfred Hospital Pavilions, all of which are being erected by day-labour.

Persistent representations having been made in the public press and elsewhere of the excessive cost of the work being done, especially at Prince Alfred Hospital, the Government in May last requested the Public Service Board to inquire into the matter, and the inquiry is now in progress.

As the question of economy has had to be so largely considered in the carrying out of the new works, special attention has been given in designing the buildings with architectural simplicity, while at the same time ensuring their suitability for the purposes required and the climatic conditions of the districts in which they are built.

A considerable amount of work has been carried out by this Branch during the year for the Commonwealth Government. Attached to Mr. Vernon's report will be found a list of such works. I understand the work done has given general satisfaction.

Upwards of 1,000 houses on the property known as the " Rocks Resumptions " have been altered and repaired, especially in regard to their sanitary arrangements.

Roads and Bridges Branch.

Roads.—From the report of the Acting Commissioner and Principal Engineer for Roads and Bridges, it will be seen that the length of roads dealt with during the year was 46,666 miles. The number of culverts is now 41,286, which, if measured along the line of traffic, would cover a distance of about 110¾ miles. The total number of causeways now in use is 23,107, having a total length along line of traffic of about 97·16 miles. There are 127 Government ferries now in operation in the State, and the floating equipment necessary to maintain this service comprises 11 steam or oil punts, 109 hand-geared punts, 113 ferry-boats, 91 flood or relief-boats, and 3 steam launches; 11 punt slips are provided for repairing this plant.

The work in connection with the formation and maintenance of roads being well adapted for unskilled labour, in many districts the contract system was entirely suspended, and all the work was carried out by day-labour in order to afford relief to those who were suffering from the effects of the unprecedented drought. Mr. Stilwell reports that, although the results obtained from unselected gangs, paid at rates varying from 5s. to 7s. a day, were not what might have been expected from picked men used to the work, yet the State has received reasonable value for the outlay, taking the unusual circumstances into consideration. Towards the end of the year relief works, with the exception of stone-breaking in the metropolitan area, were reduced to a minimum, and it is hoped that with the break-up of the drought, and the possible absorption of the surplus labour in the country districts, that the need for such works will not soon recur.

The funds at the disposal of the Department for road works have not been sufficient to permit of any works of special magnitude being undertaken; in fact, a considerable proportion of the applications received for ordinary repairs had to be refused, and only those which were deemed as urgent could be carried out. In no case have we been able to anticipate settlement, but have endeavoured to follow it and provide as far as possible for the requirements of the settlers. In this connection special attention has been given to the formation of roads on the North Coast at Dorrigo and Comboyne, and steps are being taken to select the best route to the coastal ports in each case.

Bridges.—Sixty-eight new bridges, including Glebe Island Bridge, were completed and opened for traffic during the year. Of these, forty replaced old or destroyed bridges, whilst twenty-eight were on entirely new sites. The number of bridges now in the State, of 20 feet span and over, is 3,440, with an overall length equal to about 62 miles.

At the end of the year there were thirteen structures in progress estimated to cost £34,274.

The most important of those completed are:—

Glebe Island Bridge.—This bridge, connecting Pyrmont and Balmain, at Glebe Island, is practically completed, although the official opening by the Premier will not take place till the 1st July. It has been erected to replace the old Glebe Island Bridge (which has been in service forty-one years). It is over 2,300 feet long from end to end, and consists of a steel swing bridge in the centre of the bay, with a stone causeway approach to either shore. A full description of this bridge will be found in Mr. Stilwell's report.

St. Alban's

St. Alban's Bridge, Macdonald River, 370 feet in length, and includes two composite truss spans, each of 117 feet centres of bearings. These are the longest truss spans yet constructed in the State without overhead bracing, and have proved satisfactory.

Tabulam Bridge, Clarence River, 974 feet in length, and was carried out by day labour.

Cobram Bridge, Murray River.—The design for this bridge was prepared and work carried out by officers of the Department, but the cost of the bridge has been defrayed by the Government of Victoria, while the cost of a bridge in approach, together with extensive earthwork approaches on the New South Wales side has been borne by this State.

The following are the most important of the bridges in progress at the end of the year :—

Luskintyre Bridge, Hunter River, 917 feet long.

Darlington Point Bridge, Murrumbidgee River.

Goolagong Bridge, Lachlan River, 805 feet long.

Barham, Koondrook Bridge, Murray River, which is being constructed at the joint cost of Victoria and this State.

Sydney Harbour Bridge.—The Board dealing with the designs submitted for this bridge, deemed it advisable to have a test made of the sustaining power of the formation below the harbour bed at the site of the main northern pier, and the work of sinking a 6-feet cylinder to a depth of 90 feet below high-water mark has been entrusted to this Branch. A considerable amount of work has also been done in checking the designs sent in, and in preparing estimates of cost of approaches to suit the designs selected.

Repairs of Bridges.—Owing to shortage of funds, the expenditure on repairs to bridges during the year was kept down to £25,695 16s. 11d., whereas the average cost of the last seven years was £36,300. Only the more urgent works were undertaken; no painting was done; and many works which should, for economical reasons, have been carried out, had to be postponed.

In consequence of the drought in many districts, traction engines have been substituted for teams for the haulage of freight, and this heavier traffic has materially increased the strain on the bridges over which it passes, and necessitated more frequent repairs in the public interest.

Harbours and Rivers Branch.

The Principal Engineer for Harbours and Rivers (Mr. Keele) reports that, notwithstanding the dry weather which prevailed, and the consequent loss of upland water to assist the tides in the scouring of the channels, the navigation of the rivers along the coast has been fairly well maintained, partly through the extensive dredging operations, and partly, in the lower courses of the rivers and their entrances, by the training walls and breakwaters which have been constructed in recent years.

Owing

Owing to its favourable conditions as to soil and climate, the Coastal Division of New South Wales admits of much closer settlement than other portions of the State, and even at the present time about five-twelfths of the total number of persons employed in rural occupations are to be found in the coastal area. The rivers are the natural highways of the districts through which they pass, and if the best is to be made of the districts, it is essential that these highways should be improved and maintained, so that access to the metropolitan markets may be easy and cheap. With this end in view, the Department has, during the past ten or twelve years, constructed for the improvement of the entrances to the coastal rivers, a total length of over 36 miles of training-walls and breakwaters. This represents about three-fifths of the length required to complete the whole of the schemes which have been undertaken.

As pointed out on a previous occasion, in no case have the whole of the works which have been designed for the improvement of any one river entrance been completed, and until the breakwaters are extended to the deep water of the ocean, the positions and depths of the channels are likely to be affected more or less by unfavourable conditions of the weather.

During the year, works for the improvement of the entrances were carried out at the following rivers:—

Tweed,	Nambucca,	Port Kembla,
Richmond,	Macleay,	Crookhaven, and
Clarence,	Camden Haven,	Bateman's Bay.
Bellinger,	Newcastle,	

Dredging.—The dredging plant employed by the Harbours and Rivers Branch consists of 38 dredges, viz.:—11 ladder, 17 suction, and 10 grab. The total quantity of mud, sand, clay, indurated sand, ballast, rock, &c., raised during the year amounted to 6,692,254 tons, costing £105,702 or 3·79 pence per ton, this being 0·32 pence less per ton than the average for the previous year. The effects of the weather and other unfavourable conditions on some of the river entrances made the calls for the services of the dredge "Antleon" very numerous, and excellent work was done in giving temporary relief.

Wharfs.—The existing wharfs on the various rivers were maintained during the year as funds permitted, and a few new wharfs were erected.

Removal of obstructions from Inland Rivers.—The removal of snags, overhanging trees and burning off same was continued for part of the year on the Darling, Edwards, and Murrumbidgee Rivers, the lengths cleared of obstructions to navigation being 270½ miles, 13½ miles, and 18 miles respectively, or a total of 302 miles. A small amount of snagging was also done on some of the northern coastal rivers.

Lighthouses.—The principal lighthouse construction works were those at Norah Head, which it is expected will be ready for opening about the end of November.

All the lighthouses, keepers' quarters, and pilot stations have been kept in a state of repair as far as funds would allow, and a few new cottages have been erected as required.

WATER CONSERVATION.—WATER SUPPLY AND SEWERAGE BRANCH.

A concise yet comprehensive report on the work carried out in this branch has been furnished by Mr. Wade, the Principal Engineer.

Water Conservation.—The promotion of water conservation has been continued by carrying out extensive repairs to many existing dams and weirs, and the erection of new ones in all parts of the State. The most important of these are, the Cape Weir, across the Billabong, 4 miles above Jerilderie; the Mehi Weir, 20 miles west of Moree; and the Nineteen Mile Dam across the Bokhara River, 22 miles above its junction with the Darling. Timber weirs are in course of construction across the Edwards River at Deniliquin, and across the Bokhara at 28 miles from Brewarrina, and a concrete weir is in progress across the Lachlan River, 47 miles below Condobolin. This last is to turn the surplus waters of the Lachlan into the great natural storage formed at Lake Cudgellico.

The following weirs have been raised in height:—Condobolin 3 feet, Willandra 2 feet, and Middle Billabong 2 feet.

Cuttings for the diversion of flood-waters have been made from the Darling into the Dry Bogan, from the Gwydir into the Mehi River and Carore Creek, and from the Namoi into Gunidgera and Pian Creeks.

During the year four new regulators have been placed in various cuttings, and seven bridges have been erected to allow owners of land to have access over the cuttings.

A considerable amount of survey work has been carried out in the western country, to determine the feasibility of diverting flood-waters from the Darling into the great Anabranch and Lake Tallawalka. The location of suitable weir sites between Wentworth and Wilcannia is also receiving attention.

Public Watering Places.—In February last it was determined to transfer the construction of works under the Public Watering Places and Artesian Wells Act, from the Roads and Bridges Branch to the Water Supply and Sewerage Branch, the object being to give effect to the provisions of the New Water and Drainage Act.

The drought has been so severe in many districts that some important contracts have been suspended until rain falls again. In such localities, the public watering places were thrown open free of charge to travelling stock and residents, and the tenants of the public watering places were recouped for their loss of revenue. Special arrangements had to be made to convey water to Mossgiel and White Cliffs. Free water is supplied at no less than 141 places out of a total of 429 available.

Artesian Bores.—The daily flow from all the Artesian Bores of the States is now estimated at 54,000,000 gallons; a series of observations is in progress to determine the amount with accuracy. It is reported that a small amount of irrigation is now being carried on at the bores, so that they now seem to be taking a recognised place in the development of the arid country.

Water Supply.—Schemes of water supply to country towns have been completed and handed over to the local authorities at the following places:—Blayney, pumping scheme, and Tumut, pumping scheme. The works for the supply of Ballina and Wollongong by gravitation have also been completed.

Improvements have been made to the schemes for supplying Cobar and Germanton, Parkes and Wagga. At Coonamble, swimming baths have been erected, the water supply being obtained from the artesian bore. The bore which was expected to supply the town of Narrabri has, unfortunately, turned out to be a failure, and further sinking has been abandoned.

The drought which has just broken up has seriously affected the water supply of every township, and even Sydney has not escaped. In July, 1902, the Prospect Reservoir had fallen so low that strenuous efforts were made to procure a temporary supply from the Nepean River. A dam was thrown across the river at Penrith, and a weir was erected at Menangle, and the necessary pumping gear and pipes were purchased. The breaking of the drought rendered it unnecessary to actually commence pumping, but the plant is being held in reserve against contingencies. In order to put the city beyond all risk of any future water famine a large dam is now under construction at Cataract, near Campbelltown. When finished it will contain 18,000,000,000 gallons, or more than half as much again as Prospect. The method in which the work is being carried out is a new departure as far as Australian engineering practice is concerned, the adoption of electric cableways is expected to make great economy in the cost of construction.

Drainage.—Drainage schemes for carrying off surface waters have been completed at Grenfell, Casino, and Hannel Street, Newcastle. In Sydney storm-water channels have been constructed at Botany Street, Macdonaldtown Park, Shea's Creek Extension, and Clay Cliff, Parramatta.

The only work of swamp drainage carried out during the year has been the completion of Coopernook Swamp Scheme. It is anticipated that other important coastal swamps will be dealt with in a similar manner in the near future; the increase in the value of these swamps when drained is most marked.

Sewerage.—Sewerage schemes are in progress at the towns of Hay, Lismore, and Newcastle, and some improvements have been effected at Liverpool and Narrandera. In Sydney the Mosman septic tanks and main line have been finished and the Cocgee–Waverley section has been completed, and the Randwick–Kensington section has made good progress.

The Low-level system is at length approaching completion; the scheme is now in working order at Ultimo, Annandale, Balmain, City, Woolloomooloo, Elizabeth Bay, and Pyrmont. The reticulations have been extended in Woolloomooloo, Concord, Long Cove Creek, and Homebush.

Schemes of sewerage are proposed at several country towns, and the extensions in Sydney will continue to be carried out to meet requirements.

Water and Drainage Act.

The necessity for legislation to provide for the construction of Water Supply, Water Conservation, Irrigation and Drainage, and the constitution of governing bodies to administer the same, with power to levy rates upon the lands benefited by such works, led to the passing of the Water and Drainage Act during the final Parliamentary Session of 1902. One of the most beneficial effects of the Act is that it enables works of Water Supply or Conservation to be carried out in unincorporated districts,

districts, and rates to be levied by local trustees to cover interest upon the cost of the works and Sinking Fund. The head-works of large Water Conservation Schemes which may eventually be common to several Water Conservation or Irrigation works, carried out under the trust provisions of the Act, are primarily proclaimed "State Works," and a proportion of their cost charged to the various trust proposals in connection therewith as they are formulated. The policy underlying this Act is an important one, inasmuch as it carries into unincorporated districts, so far as these works are concerned, the principle of local government.

Land Valuation Branch.

The Government Land Valuer, Mr. Sievers, reports that 372 cases standing over from previous years have been finally settled, 290 valuations in various parts of the State have been made, and 265 cases were advanced to a stage for valuation. The following statement shows the payments made on account of land resumptions from 1st July, 1902, to 30th June, 1903.

Branch.	Compensation.	Interest.	Costs.	Total.
	£ s. d.	£ s. d.	£ s. d	£ s. d.
Rocks Resumption	1,520,418 12 9	159,948 5 1	12,124 19 9	1,692,491 17 7
Railway and Tramway Construction.	79,357 4 9	2,902 0 11	1,247 13 9	83,506 19 5
Water Conservation and Sewerage Construction.	6,353 5 0	423 19 0	271 8 10	7,048 12 10
Harbours and Rivers	45,949 5 9	5 13 6	140 19 3	46,095 18 6
Government Architect	5,484 17 9	102 16 2	173 17 10	5,761 11 9
Roads and Bridges	1,768 12 0	68 4 0	126 3 8	1,962 19 8
Miscellaneous	973 18 6	43 12 2	15 1 7	1,032 12 3
Totals ... ... £	1,660,305 16 6	163,494 10 10	14,100 4 8	1,837,900 12 0

Government Dockyard, Cockatoo Island.

Numerous compiaints having been made from time to time in reference to the management of these works, a Royal Commission was appointed in January last "to make a diligent and full inquiry into the general administration, the method of engagement of labour, supervision and control and discipline of employees, rates of pay to various trades, granting of holidays to workmen, and the supply and custody of material, and to report what steps should be taken to place the whole on a sound and businesslike footing."

As the result of this inquiry, and on the recommendation of the Commission, the management of the dockyard was placed under a Board composed of Mr. R. R. P. Hickson (President of the Harbour Trust), Mr. T. W. Keele (Principal Engineer for Harbours and Rivers), and Mr. A. E. Cutler, who had been appointed Superintendent on the retirement of Mr. E. J. H. Broad. It is confidently expected that the abuses which had crept in under the previous management will now disappear. Mr. Cutler took up his duties on the 1st June last.

City Improvement Advisory Board.

The report and plan furnished by the Board appointed to advise the Government as to the best and most effective means of dealing with the properties resumed on the 3rd May, 1900 (with the exception of the resumptions vested in the Harbour Trust), will be found appended.

Resumed Properties Branch.

The Resumed Properties Branch, which has been under the control of this Department, will, early next year, be transferred to the Treasury Department.

General.

I have pointed out in previous reports that one result of the extension of the day-labour system has been to very greatly increase the work of the officers. In addition to the ordinary staff, it has been necessary to temporarily employ a number of persons for various periods during the year. On the 30th June, 326 persons were so employed, at a cost of £59,739 per annum.

I cannot conclude this report without again expressing my thanks to the officers of the Department for the manner in which they have carried out their duties, often under great disadvantages, especially in the western districts, during the year.

I have, &c.,

J. DAVIS, M. Inst. C.E.,
Under Secretary.

Railways and Tramways.

Report of Engineer-in-Chief for Railway Construction.

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 11 September, 1905.

I BEG to forward the following report on the work carried out in this branch for the year ending 30th June, 1903.

H. DEANE,
Engineer-in-Chief for Railway Construction.

RAILWAY CONSTRUCTION.

The following works have been in progress:—

Dubbo to Coonamble.

This line leaves the Great Western Line at Dubbo, 278 miles 20·8 chains from Sydney, and terminates at Coonamble, 373 miles 61·50 chains, being a length of 95 miles 40·7 chains. The country is very level, and the works throughout are easy.

The works were commenced on 1st November, 1900, and they were completed and handed over to the Railway Commissioners on 18th February, 1903.

Station buildings, with the necessary sidings, have been provided at Talbragar, Goonoo, Coalbaggie Creek, Balladoran, and Gilgandra. The buildings were erected under contract by Mr. W. H. Hudson. Buildings have also been provided at Berida, Curven, Galar, Combara, and Coonamble, and were built under contract by Messrs. McCarthy and Allibone.

Water supplies have been obtained at the following places:—Coalbaggie, Gilgandra, Gula, and Coonamble. At Coalbaggie the supply is from an excavated tank on the bank of Coalbaggie Creek, the water being pumped to a 20,000-gallon tank in station yard. At Gilgandra, Gula, and Coonamble, the supply is obtained by sinking cylinders in the bed of the Castlereagh River, from which the water is pumped to 20,000-gallon buckle-plate tanks elevated in the station yard. A 20,000-gallon tank has also been erected at the Dubbo Junction, and connected with the existing pumping-plant in Dubbo yard. At Gilgandra, Gula, and Coonamble, trucking-yards for sheep and cattle have been erected, and at Combara, trucking-yards for sheep.

The line is laid throughout with 60-lb. flat-bottomed steel rails spiked to round-topped sleepers, 2,464 to the mile, packed with earth ballast, except in station yards and at bridge ends, where stone ballast is used. The ruling grade with the load is 1 in 75, and against the load, 1 in 100.

The sharpest curve is 24 chains radius. The line is unfenced, except at station yards, which are fenced with 7-wire fencing.

With the exception of station buildings and the supply of materials, the works have been carried out by day labour.

The estimated cost of the line is £207,285, to which has been added 10 per cent., making a total of £228,013, and the total expenditure to 30th June, 1903, £222,663 18s. 9d. Although the line was only handed over to the Railway Commissioners on 18th February, 1903, the Construction Branch ran goods, passengers, and mails through to Coonamble for several months prior to that date.

Culcairn to Germanton.

The works on this line were commenced in June, 1901, and the line was completed and handed over to the Railway Commissioners on 18th September, 1902.

At Germanton a water supply is provided, the water being pumped from a large excavated tank to a 20,000-gallon buckled-plate tank erected in the station yard.

All works, with the exception of station buildings and supply of materials and excavated tank at Germanton, have been carried out by day labour.

The estimated cost of the line is £53,957, to which 10 per cent. has been added, making a total of £59,353; the total expenditure to 30th June, 1903, £56,722 4s. 5d.

Temora to Wyalong.

This line commences at Temora, 291 miles 63 chains from Sydney, and terminates at 332 miles 42 chains, being a total length of 40 miles 59 chains.

Good progress has been made with the works during the year. The earthworks are completed, the bridges are nearly finished, and the rails are laid to within 12 miles of Wyalong.

A contract was let to Mr. Gerald D. Fetherston on the 21st April, 1903, for the erection of station buildings at Gidginbung, Reefton Tank, Barmedman, Yiddah, and Wyalong, and the works are now in progress.

Water

Water supplies are being provided at Barmedman and Wyalong, and contracts have been let for the excavation of a large tank at each place, from which the water will be pumped into a 20,000-gallon elevated buckled-plate tank in station yard.

The line is being laid with 60-lb. flat-bottomed steel rails, spiked to round-topped sleepers, 2,464 to the mile, packed with earth ballast.

Fencing is only erected round station yards, cattle-stops being used when the line passes through boundary fences.

The estimated cost of the line is £126,810. The expenditure to 30th June, 1903, £67,566 8s. 5d.

Casino to Lismore.

The works on this line are nearly completed, but the heavy rains which fell in May and the early part of June have necessitated a great deal more work than originally contemplated, owing to the damage done to batters of black soil cuttings, especially to the cutting at north end of tunnel, where some thousands of yards addititional excavation have had to be removed.

The tunnel, which is 281 yards long, and for a single line of railway, is completed, and is lined throughout with cement concrete.

The line is laid with 60-lb. flat-bottomed steel rails on round-topped sleepers, 2,464 to the mile.

Blue-stone ballast has been used throughout.

The line is fenced. At public road crossings, where the traffic is considerable, cattle-stops are built, and at other crossings, where the traffic is small, and also at private occupation crossings, gates have been provided.

On January 2nd, 1903, a contract was let to Mr. Patrick Farrelly for the erection of station buildings at Casino, North Casino, Bungabbee, and Tunstill, but the contractor has made very little progress with the works.

With the exception of station buildings and supply of materials, the works have been carried out by day labour.

The estimated cost of the line is £123,181, and the total expenditure to June 30th, 1903, £119,106 15s. 9d.

Grafton to Casino.

Good progress has been made with this line during the year. The earthworks are nearly completed, and the bridgework is well advanced. The special bridges at Sproule's Lagoon, Salt Water Creek, and Myall Creek are finished.

At the Richmond River the concrete piers have been built for the steel superstructure. A contract for the steel superstructure to be delivered at Lismore was let on September 27th, 1902, to Pope, Maher & Co., for the lump sum of £3,784, and the contractors are making satisfactory progress with the work. At Grafton a wharf has been built, and a 20-ton crane erected on it.

Plate-laying was commenced, and the rails laid 3 miles out from Grafton; the sidings in Grafton yards have also been put in, but plate-laying is now suspended pending the arrival of a locomotive and ballast trucks. The line will be fenced throughout, and a good deal of it is now erected, At public road crossings cattle-stops are being erected, and at private crossings gates are being provided.

With the exception of the supply of materials the works are being carried out by day labour.

The amount authorised by the Act for the construction of this line is £257,000, and the expenditure to June 30th, 1903, £158,995 1s.

Narrabri to Walgett, with Branch to Collarendabri.

During the present year good progress has been made with the works, and the breakup of the drought has enabled bridge timber, sleepers, and other materials to be obtained in satisfactory quantities. The first section towards Burren Junction is well advanced towards completion. The rails are laid to the end of the section, and the sidings in yards are completed. All the yards are ballasted except Merah North, which is in hand. Round Swamp and the station buildings at Wee Waa were finished early in the year, and a contract was let to Messrs. McCarthy and Allibone in February, 1903, for the erection of station buildings at Merah North, Cubboroo, and Burren Junction, and the works are now in progress. The Construction Branch has been hauling passengers and goods over the lines to Wee Waa for some months. At Wee Waa a water supply is provided from a well sunk to a depth of 50 feet to the gravel drift, the water being pumped to a 20,000-gallon elevated buckled-plate tank in station yard. The second section of the line, which embraces the works from Burren Junction to Walgett and Collarendabri, has progressed slowly during the year, owing to the difficulty of getting timber and other materials provided, and also to the drought. The earthworks are finished except at station yards, which are in progress. The bridges are built for 10 miles towards Walgett, and timber and piles for several miles of line are in stock at Wee Waa and will be taken forward when plate-laying starts; about 70,000 sleepers are also in stock at the same depôt.

60-lb. ⊤ rails are being used on round-topped sleepers, 2,464 to the mile, packed with earth ballast, except at station yards and bridge ends, where gravel ballast is provided.

With the exception of station buildings and the supply or materials, all works are being carried out by day labour. Sleepers are being obtained direct from the cutters, and also most of the bridge timber.

The line is unfenced, except round station yards, cattle stops being provided at all crossings of boundary fences. The estimated cost of the line is £503,559, and the expenditure to June 30th, 1903, £186,830 6s. 9d.

Gundagai to Tumut.

The works on this line are approaching completion; the earthworks and bridges are finished. The steel bridge over the Murrumbidgee River, consisting of one 200 feet, and two 66 feet steel spans, was completed and tested by the Engineer-in-Chief on the 31st of March, 1903, with very satisfactory results.

The rails are laid through to Tumut, and plate-laying to station yards is in progress.

60-lb. T rails laid on round-topped sleepers, 2,464 to the mile, have been used throughout. The sleepers are packed with earth ballast, except in station yards and bridge ends, where gravel ballast is used.

Station buildings are being provided at South Gundagai, Willie Ploma, Adelong Crossing, Mount Horeb, Gadara, Gilman, and Tumut. A contract for the erection of these buildings was let to Messrs. Filmer and Laver on the 24th October, 1902.

Trucking yards for sheep and cattle are in course of erection at Adelong Crossing. At 303 miles, a water supply is being provided, the water being obtained from an excavated tank on the bank of the Bunnabuckbuck Creek, and pumped to a 20,000 gallon buckled plate tank erected close to the line.

All works, with the exception of station buildings and the supply of materials, have been carried out by day labour.

The line is not fenced except at station-yards. Cattle-stops are provided at the intersection of all fences.

The estimated cost of the line is £161,181, and the expenditure to June 30th, 1903, £142,028 4s. 1d.

Manilla to Barraba.

Owing to the small amount of money voted for this line, viz., £20,000, the actual work of construction has not been conmenced, but contracts have been let for bridge timber, and £5,780 has been spent on permanent-way materials. The estimated cost of the line is £134,755, and the amount spent to June 30th, 1903, £6,654 3s. 11d.

Temora to Barellan.

The construction of this line has been authorised, but the works have not yet been commenced, owing to the small amount voted, viz., £15,000.

Contracts were let for 50,000 sleepers, and most of them have been delivered at Temora. A sum of £5,780 has been devoted to the purchase of permanent-way materials.

The estimated cost of the line is £183,937, and the amount expended to June 30th, 1903, £7,143 14s. 2d.

Bogan Gate to Bulbodney.

This line is in a similar position to the Temora-Barellan; its construction has been authorised, but as only £15,000 has been voted, the works have not yet been commenced.

Orders for 35,000 sleepers have been placed with the cutters in the district, and most of them have been delivered. An amount of £5,710 has been spent in the purchase of permanent-way materials.

The estimated cost of the line is £244,370, and the expenditure to June 30th, 1903, £6,778 3s. 8d.

Cobar to Wilcannia.

For the construction of this line £30,000 has been voted, of which £11,858 has been spent on the purchase of permanent-way materials, and a contract has been let to the Western Timber Cutters' Association for the supply of 25,000 sleepers. All the surplus stores and plant from the Dubbo–Coonamble railway have been sent forward to Cobar for use on the line when the works are started, and a siding has been put in for unloading sleepers.

The estimated cost of the line is £542,527, and the expenditure to 30th June, 1903, £12,546 7s.

Sydney Central Station.

The following is a summary of work performed for the year ending 30th June, 1903, viz.:—

The general earthworks have been completed.

The total quantity of earth removed is about 250,500 cubic yards. This has been utilised to level up the station site where required. Belmore Park has been raised to carry tramways to station, &c. A large quantity has been placed in Prince Alfred Park, greatly improving the grounds. The Sports Grounds, Moore Park (cycling ground) have been formed, and the best of the clay has been disposed of to Messrs. Goodlet and Smith at their brickworks, Riley-street, Surry Hills.

Telephone access tunnels, eight (8) in number, and of an aggregate length of 456 ft. 9 in., have been completed with manhole, &c. An extra inlet to connect conduit for telephone wires with main building has also been constructed. The whole of the foundations to main buildings have been taken out and concreted. On the 21st July, 1902, the first order for building stone was given to Mr. Saunders, at Pyrmont Quarry. On the 6th August Inspector Murray went to Pyrmont Quarry to arrange for starting work dressing stone. On the 7th August eleven masons started work, and on the 18th the first dressed stone was landed on the works from Pyrmont Quarry, and was set in place in No. 3 Pier, arrival bridge, on the 19th August; and since that date 127,000 cubic feet have been built into place

This stone has been used in the building of retaining wall, Pitt-street, between Hay-street and the Ambulance Depôt, near Devonshire-street; the tramway arrival and departure bridges, the piers of which have been carried up to inpost and girder-bed level. Shop-fronts and arcades in Pitt-street, the number of the shops being twenty-two, the whole of arcade with shop-fronts and front wall to main building from Pitt-street to the extreme eastern end of building, including the east wing, have been carried up to the first-floor level.

Window sills and heads, templates for girders on the whole of the basement, are also set in place.

In the interior of the basement, including east wing, and a large portion of west wing, the brick walls have been taken up to joist level, using up 3,300,000 bricks.

Platform walls for a length of 4,625 feet have been built in brickwork to the underside of coping.

The northern baggage subway, the length of which is 320 feet, has been excavated and concreted, including foundations for holding down bolts for main roof, two lift wells, foundations for central latrines, &c.

The western subway, length 604 feet, has been built and connected to northern subway. The west wall of this subway forms the foundation for the building west wing. The southern subway, length 448 feet, has been excavated, and foundations are ready for walls and arch.

The

The north wall of Devonshire-street subway has been commenced. The foundations, which are built on piers and arches, have been put in for a length of 240 feet; the wall completed to coping for 80 feet. In all, about 16,000 cubic yards of concrete have been used at the Central Station up to the 30th June.

The sewerage and drainage under all buildings are in place, ready for connections later on.

The steel joists for ceilings have been erected over all shops in Pitt-street and a portion of van dock.

The lower tramway system has been in use for some months, and all streets through which the tramways run have been kerbed and guttered, and are finished, excepting asphalting of footpaths. The total expenditure up to the 30th June has been as under, viz.:—

	£	s.	d.
Works proper	149,723	0	0
Resumptions	148,922	1	0
Prince of Wales Hotel	11,203	0	0
Removal of bodies to Botany Cemetery	25,517	0	0
Total	£335,365	1	0

New Botany Cemetery.

The above work has been completed, and was handed over to the Trustees on the 19th February, 1903.

Some 300 shrubs have been planted, and a convenient four-roomed cottage erected at entrance gates for the caretaker.

The total cost of this work has been £22,525.

During the year the office staff employed under the Chief Draftsman have been very fully engaged in preparing the various sketches, estimates, specifications, working drawings, and quantities required in connection with the large number of lines that have been in progress.

In bridgework, besides the ordinary type of wooden bridges, drawings, specifications, quantities, and estimates have been prepared for steel structures of 180 feet span; also one bridge of eight 66-feet spans.

In station arrangements a very considerable amount of work has been done in preparing designs and working drawings for the large number required on the various extensions.

For water supplies required at the different stations, all the necessary detail drawings and specifications have been prepared for dams, tanks, pipes, pumping plants; also for the buildings, trucking-yards, engine and goods sheds, and other work, including gantry and other cranes at each station.

A large amount of thought and time has been expended in preparing the very great number of plans and designs for the different classes of work in connection with the new Central Station.

The preparation of the designs, the calculations, and the working out of the large steel roof alone has been no small work.

Special designs, involving something out of the ordinary, have also been prepared for the arrival and departure bridges for trams and vehicular traffic. Besides the usual specifications, quantities and estimates for minor contracts at the station, there has been a good deal of work done in getting the necessary detail drawings, &c., ready for letting contracts for supplying all the cast and wrought iron and steel in girders, columns, and rolled joists.

Plans have also been prepared, with the usual specifications and quantities, for the whole of the joinery and glazing up to platform level, and also for all the circular iron staircases.

The following contracts have been let during the year:—

For Permanent-way materials—

To Bolcker, Vaughan, & Co., 83-lb. tramway rails, 3,522 tons at £6 18s. 6d. per ton, f.o.b., London; 649 tons 91-lb. tramway rails at £6 18s. 6d. per ton, f.o.b., London; 237 tons of fish-plates for 83-lb. rails at £8 18s. 6d., f.o.b., London.

To Guest, Keen, and Nettlefolds, Limited, 60 tons of fish-bolts and nuts for 83-lb. rails at £12 10s. per ton, f.o.b., London.

To Elber Vale Steel Iron Company, Limited, 8,000 tons of 60-lb. rails at £5 12s. 6d., f.o.b., London; 400 tons of fish-plates for 60-lb. rails at £7 12s. 6d., f.o.b., London.

To Bayliss, Jones and Bayliss, Limited, 60 tons of fish-bolts and nuts for 60-lb. rails at £13 per ton, f.o.b., London.

To Thomas Summerson & Sons, Limited., 200 sets of switches and 200 crossings for 60-lb. rails at £2,470, f.o.b., at port of shipment, England.

To W. Sandford, Limited, 50 sets of switches and 50 crossings for 60-lb. rails at £1,317, delivered on trucks at Eskbank, and to the same firm a further contract for 25 crossings and 25 sets of switches for £498 8s. 6d., delivered in trucks at Eskbank for crossings and switches. In these contracts the rails were supplied by the Government.

To the Steel Company of Australasia Proprietary, Limited, 3,000 cast steel junction fish-plates, 60-lb. to 100-lb. rails at £1 3s. 4d. per cwt., c.i.f., Sydney.

Miscellaneous contracts let—

To Howarth & Sons, 1–20 ton hand crane for £345, delivered at Darling Harbour.

To W. and T. Avery, Limited, 12–40 cwt. Dormant weighing machines at £25 each, in England.

To Kauri Timber Co., 4,000 ironbark bridge keys for £450.

To C. T. Parsons, 5,500 boundary pegs for £114 15s.

To Meadow Bank Co., gates for trucking yards, £255 15s. 5d., and to the same firm, level crossing gates for £1,047 17s. 6d.

RAILWAY AND TRAMWAY CONSTRUCTION BRANCH, 1902-3.

The Engineer-in-Chief's Staff consists of the following:—

Principal Assistant Engineer.
Inspecting Engineer.
32 Assistant Engineers.
10 Surveyors.
Chief Draftsman, Engineering Branch.
Draftsman-in-Charge, Survey Branch.
35 Draftsmen.
1 Custodian of plans.
4 Assistants in plan rooms.
5 Engineering Cadets.
4 Clerks.
8 Paymasters.
7 Timekeepers.
43 Inspectors.

Surveys.

Explorations have been made, and reports, each accompanied by a diagram plan, submitted in connection with the following projected railways:—

Armidale to Federal Capital Site.
Armidale to Guy Fawkes.
Bulbodney to Nymagee.
Cobar towards Wilcannia.
Gurie towards Werris Creek.
Guyra to South Grafton.
Picton to The Oaks and Burragorang.
Thirlmere to The Oaks and Burragorang.
Trangie to Dandaloo.
Yass to Tumut.

Inspections and examinations of the following trial and permanent surveys have been made:—

Bogan Gate to Bulbodney.
Gilgandra to Curlewis.
Guyra to Canowindra.
Maitland to South Grafton.
Molong to Peak Hill.
Narrabri to Walgett, with branch to Collarendabri.
Perth to Rockley.
Temora to Barellan.

The following lines, under consideration by the Public Works Committee, were inspected in conjunction with that Committee:—

Eden to Bega.
Lockhart to Clear Hills.
Maitland to South Grafton.
Wellington to Werris Creek.

Fourteen trial surveys were in hand during the year. The field operations of 7 were completed; 6 permanent surveys were proceeded with, 3 of which were completed on the ground.

The necessary working and legal drawings, viz., working plans and section, proclaimed plan, and police district copy of the latter, books of reference, and land resumption notice plans have been prepared of the Temora to Wyalong railway, and for portions of the following lines:—

Bogan Gate to Bulbodney.
Cobar to Wilcannia.
Manilla to Barraba.
Narrabri to Walgett, with branch to Collarendabri.
Temora to Barellan.

Heliographic copies of the working plans and sections of the Temora to Wyalong line, and of the last portions of Grafton to Casino, Gundagai to Tumut, and Narrabri to Walgett, with branch to Collarendabri, were supplied to the Engineers on construction.

Lithographic copies, in book form, of the working plans and sections of the Grafton to Casino, and main line, Narrabri to Walgett, with branch to Collarendabri, have been prepared, and similar reproductions of the plans and sections of the branch to Collarendabri, Manilla to Barraba, and Temora to Wyalong lines, were well in hand.

The mathematical computations have been done in respect to the bearings and distances of the boundaries of the land resumed for railway purposes, and connections to same, of the Gundagai to Tumut, Narrabri to Walgett, with branch to Collarendabri, and Temora to Wyalong lines, and those of the Grafton to Casino railway, were in progress.

Plans have been made and descriptions written, also books of reference compiled, of the undermentioned lines for submission to Parliament, with a view to them being referred to the Public Works Committee:—

Carlingford to Dural.
Eden to Bega.
Liverpool to Mulgoa.
Lockhart to Clear Hills.
Maitland to South Grafton.
Murwillumbah to the Tweed Heads.
Singleton to Cassilis, with connections.
Denman to Muswellbrook.

Parliament having referred the following lines to the Public Works Committee, wall maps, accompanied by plans and sections have been prepared for their use, viz.:—

Carlingford to Dural.
Eden to Bega.
Liverpool to Mulgoa.
Lockhart to Clear Hills.
Maitland to South Grafton.
Murwillumbah to Tweed Heads.
Singleton to Cassilis, with connections.
Denman to Muswellbrook.

Three railways having been recommended for construction by the Public Works Committee, diagram plans were prepared to accompany their reports, and schedule plans and descriptions were supplied for use in connection with the bills for presentation to Parliament, to authorise the construction of the lines, viz. :—

Bogan Gate to Bulbodney.
Cobar to Wilcannia.
Temora to Barellan.

The Railway Commissioners having been requested to report on the undermentioned projected railways, they were supplied with the necessary information, viz., plans, descriptions, and estimates, to enable them to comply therewith :—

Carlingford to Dural.
Eden to Bega.
Liverpool to Mulgoa.
Lockhart to Clear Hills.
Maitland to South Grafton.
Murwillumbah to The Tweed.
Singleton to Cassilis, with connections.
Denman to Muswellbrook.

District plans, &c., were also furnished for the use of the Railway Commissioners, whilst selecting station sites on the recently authorised extensions, viz. :—

Bogan Gate to Bulbodney.
Cobar to Wilcannia.
Temora to Barellan.

Estimates of the following lines have been prepared :—

Camden to Westbrook.
Condoblin to Mt. Hope (Part 2).
Erskineville to Botany.
Flemington to Erskineville and Botany.
Gregra to Canowindra.
Guyra to Inverell.
Lockhart to Clear Hills.
Stockton to Saltash.

Revised estimates have been made of the undermentioned lines :—

Bombala to Eden, *via* Bondi.
Bombala to Eden, *via* Big Jack.
Bombala to Eden, *via* Postle's Route.
Carlingford to Dural.
Cowra to Canowindra.
Eden to Bega.
Liverpool to Mulgoa, *via* Cecil Hills.
Maitland to South Grafton.
Wyalong to Hillston, *via* Rankin Springs.

The lithographic copies of the working plans and sections of lines completed, and of those under construction, have been under revision, preparatory to distribution to the Railway Commissioners' Branch, and to other Government offices.

A considerable amount of charting and drafting has been done during the year to illustrate reports of explorations and inspections, and to accompany other official papers.

The drafting staff, during the period under review, has been barely sufficient to cope with the current office work, and the arrears of necessary, but less urgent, work have consequently not been diminished. The staff of the Railway Survey Office consisted of an average of 35 officers, divided as follows :—1 principal assistant engineer, 10 assistant engineers, 6 surveyors, 4 engineering cadets, and 14 draftsmen.

The following tables show the aggregate mileage of field operations, carried out by the field staff engaged on trial and permanent surveys respectively during the past year :—

TRIAL SURVEYS.

Preliminary Explorations.	Preliminary Traverse.	Preliminary Levels.	Staking.	Levels.	Check Levels.	Cross Levels.	Details.	Inspections.
m. c.	m. c.	m. c.	m. c.	m. c.	m. c.	m. c.	m. c.	m. c.
1,253 20	628 69	493 26	370 71	345 32	174 63	360 64	391 73	825 0

PERMANENT SURVEYS.

Staking.	Levels.	Check Levels.	Cross Levels.	Details.	Inspections.
m c.	m. c.	m. c.	m. c.	m. c.	m.
275 59	257 52	260 62	106 49	243 12	457 0

DETAILS

DETAILS OF TRIAL SURVEYS.

Title of Line.	Total Length.	Date of Commencement.	Date of Completion.	No. of Surveyors.	Length Surveyed during the year.	Length completed.	Remarks.
	m. c.				m. c.	m. c.	
Casino to Upper Richmond	19 0	24 Sept., 1902	19 Jan., 1903	1	31 40	31 40	Alternative route *via* Coramba.
Coff's Harbour to Glenreagh ...	24 0	20 Feb., 1903	.....	1	24 60	24 60	Alternative Line, descent of the Dorrigo.
Condobolin to Mount Hope, part 2.	38 0	16 Feb, 1902	31 Oct., 1902	1	29 40	38 0	
Crookwell to Koorawatha	50 0	18 Dec., 1902	.....	1	1 10	1 10	Survey suspended, 18th February, 1903.
Flemington to Erskineville and Botany, part 2.	2 58	23 June, 1902	6 Sept., 1902	1	2 58	2 58	
Gilgandra to Curlewis	100 0	21 Jan., 1902	.....	1	27 60	43 20	Survey suspended, 21st February, 1903.
Gregra to Canowindra	35 28	21 Nov., 1901	16 Feb., 1903	1	29 68	53 6	Survey not continuous, includes alternative lines.
Gulgong to Gilgandra	68 0	16 June, 1902	.....	1	48 21	48 21	Survey suspended, 6th December, 1902.
Gunning to Koorawatha	65 70	11 Nov., 1901	17 Dec., 1902	2	35 30	65 70	1 Surveyor only to 16th July.
Guyra to Inverell	61 56	26 Nov., 1901	21 Oct., 1902	1	27 0	61 56	
Molong to Peak Hill	70 0	9 June, 1902	.....	1	28 39	33 29	Survey suspended, 12th February, 1903.
Moree to Boggabilla	50 0	1 May, 1903	.....	1	24 33	24 33	Alternative route *via* Garah and Tooloona.
Stockton to Saltash	14 23	18 Aug., 1902	3 Nov., 1902	1	14 23	14 23	

DETAILS OF PERMANENT SURVEYS.

Title of Line.	Total Length.	Date of Commencement.	Date of Completion.	No. of Surveyors.	Length Surveyed during year.	Length completed.	Remarks.
	m. c.				m. c.	m. c.	
Bogan Gate to Bulbodney	75 0	5 Nov., 1902	.....	2	49 0	49 0	1 Surveyor only to 16th April, 1903.
Cobar to Wilcannia	164 0	9 Jan., 1902	.....	1	32 60	32 60	
Manilla to Barraba	32 8	16 April, 1902	20 Dec., 1902	1	22 20	32 8	
Narrabri to Walgett, with branch to Collarendabri.	155 3	22 Jan., 1901	23 Mar., 1903	3	54 44	159 29	Main line completed on the 21st April, 1902. Survey of branch suspended 23rd April to 23rd September, 1902. 2 Surveyors only to 2nd January, 1903.
Temora to Wyalong	41 7	19 June, 1902	20 Oct., 1902	2	55 44	59 44	Includes deviations.
Temora to Barellan	60 0	8 Jan., 1902	.....	2	52 0	52 0	1 Surveyor only to 18th March, 1903.

TRAMWAY CONSTRUCTION

The following Tramways were completed and opened for traffic during the year :—

Balmain to Gladesville (Electric.)

To southern end of Parramatta River Bridge, 2 miles 40 chains, single track. Opened for traffic, 23rd December, 1902. A description will be found in last year's Report.

Parramatta to Baulkham Hills (Steam), 4 m. 50 c.

Single track, together with the erection of Engine Shed and Coke Stage at Baulkham Hills. Opened for traffic 9th September, 1902. A description will be found in last year's Report.

Little Bay to La Perouse and cemetery (Steam), 3 m. 40 c.

Single track. Opened for traffic 11th August, 1902. A description will be found in last year's Report.

Botany Cemetery Extension (Steam) 1 m. 65 c.

Single track, opened for traffic 11th August, 1902. A description will be found in last year's Report.

Darling-street, Balmain to Nicholson-street (Electric), 55 c.

Double track. Opened for traffic 23rd November, 1902. A description will be found in last year's Report.

Sydney

Sydney Central Station Tramways (Electric).

A length of single track, 1 mile 33 chains, was opened for traffic. A description will be found in last year's Report.

Elizabeth-street, Redfern (Electric), 1 m. 27 c.

Double track. Opened for traffic 21st December, 1902. This tramway was described in last year's Annual Report.

The following list gives the names of the firms and the particulars of materials supplied in connection with the carrying out of the work :—

Sleepers	South Coast District.
Ballast	South Coast Quarries.
Junction and Diamond Crossing	Fitzroy Dock.
Trolley wire, 000...	R. W. Cameron and Co.
Overhead material	W. Hoskins, jun.
" "	Noyes Bros.
Mannesmann poles	"
Wooden poles	J. S. Gam.

Manly Tramway (Steam), 1 m. 23 c.

Single track, together with engine and car-house, opened for traffic, 21st February, 1903.

This tramway was described in last year's Annual Report.

The motor and car-shed is constructed of hardwood and galvanized iron with a floor of concrete.

It has three tracks and will accommodate six cars and four motors, and in conjunction therewith are tank stands, coke stage, urinals, &c.

The date of opening was somewhat delayed owing to the difficulty in obtaining possession of the land for the motor and car-shed.

Extension to Merewether Beach (Darby-street to Patrick-street) (Steam), 1 m. 10 c.

Single track, completed and opened for traffic 3rd November, 1902. This tramway was described in last year's Report.

Dover-road to the Lighthouse (Electric),2 m.

Single track. Opened for traffic, 18th May, 1903.

This is an extension of the existing Rose Bay electric tramway.

Commencing at Dover-road, it follows the New South Head road to the terminus at Cambridge-street, adjacent to the Macquarie Lighthouse.

The permanent-way is laid generally with 83 lb. grooved rails and with 91 lb. rails on sharp curve, on sleepers, with blue metal ballast, and has been bonded with Edison Brown Plastic and Neptune Copper Bonds at all the joints, and cross-bonded with copper bonds throughout.

The length of this extension is 1 mile 78 chains, single track ; the total distance from the foot of King-street to the new terminus being 6 miles 47 chains.

Four crossing loops, in addition to the terminal loops, have been provided.

Opportunity was taken during the construction of this tramway to have the New South Head road realigned, widened, and regraded where necessary, the work being carried out by the Roads Department at a cost of £3,500.

The grades and curves on this extension are exceptionally heavy, the steepest grade being 1 in 13, and the sharpest curve of 85 feet radius.

The overhead wiring consists of twin trolley wire of No. 000 B. & S. gauge, circular seetion supported on wooden poles.

The work was commenced early in August, 1902, and completed on 14th April, 1903, and the line was opened for traffic on 18th May, 1903.

In order to provide the necessary power for working this extension, three overhead feeder cables have been erected on wooden poles from the Waverley sub-station, *via* Edgecliff-road, Old South Head road, and Newcastle-street, the distance being 3½ miles, a total length of 10½ miles of 750,000 cm. cable being used.

The materials for the construction of this tramway were obtained as follows :—

Sleepers	South Coast District.
Ballast	Emu Gravel Co.
Poles, Wooden	J. S. Gam.
Overhead material	W. Hoskins and Son.
" "	Noyes Bros.
" "	Ritchie Bros.
Trolley wire	R. W. Cameron & Co.
Aerial feeder cables	" "
Joint boxes	Pope, Maher, & Co.
Switches and crossings	Fitzroy Dock.

Phillip-street

Phillip-street to Circular Quay and Fort Macquarie (Electric), 58 c.

Single track. Opened for traffic 22nd December, 1902.

This tramway gives access to Circular Quay for the eastern suburban traffic, and allows a connection to be made with the car-house at Fort Macquarie, also obviates shunting into the Bridge-street yard.

Leaving Phillip-street at Bridge-street, it runs by single track along Bridge-street, Young-street, and Circular Quay, back into Phillip-street, joining again at Bridge-street, thus forming a loop.

The Branch line to the car-house leaves Phillip-street opposite the Water Police Court, where a triangle has been provided, and runs along Alfred-street and Macquarie-street, connecting with the Fort Macquarie line at the foot of Macquarie-street.

The permanent-way consists mostly of 83 lb. rails laid on sleepers, but 91 lb. rails are laid on all curves.

The work was commenced on the 4th August, 1902, and completed and opened for traffic on 22nd December, 1902.

It was necessary when constructing this tramway to resume a portion of land at the corner of Phillip and Bridge streets ; also, in order to obtain a workable grade from Circular Quay, to construct a stone retaining wall at the foot of Phillip-street.

A loop of 200 feet fair standing room has been provided in Young-street.

Steel Mannesmann poles, with ornamental cast-iron fittings, have been erected in Bridge and Young streets, but in Macquarie-street wooden poles with brackets have been used.

Where found practicable, rosettes fixed into the walls of the buildings have been substituted for poles.

The trolley wire used is of circular sections, of No. 000 B. and S. gauge.

The following are the names of the firms and the materials supplied :—

Switches and crossings	... Mort's Dock and Engineering Company.
Sleepers	... South Coast district.
Ballast	... South Coast quarries.
Overhead material	... W. Hoskins & Son.
Do do	... Noyes Bros.
Do do	... Ritchie Bros.
Steel poles	... Noyes Bros.
Wooden poles	... J. S. Gam.
Fittings for poles	... Clyde Engineering Company.
Joint boxes	... Pope, Maher, & Co.
Trolley wire	... R. W. Cameron & Co.

Car-house, Fort Macquarie.

This car-house, which was built in conjunction with the Belmore Park to Fort Macquarie tramway, at Fort Macquarie, is constructed with stone basement, and brick walls with sandstone facings, and will accommodate seventy-two cars of the largest type now in use.

It is designed so as to harmonise with the surroundings, and is similar in style to the residence of ne Governor-General, which is not far off.

The roof is of saw-tooth design, supported by steel-rolled joists erected on steel columns, and is divided into seven bays lighted from the south.

The parapet wall running around the building is carried up above the apex of the saw-tooth, and adds greatly to its appearance.

At the northern end an ornamental semi-circular bay with a tower, having a flat roof surmounted by a flag pole, is constructed. Contained in this bay are the offices of the traffic and electric staffs, together with storerooms, lavatories, &c. In the tower are the dining and recreation rooms for the motor men and conductors.

Ample pit accommodation, representing an area of 120 feet x 200 feet, has been provided to facilitate the overhauling of motors, &c.

There are twelve tracks running into the shed of 60-lb. rails, laid on sleepers. They are carried over the pits on longitudinal timber of 12 in. x 12 in. ironbark.

The switches and crossings in connection with the turnouts are made by Hadfields' Steel Foundry Company, the wearing parts being of manganese steel.

In addition to the tracks running into the car-house, a track has been constructed around the outside, together with the necessary marshalling roads, to facilitate the working of the large holiday traffic in connection with the wharfs recently constructed at Fort Macquarie by the Harbour Trust Department.

Electric lighting has been installed throughout, the shed and offices being lighted with 16 c.p. incandescent lamps direct from the 600 volts tramway system, the pits being provided with plug connection to allow of portable lights for inspection of the under floor of the cars, &c.

The adjoining track turnouts to the car-house are amply lighted by ten enclosed arc lamps, arranged in a series of five each. The whole of this work is controlled from a switchboard erected at the northern end of the building.

Both the car-house and offices have been provided with an efficient water supply for working and cleaning cars, and as a protection in case of fire.

The work was completed and opened for traffic on the 13th September, 1902.

Broken Hill Extensions (Steam).

Five tramway extensions, including additions to the existing motor and car shed, have been completed during the year.

All the tracks are of 60-lb. rails laid on sleepers with metal ballast and check rails on all curves.

The materials for these extensions were obtained as under:—

Rails and fastenings...	From stock at Sydney.
Sleepers (jarrah)	Globe Timber Mills, Broken Hill.
Ballast	Broken by day labour locally.
Switches and crossings for loops	Fitzroy Dock.
Junction at Oxide and Chapple Streets ...	do
Diamond crossing in Oxide-street	Silverton Tramway Co.

Patton-street, via Rockwell-street, to "All Nations Hotel" in Eyre-street.

(61 chains 70 links. Single track).

This tramway is an extension of the South Broken Hill Tramway, along Patton-street and Rockwell-street into Eyre-street.

A crossing loop of 5 chains in length has been provided at the terminus. The construction of the permanent-way was commenced in September, 1902, and completed on 20th November, 1902. It was opened for traffic on 6th May, 1903.

Argent-street, via Oxide-street and Chapple Streets, to Murton-street.

(1 mile 43 chains 50 links. Single track.)

This tramway is an extension of the existing Argent-street tramway, along Oxide-street and Chapple-street to Murton-street. The work, which was commenced in September, 1902, was completed and opened for traffic on 24th December, 1902.

A crossing-loop, 5 chains in length, has been provided at the terminus.

Sulphide-street Extension, via Oxide-street and Thomas-street.

(49 chains. Single track).

This is a continuation of the Oxide-street tramway along Oxide-street and Thomas-street to Sulphide-street.

A crossing-loop of 5 chains in length was provided at the terminus of this line, but was removed to Kaolin-street on the line being extended to that street.

The work was completed on the 23rd March, and opened for traffic on the 6th May, 1903.

Kaolin-street Extension (Sulphide-street to Kaolin-street), including Additions to existing Motor and Car Shed.

This is an extension of the Chapple-street to Sulphide-street tramway for a distance of 20 chains, at the end of which a crossing-loop, 5 chains in length, has been provided.

The work was commenced on 1st April, 1903, and completed and opened for traffic on the 6th May, 1903.

The existing motor and car shed was enlarged so as to accommodate two extra motors and two extra cars, this being necessary owing to the extra rolling-stock required.

The cost of the additions amounted to £350. The work was commenced on 13th March, 1903, and completed on 4th May, 1903.

Deviation on the South Extension Tramway, 15 chains.

This deviation (over the hill to South Broken Hill), in Gypsum-street, between 2 miles 5 chains and 2 miles 20 chains, was made in order to reduce the grade from 1 in 18 to 1 in 30, as great difficulty was experienced in keeping up steam on the steeper grade on account of the unsuitability of the water for steaming purposes, and owing to the fact of the Wenker type of motor having to be used.

The material for the embankment was obtained, by permission of the Manager of the Sulphide Corporation Company, from a waterhole on their lease, the sides of the waterhole being trimmed off to a batter of 1 in 1, effecting considerable improvement, which compensated for the material obtained.

A 4 feet 6 inches concrete culvert, 47 feet long, was laid under the bank to carry off the stormwaters.

A sum of £2,100 was voted on the Estimates for the work, which was carried out at a cost of £1,495.

The work was commenced on 7th November, 1902, and opened for running on 15th January, 1903.

Works in connection with the following tramways, still to be completed, have been in progress during the year :—

Newcastle to Carrington (Steam).

Length, 1 mile 75 chains, single track.

This tramway has been partially constructed as described in last year's Annual Report, but the completion has been delayed pending the agreement of the Newcastle City Council and the Railway Commissioners as to the best means of crossing the four railway tracks at Young-street.

A decision was arrived at in April, 1903, that a steel overhead bridge, to accommodate tramway traffic only, should be constructed.

The plans and specifications have been prepared in order that the work may be proceeded with without further delay.

The approaches on each side of the bridge will be of considerable length, so as to allow of a grade of 1 in 25.

Extension to Merewether Beach, Second Section (Steam).

Length, 1 mile 14 chains, single track.

This is an extension of the Darby-street to Patrick-street tramway, and runs along Patrick-street, Whitehall-street, and Ridge-street, terminating at the intersection of Ridge and Frederick streets with a 5-chain crossing loop.

It was intended to provide a balloon loop at the terminus, but the Trustees of the Burwood Estate offered to dedicate a road 66 feet wide from the foot of Ridge-street to the Beach, on condition that the line terminated at the intersection of Ridge and Frederick streets, which offer was accepted.

The permanent way, which was commenced on 1st April, 1903, is laid with 83 lb. grooved rails on sleepers, with blue metal ballast.

Contracts for the supply of material have been let as under :—

Sleepers	J. S. Gam.
Ballast	H. Fitzsimmons.

It is anticipated that the work will be completed early in September, 1903.

Darling-street, Balmain, Extension (Electric)—Counter-weight Scheme.

This is a continuation of the Darling-street tramway from Nicholson-street along Darling-street to the wharf, a distance of 9 chains single track.

This extension presented considerable difficulties, owing to the rapid drop in level, and several circuitous schemes were considered ; the question of selection of route was also referred to the residents through the Balmain Council.

It was ultimately decided to adhere to Darling-street and adopt a counter-weight cable arrangement, so that a direct descent could be made to the wharf, thus avoiding the extensive resumptions of private property which were involved in the more circuitous routes.

The use of counter-weights has been adopted in many parts of the world to assist in working deep inclines, but this particular method is apparently quite novel. The idea of adopting a counter-weight was suggested to the Engineer-in-Chief by Mr. F. Ernest Stowe, of 88, King-street ; but the present scheme was devised and worked out by the office staff under Mr. Shaw.

The permanent way, which is laid on one side of the road, is constructed of 83-lb. grooved rails laid on concrete and tied to a centre slot similar to cable tramway method, the road surface being completed with tarred metal.

Wooden poles, for supporting the twin trolley-wire, which is circular of No. 000 B. and S. gauge, have been used.

A buffer trolley runs on the same track as the tram-cars ; this trolley is provided with a grip, which travels in a conduit below the surface of the roadway, as in ordinary cable practice, to which one end of a steel wire cable is fixed, the other end being attached to a counter-weight trolley weighted to 10 tons. This little trolley travels in a subway and on a track of 2 feet 6 inches gauge, with an even grade of 1 in 8·48 throughout.

The steel wire cable is led round a 6-foot horizontal sheave with 15-inch training-sheaves ; 12-inch carrier-sheaves are fixed 30 feet apart in the bottom of both the subway and the grip conduit to support the cable.

At the bottom end of the subway a hydraulic buffer with a cylinder 10-inch diameter and a stroke of 3 feet 6 inches is fixed in line with the buffer-beam on the counter-weight trolley, provided with suitable travelling weights for drawing out the buffer-rod after being compressed by the impact from the weighted trolley.

The *modus operandi* is as follows :—

A descending car is brought up against the buffer trolley, on the top of the hill, which it carries along in front of it, bringing up at the same time the counter-weight trolley attached at the other end of the mine-rope, the weight of which travelling uphill acts as a brake to the descending car.

At the terminus of the track a substantial buffer, constructed of steel rails, is fixed, to prevent the car over-reaching and thus carrying the weighted trolley too far up.

On the return trip the car is started in the ordinary way by the electric motors, the trolley, at the now rear end of the car, exerts a constant force due to the pull of the counter-weight trolley, and thus, by reducing the effect of the force of gravity, assists the car up the 1 in 8·24 grade.

The weighted trolley, on arriving at the foot of the subway, is brought to rest by the hydraulic ram, the momentum of the weight, travelling at a rate of about 7 miles an hour, being absorbed by the travelling piston with diminishing waterways.

Movable

Movable covers have been provided at both ends of the subway for removing the 6-foot sheave in the one case, and the hydraulic buffer and counterweight trolley in the other, in case of a breakdown.

Manhole doors are provided along the subway to admit of the running parts being attended to, 16 c.p. electric lights being fixed throughout.

The current for the electric lighting is obtained from the trolley wires by means of a main switch and fuse, which is fixed to a tramway pole near the top of the hill.

The buffer trolley has an underframe of hardwood timber, with a light wrought-iron box cover, on top of which is fitted an ornamental lamp. This lamp, when not in use, can be lowered into the body of the trolley, from which position it can be trimmed.

The rails upon which the counterweight trolley runs are of 60 lb. type, laid to a gauge of 2 feet 6 inches, and rest on longitudinal sleepers embedded in concrete.

The work was commenced on the 18th February, 1903, and will be completed early in September.

The following are the names of the firms and the materials supplied:—

Ballast	South Coast Quarries.
Sleepers	South Coast District.
Joint Boxes	Pope, Maher, & Co.
Poles	J. S. Gam.
Cast-iron Caps for Poles	W. Taylor.
Overhead Material	W. Hoskins & Son.
" "	R. W. Cameron & Co.
" "	Edge and Edge.
" "	John Shaw.
" "	Noyes Bros.
Slot Beams, Carrier Sheaves, &c.	Railway Commissioners.
Monies' Cover Plates	Gummow, Forrest, & Co.
Steel Cable for Counterweight	Rabone, Feez, & Co.
Buffer Stop	Fitzroy Dock.
Hydraulic Buffer, Counterweight Trolley, Buffer Trolley	Clyde Engineering Co.

Plans, estimates, and descriptions of the following tramway proposals have been prepared for submission to the Public Works Committee:—

Addison-road.
Abercrombie-street to Erskineville.
Wallsend to West Wallsend.
East to West Maitland and to the Pelaw Main Coal-mines.
Bellevue Hill.

Trial Surveys, Estimates, and Reports have been made of the following Tramway proposals:—

East to West Maitland and the Pelaw Main Coal-mines.
Gladesville to Epping.
Petersham to Leichhardt.
Leichhardt to Balmain.
Extension to Watson's Bay Wharf.
Carlingford to Dural.
Baulkham Hills to Dural.
Cook's River Dam to Rockdale.
Merewether Beach—Second section.
Sutherland to Cronulla Beach.
Wallsend to West Wallsend.
Broadmeadow to Waratah.
Broken Hill Extensions—Argent-street to Chapple-street.
" " Chapple-street to Murton-street.
" " Chapple-street to Kaolin-street.
" " Patton-street to Eyre-street.
William-street to Potts' Point.
King-street to Erskine-street.
Bourke-street, connecting Elizabeth-street and Botany Tramways.
Parramatta River Bridge to Gladesville.
Cabarita Tramway.
Nicholson-street, Balmain, to Wharf.
Cook's River to Croydon-road, Bexley.
Bexley, *via* Arncliffe-street, to Preddy's-road
Spit, Middle Harbour, to Manly.
Miller-street, North Sydney, to Crow's Nest.
Waverley to Bronte.
Annandale Tramway, Ross-street, to Balmain-road.
" " Church-street and Booth-street to Balmain-road.
Zetland Terminus to Botany.
Marrickville-road to Undercliffe, *via* Illawarra-road.
Manly to Narrabeen, Curl Curl to Brookvale.
Newcastle-Carrington Bridge, at Young-street.
Balmain to Gladesville Bridge—Duplication.

Staff.

The following Staff has been employed during the year:—

1 Supervising Engineer.
3 Assistant Engineers.
1 Assistant Electrical Engineer.
5 Surveyors.
4 Draftsmen.
1 Clerk.
2 Assistants, Drafting Room.
7 Timekeepers.
9 Inspectors.

Return of Expenditure on Railway Construction from 1 July, 1902, to 30 June, 1903.

Work.	Total Expenditure to 30 June, 1902.	Expenditure from 1 July, 1902, to 30 June, 1903.	Total, if unfinished, amount of expenditure to 30 June, 1903.
Railway Lines opened for Traffic.	£ s. d.	£ s. d.	£ s. d.
Byrock to Brewarrina	151,171 18 1	2,542 3 4	153,714 1 5
Culcairn to Germanton	43,278 3 8	13,444 0 9	56,722 4 5
Clyde to Carlingford	8,644 16 10	5 3 2	8,650 0 0
Cobar Mines	13,067 6 5	49 14 2	13,117 0 7
Dubbo to Coonamble	163,468 7 7	53,580 4 1	217,048 11 8
Goulburn to Crookwell	147,048 15 0	659 16 9	147,708 11 9
Koorawatha to Grenfell	99,787 18 1	421 5 3	100,209 3 4
Moree to Inverell	288,608 18 2	3,882 14 6	292,491 12 8
Parkes to Condobolin	118,836 19 3	64 11 10	118,901 11 1
Rock to Green's Gunyah	71,324 0 8	737 17 6	72,061 18 2
Tamworth to Manilla	80,295 16 6	541 18 6	80,837 15 0
Railway Lines unopened for Traffic.			
Bogan Gate to Bulbodney	.....	6,778 3 8	6,778 3 8
City Extension	196,431 12 10	154,545 17 8	350,977 10 6
Casino to Lismore	66,317 18 6	48,791 8 1	115,109 6 7
Cobar to Wilcannia	.....	12,546 7 0	12,546 7 0
Grafton to Casino	55,315 18 9	97,576 16 5	152,892 15 2
Gundagai to Tumut	68,361 19 4	63,618 12 5	131,980 11 9
Manilla to Barraba	.....	6,654 3 11	6,654 3 11
Narrabri to Walgett	87,376 9 11	88,854 6 10	176,230 16 9
Temora to Wyalong	6,721 16 1	60,844 12 4	67,566 8 5
Do Barellan	.....	7,143 14 2	7,143 14 2
Trial Surveys (*a*)	.....	10,377 19 11	10,377 19 11
Miscellaneous.			
Land Claims—Old lines	1,673 13 9	772 1 9	2,445 15 6
Do Resumptions for Authorised Railways	12,328 2 4	7,254 11 0	19,582 13 4
Salaries, Equipment	.....	7,429 5 8	7,429 5 8
La Perouse Cemetery	.....	200 0 0	200 0 0
Compensation—G. F. Schonbeen	.....	5 0 0	5 0 0
Services of other Departments	.....	21,940 8 4	21,940 8 4
Total £	1,680,060 11 9	671,262 19 0	2,351,323 10 9

Summary.

	Expenditure to 30 June, 1902.	Expenditure 1 July, 1902, to 30 June, 1903.	Total.
	£ s. d.	£ s. d.	£ s. d.
Railways open for traffic	1,185,533 0 3	75,929 9 10	1,261,462 10 1
Do unopened for traffic	480,525 15 5	557,732 2 5	1,038,257 17 10
Tramways open for traffic	1,172,379 8 8	139,140 7 7	1,311,519 16 3
Do unopened for traffic	16,885 15 10	13,300 10 3	30,186 6 1
Miscellaneous	14,001 16 1	37,601 6 9	51,603 2 10
£	2,869,325 16 3	823,703 16 10	3,693,029 13 1

Summary of Expenditure from 1 July, 1902, to 30 June, 1903.

	£ s. d.
Railways—Loans	631,128 10 3
Consolidated Revenue	18,194 0 5
Services of other Departments	21,940 8 4
Tramways—Loans	152,440 17 10
Total £	823,703 16 10

Total Expenditure, Railway Construction, to 30 June, 1903.

Year.	Votes.			Total.	Expenditure.			Total.
	Loan.	Revenue.	Other Departments.		Loan.	Revenue.	Services for other Departments.	
	£	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1857-8	1,020,000	.....	.....	1,020,000	51,467 6 0	.....	.....	51,467 6 0
1859	.....	.....	.....	.....	73,659 7 11	.....	.....	73,659 7 11
1860	88,370	.....	.....	88,370	210,687 0 2	.....	.....	210,687 0 2
1861	8,320	.....	.....	8,320	250,017 12 7	.....	.....	250,017 12 7
1862	1,476,059	.....	.....	1,476,059	248,245 7 10	.....	.....	248,245 7 10
1863	29,907	.....	.....	29,907	311,787 8 5	.....	.....	311,787 8 5
1864	552,107	.....	.....	552,107	348,707 11 8	.....	.....	348,707 11 8
1865	94,800	.....	.....	94,800	356,234 7 11	.....	.....	356,234 7 11
1866	639,000	.....	.....	639,000	494,165 7 8	.....	.....	494,165 7 8
1867	1,033,000	.....	.....	1,033,000	536,327 1 5	.....	.....	536,327 1 5
1868	7,131	.....	.....	7,131	538,480 16 5	.....	.....	538,480 16 5
1869	70,000	.....	.....	70,000	444,361 2 11	.....	.....	444,361 2 11
1870	179,000	.....	.....	179,000	436,756 12 11	.....	.....	436,756 12 11
1871	300,124	.....	.....	300,124	282,215 17 7	.....	.....	282,215 17 7
1872	137,257	.....	.....	137,257	134,014 8 3	.....	.....	134,014 8 3
1873	1,901,500	.....	.....	1,901,500	81,063 6 8	.....	.....	81,063 6 8
1874	317,000	.....	.....	317,000	348,180 18 4	.....	.....	348,180 18 4
1875	75,000	.....	.....	75,000	471,895 4 10	.....	.....	471,895 4 10
1876	1,999,000	.....	.....	1,999,000	647,272 5 3	.....	.....	647,272 5 3
1877	1,167,352	.....	.....	1,167,352	589,439 19 1	.....	.....	589,439 19 1
1878	.....	.....	.....	.....	793,351 4 7	.....	.....	793,351 4 7
1879	5,866,000	.....	.....	5,866,000	946,380 2 6	.....	.....	946,380 2 6
1880	412,000	.....	.....	412,000	1,430,042 15 0	.....	.....	1,430,042 15 0
1881	6,921,000	.....	.....	6,921,000	1,652,978 16 6	.....	.....	1,652,978 16 6
1882	500,000	.....	.....	500,000	1,695,070 13 3	.....	.....	1,695,070 13 3
1883	1,245,000	.....	.....	1,245,000	2,111,057 9 2	.....	.....	2,111,057 9 2
1884	13,013,500	.....	.....	13,013,500	2,871,684 6 10	.....	.....	2,871,684 6 10
1885	.....	.....	.....	.....	2,489,776 12 7	.....	.....	2,489,776 12 7
1886	1,988,000	.....	.....	1,988,000	2,048,706 13 5	.....	.....	2,048,706 13 5
1887	.....	.....	.....	.....	1,275,118 15 11	.....	.....	1,275,118 15 11
1888	905,500	.....	.....	905,500	660,885 16 0	.....	.....	660,885 16 0
1889	.....	.....	.....	.....	257,022 14 1	.....	.....	257,022 14 1
1890	606,825	.....	.....	606,825	151,788 11 10	.....	.....	151,788 11 10
1891	.....	10,349	.....	10,349	601,507 17 8	10,348 18 3*	.....	611,856 15 11
1892	287,389	6,629	.....	294,018	970,030 10 0	6,628 12 0*	.....	976,659 2 0
1893	146,075	7,035	.....	153,110	849,184 13 4	7,035 0 0	.....	856,219 13 4
1 Jan., 1894, to 30 June, 1895	163,800	.....	.....	163,800	474,763 6 10	.....	.....	474,763 6 10
1895-6	267,325	.....	.....	267,325	208,154 8 5	.....	.....	208,154 8 5
1896-7	144,450	1,517	8,424	154,391	175,426 12 7	1,516 8 11*	8,423 13 5	185,366 14 11
1897-8	305,175	3,747	13,692	322,614	147,318 7 2	3,746 16 11	13,691 12 7	164,756 16 8
1898-9	366,614	3,148	4,987	374,749	177,293 12 4	2,188 11 5	4,987 7 11	184,469 11 8
1899-1900	77,992	3,245	6,130	87,367	317,541 7 5	4,428 7 0	6,129 19 8	328,099 14
1900-1901	244,660	2,239	9,928	256,827	484,503 14 6	5,863 16 3	9,927 6 6	500,294 17 3
1901-1902	283,551	2,728	26,121	312,400	724,813 19 0	8,989 4 5	26,120 8 10	759,923 12
1902-1903	344,680	14,541	21,940	381,161	631,128 10 3	18,194 0 5	21,940 8 4	671,262 19 0
Totals £	45,184,463	55,178	91,222	45,330,863	31,000,510 15 0	68,939 15 7	91,221 7 3	31,160,571 7 10

* Paid from General Establishment Salaries Vote.

TRIAL SURVEYS.—Return of Expenditure (Railway Construction) from 1 November, 1888, to 30 June, 1902; also Expenditure, 1 July, 1902, to 30 June, 1903.

Work.	Expenditure from 1 November, 1888, to 30 June, 1902.	Expenditure from 1 July, 1902, to 30 June, 1903.	Total to 30 June, 1903.
	£ s. d.	£ s. d.	£ s. d.
Allandale to Wollombi	49 11 10	.....	49 11 10
Ashfield to Glebe Island	46 3 6	.....	46 3 6
Armidale to Coff's Harbour	27 6 6	29 8 0	56 14 6
Armidale to the Coast	106 17 6	.....	106 17 6
Bourke to Queensland Border	674 4 4	.....	674 4 4
Byangum to McKenzie's Crossing	231 13 8	.....	231 13 8
Barringbar to Cudgela	150 12 8	.....	150 12 8
Bexhill to Cooper's Creek	613 17 4	.....	613 17 4
Berry to Kangaroo Valley	3 6 0	.....	3 6 0
Berrigan to Finley	68 0 4	.....	68 0 4
Broken Hill to Cockburn	110 0 10	.....	110 0 10
Broken Hill to Menindie	101 10 10	.....	101 10 10
Borings for proposed Bridge, North Sydney	325 19 3	.....	325 19 3
Belmore to Liverpool	699 13 3	.....	699 13 3
Braemar to Mittagong	7 12 4	.....	7 12 4
Bogan Gate to Bullock Wharf	3 5 0	.....	3 5 0
Bogan Gate to Bulbodney	1,796 14 2	223 18 3	2,020 12 5
Bomera to Coonamble	28 13 7	.....	28 13 7
Bega to Tathra	18 17 1	.....	18 17 1
Booyong to Ballina	19 16 8	.....	19 16 8
Bathurst to Orange	12 10 0	.....	12 10 0
Barraba to Inverell	7 0 0	.....	7 0 0
Bowning to Burrowa	669 16 1	.....	669 16 1
Bega to Eden	27 3 4	48 7 9	75 11 1
Barmedman to Hillston	2,159 13 8	.....	2,159 13 8
Bombala to Bendock	829 12 8	.....	829 12 8
Borenore to Forbes	13 10 6	.....	13 10 6
Blacktown to Blayney	265 18 7	.....	265 18 7
Byrock to Brewarrina	2,282 14 2	.....	2,282 14 2
Bowral to Robertson	1,653 9 10	.....	1,653 9 10
Borings, Middle Harbour	31 1 3	.....	31 1 3
Braidwood to Bateman's Bay	53 3 9	.....	53 3 9
Bombala to Eden	8,225 11 9	29 18 1	8,255 9 10
Bourke to Hungerford	729 2 7	.....	729 2 7
Ballina to Pearce's Creek	361 19 0	.....	361 19 0
Bourke to Barringun	1,833 2 2	.....	1,833 2 2
Balranald to Womeral	.....	3 0 0	3 0 0
Bombala to Wolumla	25 8 4	.....	25 8 4
Bulbodney to Nymagee	.....	6 2 6	6 2 6
Connecting with Queensland Railways	39 0 0	.....	39 0 0
Casino to Tenterfield	8,692 7 10	1 5 0	8,693 12 10
Casino to Upper Richmond	.....	445 13 0	445 13 0
Culcairn to Germanton	466 13 6	.....	466 13 6
Culcairn to Upper Murray	77 17 4	.....	77 17 4
Cobargo to Bermagui	0 6 3	.....	0 6 3
Cooma to Bendock	125 3 7	.....	125 3 7
Cooma to Mount Kosciusko	21 8 4	.....	21 8 4
Cooma to Victorian Border	130 5 2	.....	130 5 2
Chinderah to Tweed Heads	272 13 0	.....	272 13 0
Coonong to Urana	1 11 4	.....	1 11 4
Coonong to Hopefield	629 13 11	.....	629 13 11
Colo Valley	22 7 0	.....	22 7 0
City Extension	61 11 10	.....	61 11 10
Condobolin to Broken Hill	4,300 5 5	.....	4,300 5 5
Coonamble to Walgett	20 18 8	.....	20 18 8
Coolamon to Ariah	761 4 10	.....	761 4 10
Cudgellico to Hillston	11 4 6	.....	11 4 6
Condobolin to Mount Hope	493 15 10	828 11 6	1,322 7 4
Condobolin to Cudgellico	38 14 0	.....	38 14 0
Condobolin to Euabalong	157 6 11	.....	157 6 11
Cootamundra to Temora	81 7 7	.....	81 7 7
Cowra to Canowindra	608 17 2	.....	608 17 2
Cowra to Forbes	4 0 0	.....	4 0 0
Cowra to Grenfell	37 0 6	.....	37 0 6
Cooma to Bombala	3,149 11 6	.....	3,149 11 6
Cobar to Cockburn	3 13 4	.....	3 13 4
Cobar to The Peak	472 19 2	.....	472 19 2
Cobar to Wilcannia	2,765 1 11	5 4 9	2,770 6 8
Coonamble to Werris Creek	15 10 0	.....	15 10 0
Casino to Lismore	160 11 7	.....	160 11 7
Coonamble to Menindie	4 0 0	.....	4 0 0
Crookwell to Burrowa	2 18 0	.....	2 18 0
Crookwell to Koorawatha	.....	192 12 1	192 12 1
Cudal to Canowindra	20 16 8	.....	20 16 8
Camden to The Oaks	2 3 8	276 3 4	278 7 0
Dubbo to Forbes	17 10 0	.....	17 10 0
Dubbo to Werris Creek	3,093 16 11	.....	3,093 16 11
Dubbo to Parkes	1,164 4 10	.....	1,164 4 10
Dubbo to Gulgong	6 14 0	.....	6 14 0
Dubbo to Walgett	9 0 0	.....	9 0 0
Darling Island Extension	1,453 12 5	.....	1,453 12 5
Deviation, Big Zig Zag	215 14 2	152 12 10	368 7 0
Dubbo to Coonamble	3,577 16 9	.....	3,577 16 9
Dargan's Creek	1,638 16 10	.....	1,638 16 10
Eastern Suburban Railway	1,381 19 8	29 17 6	1,411 17 2
Eveleigh to Botany	326 6 1	.....	326 6 1
Erskineville to Botany	580 17 8	.....	580 17 8

TRIAL SURVEYS.—Return of Expenditure (Railway Construction)—*continued.*

Work.	Expenditure from 1 November, 1888, to 30 June, 1902.	Expenditure from 1 July, 1902, to 30 June, 1903.	Total to 30 June, 1903.
	£ s. d.	£ s. d.	£ s. d.
Eveleigh to La Perouse	6 10 0	.....	6 10 0
Forbes to Condobolin	154 17 3	.....	154 17 3
Fairfield, *via* Smithfield, to Prospect	0 4 4	.....	0 4 4
Flemington to Bankstown	27 12 8	.....	27 12 8
Flemington to Erskineville, to Botany	14 3 4	438 0 2	452 3 6
Guyra to Inverell	1,122 9 7	639 15 4	1,762 4 11
Guyra to Coff's Harbour	2,532 6 7	259 0 11	2,791 7 6
Gulgong to Dubbo	1,499 12 1	.....	1,499 12 1
Guyra to South Grafton	7,487 0 5	.....	7,487 0 5
Grenfell to Forbes	2 10 0	.....	2 10 0
Grenfell to Wyalong	357 12 6	.....	357 12 9
Gulgong to Wellington	620 0 0	.....	620 0 0
Glenreagh to Coff's Harbour	999 17 4	.....	999 17 4
Grafton to Glen Innes	497 15 4	17 10 0	515 5 4
Gulgong to Coonamble	12 10 0	.....	12 10 0
Gulgong to Gilgandra	4 7 6	664 4 8	668 12 2
Grafton to Casino	98 1 1	.....	98 1 1
Gregra to Cudal	205 2 9	.....	205 2 9
Gregra to Canowindra	757 17 9	830 10 8	1,588 8 5
Grafton to Tenterfield	2 0 0	.....	2 0 0
Grafton to Lismore	154 5 8	.....	154 5 8
General Charges	8,597 2 5	1 13 5	8,598 15 10
Grong Grong to Ariah	317 3 2	.....	317 3 2
Gulgong to Walgett	8 8 4	.....	8 8 4
Gundagai to Tumut	4 0 0	.....	4 0 0
Gilgandra to Curlewis	473 17 4	941 5 11	1,415 3 3
Germanton to Tumut	43 16 8	.....	43 16 8
Goulburn to Kingsdale	22 12 5	.....	22 12 5
Gunning to Koorawatha	638 11 5	1,111 15 5	1,750 6 10
Gadara to Germanton	18 8 1	.....	18 8 1
Hay to South Australian Border	2,922 2 11	.....	2,922 2 11
Hillston to Temora	12 18 4	.....	12 18 4
Hungerford to Barringun	12 10 8	.....	12 10 8
Hill Top Deviation	1 16 0	.....	1 16 0
Illawarra Railway, Kurnell	123 16 4	.....	123 16 4
Illawarra Line to Moss Vale and Robertson	20 0 0	.....	20 0 0
Inverell to Glen Innes	93 0 9	.....	93 0 9
Inverell to Bengalla	7 19 0	.....	7 19 0
Jerilderie–Deniliquin	262 3 11	.....	262 3 11
Jervis Bay to Moruya	9 15 3	.....	9 15 3
Jerry's Plains to Denman	434 8 1	.....	434 8 1
Jerilderie to Berrigan	2,271 5 10	.....	2,271 5 10
Kentucky to Inverell	117 12 7	.....	117 12 7
Kiama to Jamberoo	296 15 5	.....	296 15 5
Kempsey to South Grafton	30 15 0	.....	30 15 0
Kempsey to Coff's Harbour	56 17 0	.....	56 17 0
Koorawatha to Wyalong	3,613 2 2	.....	3,613 2 2
Koorawatha to Grenfell	2,498 4 8	.....	2,498 4 8
Lismore to The Pocket	356 14 6	.....	356 14 6
Liverpool to Blayney	33 2 4	.....	33 2 4
Liverpool to Mulgoa	1,490 8 7	12 10 0	1,502 18 7
Lismore to Main Arm, Brunswick River and Ballina	597 19 4	.....	597 19 4
Lake Cudgellico to Barmedman	2 18 0	.....	2 18 0
Loop Line, Finnegan's Siding	21 0 4	.....	21 0 4
Locksley Deviation	971 0 1	.....	971 0 1
Lockhart to Savernake	532 11 10	30 18 8	563 10 6
Lockhart to Clear Hills	.....	53 17 6	53 17 6
Molong to Parkes	902 19 3	.....	902 19 3
Manilla to Barraba	256 9 0	637 9 8	893 18 8
Marrickville to Liverpool	1,087 0 3	.....	1,087 0 3
Mudgee to Coonamble	124 9 6	41 11 4	166 0 10
Mudgee to Gulgong	3,725 13 8	.....	3,725 13 8
Molong to Forbes	229 11 0	.....	229 11 0
Molong to Peak Hill	.....	788 9 8	788 9 8
Maitland to South Grafton	13,464 10 6	871 3 2	14,335 13 8
Maitland to Taree	327 3 4	28 3 7	355 6 11
Maitland–Glen Innes	11 10 0	.....	11 10 0
Moss Vale to Robertson	35 3 0	.....	35 3 0
Murwillumbah to Tweed Heads	1,072 3 11	17 7 8	1,089 11 7
Monaro to the Coast	2,682 9 5	.....	2,682 9 5
Moree to Mungindi	820 6 3	18 11 8	838 17 11
Murray Hut to Tocumwal	277 14 6	.....	277 14 6
Mudgee to Walgett	2,908 9 11	.....	2,908 9 11
Morpeth to Taree	22 9 6	.....	22 9 6
Moree to Bogabilla	868 0 8	77 12 0	945 12 8
Moree to Inverell	6,962 19 1	.....	6,962 19 1
Moree to Collarendabri	42 4 4	.....	42 4 4
Muswellbrook to Cassilis	22 6 5	.....	22 6 5
Marulan to Braidwood	18 17 10	.....	18 17 10
Molong to Bulbodney	11 16 8	.....	11 16 8
North Shore to Milson's Point	124 13 2	.....	124 13 2
Narrabri to Moree, Deviation	250 3 7	.....	250 3 7
Narrabri to Moree	50 0 0	.....	50 0 0
Narrabri to Pilliga	157 1 10	.....	157 1 10
Narrabri to Walgett	2,096 7 6	.....	2,096 7 6
Nevertire to Coonamble	714 11 2	.....	714 11 2
Nevertire to Warren	1,133 18 4	.....	1,133 18 4
Nowra to Moruya	7 3 9	.....	7 3 9

TRIAL SURVEYS.—Return of Expenditure (Railway Construction)—*continued.*

Work.	Expenditure from 1 November, 1888, to 30 June, 1902.	Expenditure from 1 July, 1902, to 30 June, 1903.	Total to 30 June, 1903.
	£ s. d.	£ s. d.	£ s. d.
Narrabri to Collarendabri	1,469 12 7	.....	1,469 12 7
Narrabri to Mercadool	32 1 4	.....	32 1 4
Narrandera to Barellan	5 10 3	.....	5 10 3
Nyngan to Bourke	8 6 8	.....	8 6 8
Narromine to Coonamble	57 17 0	.....	57 17 0
Newcastle to Singleton	136 4 4	.....	136 4 4
Norwood to Kingsdale	104 16 3	2 5 10	107 2 1
Orange to Forbes	8 16 8	.....	8 16 8
Parkes to Wellington	41 13 4	.....	41 13 4
Parkes to Narromine	36 12 4	.....	36 12 4
Pennant Hills to Dural	237 6 7	.....	237 6 7
Parkes to Bulbodney, *via* Peak Hill	19 3 4	.....	19 3 4
Piper's Flat to Sunny Corner	377 13 9	.....	377 13 9
Petersham to Glebe Island	70 0 8	.....	70 0 8
Parramatta to Dural	38 0 5	.....	38 0 5
Parramatta to Singleton	53 10 1	.....	53 10 1
Parkes to Condobolin	2,692 2 9	.....	2,692 2 9
Petersham to Eastwood	1,129 18 10	.....	1,129 18 10
Parkes to Forbes	3 1 0	.....	3 1 0
Pearce's Creek to Ballina	459 9 7	.....	459 9 7
Perth to Rockley	4 3 4	13 3 4	17 6 8
Picton to Mittagong	960 15 5	.....	960 15 5
Richmond to Wallerawang	6 11 11	.....	6 11 11
Ryde to Chatswood	320 14 6	.....	320 14 6
Ryde to St. Leonard's	6 0 0	.....	6 0 0
Richmond to Kurrajong	50 1 5	.....	50 1 5
Ryde to Ryde Station	125 2 9	.....	125 2 9
Rookwood Cemetery Extension	92 6 4	.....	92 6 4
Rock to Murray Hut, Green's Gunyah	4,159 16 7	.....	4,159 16 7
Rydal to Jenolan Caves	14 12 2	.....	14 12 2
Rosehill to Dural	560 9 4	.....	560 9 4
Sutherland to Kurnell	54 10 9	.....	54 10 9
Shellharbour to Jamberoo	289 9 4	.....	289 9 4
Singleton to Jerry's Plains	831 7 8	2 1 8	833 9 4
Singleton to Cassilis	.....	14 8 4	14 8 4
Stanmore to Glebe Island	15 2 0	.....	15 2 0
Stockton to Saltash	10 0 0	245 17 1	255 17 1
Tempe to Balmain	114 19 8	.....	114 19 8
Temora to Gunbar	3,025 10 8	.....	3,025 10 8
Temora to Barmedman	4,149 3 3	.....	4,149 3 3
Temora to Barellan	.....	97 6 10	97 6 10
Temora to Wyalong	55 14 2	.....	55 14 2
Tamworth to Bingera	68 3 1	.....	68 3 1
Tamworth to Inverell	2 0 0	.....	2 0 0
Tempe to Long Nose Point	322 5 2	.....	322 5 2
Trial Bay to Kempsey	827 15 5	.....	827 15 5
Taree to Glen Righ	12 13 4	.....	12 13 4
Tweed to Duranbar	859 11 9	.....	859 11 9
Tamaworth to Barraba	1,535 6 9	.....	1,535 6 9
Tweed to The Pocket	12 14 4	.....	12 14 4
Tweed to Crabbe's Creek	243 12 6	.....	243 12 6
Tweed to Dungay Creek	215 12 8	.....	215 12 8
Tweed to Condong	87 7 7	.....	87 7 7
Tweed to Terranora	332 8 0	.....	332 8 0
Trangie to Dandaloo	.....	2 13 4	2 13 4
Temora to Hillston	1,610 17 2	.....	1,610 17 2
Tamworth to Hillston	13 5 0	.....	13 5 0
Tamworth to Manilla	322 5 9	.....	322 5 9
Tamworth to Nundle	44 12 8	.....	44 12 8
Thirlmere to Burragorang (Exploration)	.....	19 16 8	19 16 8
Uralla to Inverell	886 12 10	.....	886 12 10
Upper Murray	74 2 7	.....	74 2 7
Wellington to Mudgee	2 10 0	.....	2 10 0
Wellington to Forbes	17 10 0	.....	17 10 0
Wellington to Werris Creek	937 13 7	117 7 6	1,055 1 1
Wellington to Gulgong	16 0 0	.....	16 0 0
Wilcannia to Silverton	1,373 13 3	.....	1,373 13 3
Wilcannia to Cockburn	791 17 4	.....	791 17 4
Warren to Coonamble	106 14 2	.....	106 14 2
Wagga to Tumberumba	1 10 0	.....	1 10 0
Wagga to Humula	664 0 4	58 10 6	722 10 10
Wilcannia to Tippoburra	102 11 0	.....	102 11 0
Wilcannia to Broken Hill	68 0 0	.....	68 0 0
Woolabra to Collarendabri	1,804 18 7	.....	1,804 18 7
Wollongong to Port Kembla	87 0 2	.....	87 0 2
Wyalong to Hillston	2,073 3 6	23 18 4	2,097 1 10
Werris Creek to Gunnedah	1 10 4	.....	1 10 4
Walcha Road to Walcha	435 18 1	.....	435 18 1
Wood's Flat to Forbes, *via* Engonia	30 15 0	.....	30 15 0
Wyong to Singleton	48 15 1	.....	48 15 1
Woolgoolga to Orara River	.....	26 4 6	26 4 6
Young to Grenfell	1,833 5 1	.....	1,833 5 1
Yass to Cootamundra	17 11 8	.....	17 11 8
Zig Zag to Lithgow	46 19 4	.....	46 19 4
Zig Zag Deviation	3,639 0 7	.....	3,639 0 7
£	188,664 18 11	10,377 19 11	199,042 18 10

RETURN of Expenditure on Tramways open for Traffic to 30 June, 1903.

Work.	Expenditure to 30 June, 1902.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, amount of expenditure to 30 June, 1903.—Total.
TRAMWAYS OPEN FOR TRAFFIC.	£ s. d.	£ s. d.	£ s. d.
Ashfield to Druitt Town	13,596 12 7	.....	13,596 12 7
Alterations to Car-house, North Sydney	6,110 0 4	.....	6,110 0 4
Bondi Extension	12,949 4 11	.....	12,949 4 11
Botany, Extension to Cemetery	7,031 9 7	12 7 6	7,043 17 1
Balmain to Gladstone Park	3,018 12 0	.....	3,018 12 0
Balmain to Forest Lodge	32,800 12 8	2 1 7	32,802 14 3
Balmain to Gladesville	15,170 14 10	4,651 11 10	19,822 6 8
Balmain Extension to Darling-street Wharf	3,237 10 9	7,096 11 7	10,334 2 4
Broken Hill	20,756 2 8	1,468 15 0	22,224 17 8
Broken Hill Extensions*	.....	12,787 7 0	12,787 7 0
Broken Hill Extension (Kaolin-street)	.....	1,007 6 9	1,007 6 9
Broken Hill Tramway at South Broken Hill (cutting out grade)	.....	606 5 6	606 5 6
Belmore Park to Fort Macquarie, *via* Castlereagh-street	108,354 18 5	40,800 14 6	149 155 12 11
Battery Housing, North Sydney Power House	2,809 6 6	.....	2,809 6 6
Conversion Scheme	73,042 7 10	.....	73,042 7 10
Conversion of Steam Trams into Electrical	62,749 0 0	.....	62,749 0 0
Dawes Point to Miller's Point	12,747 16 0	1,754 2 2	14,501 18 2
Dover-road to the Lighthouse	1,805 19 5	26,016 4 6	27,822 3 11
Elizabeth-street, Redfern	339 16 6	15,487 16 1	15,827 12 7
Enfield to Mortlake	24,131 19 2	234 6 6	24,366 5 8
Five Dock to Abbotsford	5,533 3 2	.....	5,533 3 2
George and Harris streets Electric Tramway	159,351 10 5	.....	159,351 10 5
Gore Hill	6,058 0 3	.....	6,058 0 3
King-street to Ocean-street	193,647 10 10	.....	193,647 10 10
Kensington Extension to Rifle Range	14,463 10 1	.....	14,463 10 1
Kensington to Long Bay	14,166 17 5	218 12 11	14,385 10 4
Kensington to Little Bay	11,002 15 7	.....	11,002 15 7
Leichhardt to Five Dock	19,823 14 0	.....	19,823 14 0
Lane Cove Road	42,653 0 1	.....	42,653 0 1
Little Bay to La Perouse and Cemetery	4,097 3 2	4,085 4 10	8,182 8 0
Marrickville to Dulwich Hill	7,297 17 6	.....	7,297 17 6
Military-road, North Sydney	17,023 18 5	.....	17,023 18 5
Military-road to The Spit	12,515 15 3	.....	12,515 15 3
Mitchell-road, Alexandria	10,177 3 8	472 6 5	10,649 10 1
Mosman's Bay	10,554 6 4	.....	10,554 6 4
Manly towards Curl Curl	5,955 14 10	4,474 18 8	10,430 13 6
Merewether to The Beach (Section No. 1)	92 12 2	6,795 2 10	6,887 15 0
North Sydney Cable	2,620 19 10	.....	2,620 19 10
Newcastle–Waratah	5,145 4 9	.....	5,145 4 9
Newcastle–Merewether	15,559 14 4	.....	15,559 14 4
Newcastle–Tighe's Hill	19,276 12 10	.....	19,276 12 10
Newcastle–City	15,679 9 1	.....	15,679 9 1
Newcastle–Adamstown	8,523 17 5	.....	8,523 17 5
Newcastle—Extension of Tram Car-shed	1,306 17 11	.....	1,306 17 11
Newtown to Cook's River	12,533 17 4	.....	12,533 17 4
Neutral Bay	9,422 4 9	.....	9,422 4 9
Parramatta to Baulkham Hills	19,158 16 9	3,342 9 9	22,501 6 6
Phillip-street to Circular Quay and Fort Macquarie	71 14 2	7,270 16 0	7,342 10 2
Penitentiary Branch Tramway	125 9 5	526 9 3	651 18 8
Rose Bay Electric	19,871 1 10	9 18 0	19,880 19 10
Rose Bay to Dover-road	11,443 18 3	13 1 8	11,456 19 11
Redfern to Moore Park	18,557 9 3	.....	18,557 9 3
St. Peters to Cook's River	6,206 2 10	.....	6,206 2 10
St. Peters to Cook's River	18,387 12 6	5 16 9	18,393 9 3
Transmission of power to North Sydney	2,532 16 9	.....	2,532 16 9
Waverley Extension	4,028 2 2	.....	4,028 2 2
Willoughby Electric Tramway	18,044 11 2	.....	18,044 11 2
Yass to Yass Railway Station (including cost of bridge)	28,815 18 0	.....	28,815 18 0

* £800 16s. 4d. to be transferred to the debit of the Vote of £2,100, No. 108, of 1902, Broken Hill Tramway, South Broken Hill Cutting-out Grade.

NOTE.—Act 62 of 1901, £30,000 for Rolling St ck for new Tram-lines transferred to Railway Commissioners.

RETURN of Expenditure on Tramways unopened for Traffic from 1 July, 1902, to 30 June, 1903.

Work.	Expenditure to 30 June, 1902.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, amount of expenditure to 30 June, 1903.—Total.
TRAMWAYS UNOPENED FOR TRAFFIC.	£ s. d.	£ s. d.	£ s. d.
Abercrombie-street and Erskineville	.....	8 5 8	8 5 8
Addison-road	20 16 11	.....	20 16 11
Alexandria to St. Peters	23 2 0	.....	23 2 0
Botany to Little Bay Hospital	56 8 0	.....	56 8 0
Balmain to Drummoyne	180 4 6	.....	180 4 6
Burwood Extended to Belmont	183 15 0	0 10 0	184 5 0
Bronte Beach	0 11 11	.....	0 11 11
Botany to La Perouse	10 9 6	.....	10 9 6
Blue's Point	1 0 0	.....	1 0 0
Bourke-street, Botany	8 18 0	.....	8 18 0
Broadmeadow to Waratah	.....	264 9 10	264 9 10
Bellevue Hill	8 0 0	.....	8 0 0
City Cable	96 15 3	.....	96 15 3
Castlereagh-street to Fort Macquarie	644 13 2	.....	644 13 2
Circular Quay to Redfern	149 2 4	.....	149 2 4
Cook's River Dam to Bexley	2 15 0	50 5 11	53 0 11
Cook's River to Rockdale	.....	259 13 4	259 13 4
Campbelltown to Appin	5 11 0	.....	5 11 0
Carlingford to Dural	391 5 10	.....	391 5 10
Day-street	25 4 7	.....	25 4 7
Dover-road to Vaucluse	2 11 8	.....	2 11 8
Dulwich Hill to Old Canterbury road	3 0 0	.....	3 0 0
Erskine and King streets	88 5 1	.....	88 5 1
Electric Trams	496 17 4	.....	496 17 4
Field of Mars Extension	30 15 10	.....	30 15 10
Folly Point	860 1 0	154 0 4	1,014 1 4
Fort Macquarie	29 13 5	.....	29 13 5
Glenmore-road	21 0 0	.....	21 0 0
Gladesville to Field of Mars	0 14 8	.....	0 14 8
Gladesville to Epping	.....	143 8 9	143 8 9
Gore Hill to Lane Cove	0 7 11	.....	0 7 11
General Charges	6,836 8 10	.....	6,836 8 10
Hunter-street to Circular Quay	3 10 0	.....	3 10 0
Harris-street	168 15 0	.....	168 15 0
Johnstone-street, Annandale	8 18 11	13 9 0	22 7 11
Longueville	7 2 0	.....	7 2 0
Lambton to Mayfield	17 7 0	.....	17 7 0
Leichhardt to Balmain	60 4 8	67 11 4	127 16 0
Market-street to George-street Post Office	45 6 0	.....	45 6 0
Merewether to the Beach (Section 2)	.....	3,657 8 6	3,657 8 6
Marrickville *via* Addison-road	2 0 0	.....	2 0 0
Mortlake to Cabarita	.....	96 10 2	96 10 2
Marrickville to Canterbury *via* Sharpe-street	19 14 6	....	19 14 6
Maitland to Pelaw Main	.....	255 0 11	255 0 11
Newcastle–Plattsburg	54 5 5	.....	54 5 5
Newcastle–Carrington	3,487 18 4	7,435 4 6	10,923 2 10
Ocean-street, Woollahra	3 15 0	.....	3 15 0
Pitt-street	103 8 8	.....	103 8 8
Paddington	539 2 6	14 6 0	553 8 6
Parramatta to Dural	10 15 6	.....	10 15 6
Petersham to Leichhardt	22 18 6	155 17 10	178 16 4
Rose Bay to Watson's Bay	57 7 11	.....	57 7 11
Regent-street	803 13 5	.....	803 13 5
Redhead to Belmont	5 5 0	.....	5 5 0
Rail Presses	240 7 11	.....	240 7 11
South Head and Watson's Bay	192 7 9	.....	192 7 9
Stockton to Waratah	1 10 0	.....	1 10 0
Stockton to Saltash	4 8 11	109 5 0	113 13 11
Spit-road	66 0 1	.....	66 0 1
Spit to Manly	73 3 3	42 10 4	115 13 7
Sutherland to Cronulla Beach	5 0 0	510 7 4	515 7 4
Tunnel under the Harbour	124 0 0	.....	124 0 0
Waverley to Bronte	8 14 0	.....	8 14 0
Woolwich to Field of Mars	331 4 11	.....	331 4 11
Wallsend to West Wallsend	149 13 8	56 0 6	205 14 2
Willoughby to Field of Mars Cemetery	69 3 3	.....	69 3 3
Waverley to Coogee	20 5 0	.....	20 5 0
William-street to Potts Point	.....	6 5 0	6 5 0
Totals.....£	1,189,265 4 6	152,440 17 10	1,341,706 2 4

TOTAL Expenditure on Tramway Construction to 30 June, 1903.

Year.	Loan Votes.	Expenditure.	Year.	Loan Votes.	Expenditure.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
1879	....	15,227 10 8	1892	75,000 0 0	83,260 11 5
1880	600,000 0 0	29,008 19 5	1893	120,000 0 0	133,094 12 0
1881	.....	108,026 14 8	1894, to 30 June, 1895	100,000 0 0	116,357 11 1
1882	.....	190,979 0 7	1895-6	50,000 0 0	6,562 2 2
1883	400,000 0 0	200,835 18 7	1896-7	130,500 0 0	12,140 1 4
1884	.....	105,308 18 10	1897-8	50,000 0 0	80,016 16 8
1885	.....	64,657 17 6	1898-9	75,000 0 0	174,605 16 8
1886	.....	88,509 18 7	1899-1900	137,749 0 0	115,741 8 1
1887	.....	49,509 4 11	1900-1901	179,100 0 0	212,191 2 4
1888	.....	.....	1901-1902	120,000 0 0	201,588 4 9
1889	150,000 0 0	5,546 12 6	1902-1903	117,100 0 0	152,440 17 10
1890	.....	25,453 14 5			
1891	.....	82,808 19 4	Totals..... £	2,304,449 0 0	2,253,872 14 4

Government

Government Architect's Report.

The Government Architect to The Under Secretary, Public Works.

Department of Public Works, New South Wales,
Government Architect's Branch, Sydney, 5 November, 1903.

I HAVE the honor to submit the following Report upon the operations of this Branch for the year ending 30th June, 1903 :—

The expenditure under all heads has been as follows :—

	£	s.	d.
Loans	119,251	5	2
Consolidated Revenue	94,058	6	5
Services for other Departments	64,125	13	5
Total	£277,435	5	0

The greatest economy has been exercised during the year in dealing with expenditure on revenue, and a saving on the same vote for the services of this Branch for the year, of £17,635 5s. 8d., has been effected.

Full credit, however, cannot be taken for this saving, as it has undoubtedly been made at the expense of a considerable number of buildings urgently requiring repairs.

During the year the erection of some important buildings has been brought to a completion.

The following is the list of buildings thus completed :—

	£	s.	d.
Crown Law Offices—Additions	10,036	7	6
Custom-house—Additions	29,829	4	1
Darlinghurst Court-house—Additions	5,766	4	7
Quarantine Station—Additions	11,902	15	5
Shelter-sheds, Miller's Point	1,203	3	10
Visitors' Room, Callan Park Asylum	1,881	8	10
Kitchen and Laundry Additions, Gladesville Asylum ...	3,113	0	6
New Post and Telegraph Office, Newcastle	31,586	12	3
New Post and Telegraph Office, Hornsby	1,329	5	6
Governor's and Deputy-Governor's Quarters, Parramatta Gaol	2,964	5	6
Additions, Benevolent Asylum, Rookwood	6,848	6	8
Additions, Berrima Gaol	1,060	18	3
New Court-house, Braidwood	5,432	19	6
Additions to Court-house, Cootamundra	5,786	11	0
Operating Theatre, Grafton Hospital	1,499	19	0
Additions to Court-house, Gundagai...	2,926	5	11
New Court-house and Lock-up, Helensburgh	1,616	15	11
New Court-house and Lock-up, Millthorpe...	1,838	5	0
New Court-house, Moree	6,784	16	5
Additions to Lands and Survey Office, Moree	710	15	6
Additions to Court-house, Narrandera	2,825	2	4
New Court-house, Nyngan	3,819	7	7
Installation of Electric Light, Hawkesbury Agricultural College	2,714	16	11
Erection of Court-house, Temora	2,769	10	4
New Court-house, Wagga Wagga	12,710	8	4
Station, Norfolk Island, Pacific Cable Board	6,865	13	11

The work during the year for the State has been gradually decreasing, and, comparatively speaking, few new works of any importance have been entered into. The buildings finished during the year, as before enumerated, have been carried out with every regard to economical planning, modern requirements, and architectural simplicity and good taste. The Court-house at Wagga Wagga may, I think, be instanced as a standard for buildings of this character in a semi-tropical climate.

The few, comparatively speaking, large undertakings of the year were commenced principally under the day-labour system. Amongst these may be mentioned the new Inebriate Institution, Hawkesbury River; the new Female Prison and Penitentiary, Long Bay; the new "Fisher" Library; and the Prince Alfred Hospital Pavilions. In connection with day labour, and more especially as applied to the latter of these buildings, an unsatisfactory condition of affairs has arisen, which has jeopardised the control by the Department, and has led to representations being made relative to the excessive cost of the stonework. After due consideration, the Public Service Board commenced an Inquiry early in May, with the prospect of its continuing for some months before a decision could be arrived at. The officers of this Branch are necessarily much interested in the result of the Inquiry.

There has been the same consistent endeavour, as in previous years, to keep pace with the requirements of the numerous buildings under the care of this Branch, in order that they may be protected from deterioration and kept up to necessary requirements.

I have, however, still the same report to make as to the inadequacy of the votes, and regret that the saving on the vote before alluded to could not have been utilised in this direction.

The Branch has been actively engaged in carrying out a large number of works for the Federal Government, as per schedule attached, and included in the foregoing statement.

Arrangements have been entered into between the two Governments, including the charge of a fixed commission of 6 per cent., covering all professional charges excepting special supervision, in connection with these operations. It will be readily seen that where contracts for substantial improvements, &c., have been entered into, this arrangement is a satisfactory one, but it can hardly be called such in connection with the large number of minor repairing works the Branch is called upon to undertake. Towards the end of the year there were indications that the Federal Government intended itself to carry out some of the larger works, thus reducing the State commission on expenditure on the more profitable part of the arrangement.

I understand that satisfaction has been given to the Federal Government, and can report that the officers engaged in these works have been unremitting and untiring in their care and attention to the demands, and have done their utmost to assist in expediting and simplifying what at first promised to be a somewhat complicated system of accounts and correspondence.

The general work of repairs and improvements to the sanitary conditions of the buildings and tenements on the property known as the "Rocks Resumptions" has been steadily progressing during the year, and upwards of 1,000 houses have received much-needed attention. This district may now be considered, considering the character of its buildings, at least equal in sanitary conditions to that of other city districts.

The illustrations accompanying this report are :—The new Post and Telegraph Office, Newcastle, erected for the Federal Government, and also of the Portico at the Art Gallery. I can with confidence rest the reputation of this Branch upon the merits of these productions from an architectural point of view.

I have been throughout ably supported and loyally assisted by the whole of the staff of the Branch.

I have, &c.,
W. L. VERNON,
Government Architect.

List of Works carried out for the Federal Government.

POST AND TELEGRAPH OFFICES, &c.

Sydney.	£	s.	d.
Crown-street Post Office—Repairs ...	6	4	2
Custom House, Sydney	12	14	3
Federal Government Offices, Macquarie-street	23	18	9
General Post Office—Additions... ...	6,983	12	2
Do Repairs	1,399	19	2
Do Furniture ...	61	1	2
Do Approaches (Improv. Act)	101	2	4
Government House, Federal—Repairs ...	995	4	7
Do do Lighting...	481	2	9
Haymarket Post Office—Repairs ...	1	9	1
Kent-street Post Office—Incidental ...	1	3	0
Miller's Point Post Office—Repairs ...	0	7	9
Surry Hills Post Office—Repairs ...	1	1	6
William-street Post Office—Repairs ...	9	9	6
Suburbs.			
Alexandria Post Office—Repairs ...	33	9	10
Annandale Post Office—Repairs ...	88	8	8
Arncliffe Post Office—Repairs	0	14	6
Ashfield Post Office—Repairs	133	6	0
Balmain Post Office—Repairs	0	12	7
Botany North Post Office—Repairs ...	1	13	9
Burwood Post Office, turret clock—Erection	61	14	6
Camperdown Post Office—Repairs ...	68	3	0
Chatswood Post Office—Erection ...	517	7	8
Drummoyne Post Office—Repairs ...	2	1	1
Dulwich Hill Post Office—Repairs ...	17	15	10
Edgecliffe Post Office—Repairs... ...	173	3	1
Five Dock Post Office—Repairs ...	6	7	4
Glebe Post Office—Repairs	1	2	8
Granville Post Office—Repairs	2	14	5
Homebush Post Office—Repairs ...	73	2	6
Hornsby Post Office—Erection	1,329	5	6
Do Furniture ...	19	19	2
Kogarah Post Office—Repairs	31	0	0
Leichhardt Post Office—Repairs ...	0	9	3
Parramatta North Post and Telegraph Office—Repairs	25	0	0

Suburbs—continued.	£	s.	d.
Lewisham Post Office—Telephone Bureau	8	18	6
Manly Post Office—Repairs	2	5	0
Marrickville Post Office—Repairs ...	86	14	6
Newtown Post Office—Repairs	103	6	5
North Sydney Post Office—Repairs ...	1	7	6
Paddington Post Office—Repairs ...	0	10	9
Petersham Post and Telegraph Office—Repairs	97	15	0
Pymble Post Office—Cost of land ...	0	7	6
Pyrmont Post Office—Repairs	27	14	5
Randwick Post Office—Repairs	10	13	10
Redfern Post Office—Repairs	176	13	9
Rockdale Post Office—Repairs	42	0	0
Rozelle Post and Telegraph Office—Repairs	137	0	0
St. Peter's Post Office—Repairs ...	45	0	0
Summer Hill Post Office—Repairs ...	4	8	10
Ultimo Post Office—Repairs	0	12	2
Waverley Post Office—Repairs	4	11	2
Country.			
Adaminaby Post Office—Repairs ...	177	8	6
Adamstown Post Office—Repairs ...	126	14	8
Adelong Post and Telegraph Office—Repairs	0	6	6
Albury Post Office—Repairs	4	10	0
Armidale Post Office—Repairs	12	12	6
Ballina Post Office—Additions	403	18	3
Bateman's Bay Post Office—Repairs ...	68	6	6
Bathurst Post Office—Repairs	0	14	1
Bathurst Telegraph Office—Additions, &c.	179	2	3
Bega Post and Telegraph Office—Furniture	13	15	0
Berrima Post and Telegraph Office—Additions	93	12	0
Blayney Post Office—Repairs	23	6	5
Bodalla Post Office—Repairs	8	10	0
Booligal Post Office—Additions, &c. ...	155	3	0
Bourke Post Office—Additions	50	12	0
Braidwood Post Office—Repairs ...	14	0	0
Broken Hill Post Office, turret clock—Erection	286	12	5

List of Works carried out for the Federal Government—*continued.*

POST AND TELEGRAPH OFFICES—*continued.*

Country—continued.

	£	s.	d.
Bushgrove Post and Telegraph Office—Repairs	29	15	6
Bungendore Post and Telegraph Office—Repairs	69	9	0
Campbelltown Post Office—Repairs ...	110	17	6
Canenbar Post and Telegraph Office—Repairs	75	17	9
Carcoar Post and Telegraph Office—Repairs	50	17	0
Carrington Post Office—Additions ...	148	8	2
Casino Post Office—Repairs	51	15	6
Cassilis Post Office—Repairs	135	1	3
Clarence Town Post Office—Repairs ...	70	14	0
Cobar Post and Telegraph Office—Repairs	193	0	0
Cobargo Post and Telegraph Office—Repairs	5	11	6
Condoblin Post and Telegraph Office—Repairs	2	2	0
Coolah Post and Telegraph Office—Repairs	132	5	6
Cooma Post Office—Additions	200	4	0
Coonabarabran Post and Telegraph Office—Additions	58	14	4
Cootamundra Post Office—Repairs ...	260	2	6
Coraki Post and Telegraph Office—Repairs	6	0	0
Crookwell Post and Telegraph Office—Repairs	47	5	0
Cudal Post and Telegraph Office—Repairs	37	15	0
Cundletown Post Office—Repairs ...	146	15	0
Deniliquin Post Office—Repairs ...	0	10	0
Dungog Post Office—Additions, &c. ...	168	14	0
Eden Post and Telegraph Office... ...	249	17	10
Eugowra Post and Telegraph Office—Repairs	60	0	0
Engonia Post and Telegraph Office—Repairs	50	0	0
Euston Post Office—Repairs	17	15	0
Forster Post Office—Furniture	9	5	0
Germanton Post and Telegraph Office—Repairs	21	14	0
Glen Innes Post Office—Repairs ...	4	10	0
Gosford Post Office—Repairs	18	15	0
Goulburn Post and Telegraph Office—Repairs	39	2	2
Grafton Post Office—Repairs	65	2	0
Grafton South Post Office—Repairs ...	156	1	0
Greta Post Office—Repairs	148	10	0
Gulgong Post and Telegraph Office—Repairs	0	11	6
Gunnedah Post and Telegraph Office—Repairs	32	15	0
Gunning Post Office—Repairs	54	2	0
Hamilton Post Office—Repairs	40	1	0
Harden Post Office—Additions	131	6	0
Hay Post Office—Turret clock—Additions	196	7	6
Do Repairs	137	7	11
Henty Post and Telegraph Office—Repairs	21	12	6
Hill End Post Office—Alterations ...	144	18	6
Hillgrove Post Office—Repairs	59	18	0
Ivanhoe Post and Telegraph Office—Repairs	36	0	0
Jerilderie Post and Telegraph Office—Repairs	3	10	0
Jerry's Plains Post Office—Repairs ...	149	18	0
Junee Post and Telegraph Office—Repairs	2	1	0
Kempsey West Post Office—Repairs ...	19	3	1
Kempsey Central Post Office—Additions	48	0	0
Kiama Post and Telegraph Office—Repairs	9	15	0
Kiandra Post Office—Repairs	16	5	10
Kroondook Custom House—Repairs ...	6	14	6
Lambton Post and Telegraph Office—Additions	87	17	11
Lismore Post Office—Repairs	7	10	0
Lithgow Post and Telegraph Office—Repairs	120	0	0
Liverpool Post Office—Repairs	1	12	2
Louth Post and Telegraph Office—Repairs	161	10	0
Maclean Post and Telegraph Office—Repairs	12	10	0
Maitland East Post and Telegraph Office—Repairs	80	12	6
Maitland West Post Office—Additions...	87	6	6
Major's Creek Post Office—Repairs ...	5	2	6
Manilla Post Office—Additions	40	10	0
Marengo Post Office—Repairs	1	7	6
Marulan Post and Telegraph Office—Repairs	89	8	0
Merewether Post Office—Additions ...	21	14	6
Merriwa Post Office—Repairs	2	10	0
Millthorpe Post Office—Repairs ...	46	15	0
Mittagong Post Office—Repairs... ...	141	10	0
Moama Post and Telegraph Office—Repairs	56	13	8
Molong Post and Telegraph Office—Repairs	15	5	0
Moree Post Office—Repairs	20	3	10
Morpeth Post Office—Repairs	0	10	0
Moruya Post and Telegraph Office—Repairs	257	8	0
Mount Victoria Post Office—Repairs ...	98	14	10
Mudgee Post Office—Repairs	4	0	5
Do Additions... ...	1,440	10	0
Mulwala Post Office—Repairs	4	10	0
Murrumburrah Post and Telegraph Office—Repairs	6	15	0
Murrurundi Post Office—Repairs ...	12	5	6
Narrabri Post and Telegraph Office—Additions	192	0	0
Nelson's Bay Post Office—Repairs ...	2	0	0
Newcastle Post and Telegraph Office—Erection	31,586	12	3
Newcastle Post and Telegraph Office (Old)—Repairs	14	5	0
Nimitybelle Post and Telegraph Office—Repairs, etc.	262	8	8
Oberon Post Office—Additions, etc. ...	83	15	0
Orange Post Office—Repairs	14	0	0
Parkes Post Office—Repairs	269	7	0
Paterson Post and Telegraph Office—Repairs	92	13	0
Port Macquarie Post Office—Repairs ...	0	9	0
Quambone Post Office—Repairs ...	1	7	6
Queanbeyan Post Office—Repairs ...	1	0	0
Raymond Terrace Post Office—Repairs ..	167	15	6
Richmond Post and Telegraph Office—Repairs	110	0	0
Robertson Post and Telegraph Office—Repairs	4	0	0
Rockley Post and Telegraph Office—Additions	61	5	0
Rylstone Post and Telegraph Office—Additions	269	4	0
Scone Post Office—Additions	76	11	3
Singleton Post Office—Repairs	54	10	0
Stockton Post Office—Repairs	24	0	0
Stroud Post Office—Repairs	102	5	0
Tamworth Post Office—Repairs... ...	40	10	0
Taralga Post and Telegraph Office—Repairs	2	10	0
Tarcutta Post and Telegraph Office—Repairs	12	10	0
Taree Post Office—Repairs	12	0	0
Temora Post Office—Erection	30	7	6

List of Works carried out for the Federal Government—*continued.*

POST AND TELEGRAPH OFFICES—*continued.*

Country—continued.

	£	s.	d.
Tilba Tilba Post Office—Additions ...	7	0	0
Tinonee Post Office—Repairs	46	9	0
Tocumwall Post and Telegraph Office—Repairs	1	5	0
Trunkey Post and Telegraph Office—Repairs	80	0	0
Uralla Post Office—Repairs	79	12	6
Urana Post and Telegraph Office—Repairs	120	8	6
Wagga Wagga Post Office—Repairs ...	146	0	0
Wallsend Post Office—Repairs	7	17	6
Waratah Post Office—Repairs	7	0	6
Wee Waa Post and Telegraph Office—Additions	549	15	6
Wellington Post Office—Repairs ...	2	0	0
Whitton Post Office—Repairs	12	0	0
Windsor Post Office—Repairs	136	10	0
Wingham Post and Telegraph Office—Additions	50	6	0
Wollongong Post and Telegraph Office—Repairs	180	6	6
Woonona Post and Telegraph Office—Erection	296	0	0
Woonona Post and Telegraph Office—Land	213	14	8
Yass Post and Telegraph Office—Repairs	124	18	0
Young Post and Telegraph Office—Repairs	4	0	0
Total	£57,256	10	9
Military works	3,785	11	1
Grand Total	£61,032	1	10

Military Works carried out for the Federal Government.

Victoria Barracks.	£	s.	d.
Repairs to gate	1	17	5
Incandescent mantles (Barrack-square)	2	3	7
Repairs, A.A.G.'s quarters	6	3	4
Supply of lime	0	15	0
New lock, clerks' room	0	6	6
Incandescent mantle, Drill Hall... ...	0	4	9
New lock, District H.Q. office	0	5	3
Supply of paint	1	15	0
Sanitary repairs	12	13	11
Floor coverings	9	8	9
Whitewash brushes	0	16	0
Incandescent mantles, Hospital	0	19	8
Repairs to closets, officers' quarters ...	0	10	9
Sergeants' mess, fixing sink	2	9	2
Repairs to windows, G quarters... ...	0	3	0
Target supplies	0	10	1
Repairs to stables...	29	4	3
Supply of timber	1	15	9
Repairs to windows, R.A.A.	2	1	11
Incandescent burners, D.A.G.M.G. ...	5	11	6
Map mounting	0	5	2
Repairs to farrier's shop	0	9	6
Do outside lamp	0	16	4
Do laundry	2	4	4
Repairing floors, Canteen	0	9	3
Padlock to entrance gate	0	1	6
Repairs to gas, Garrison Hospital ...	0	14	2
Repairing floor, G passage	0	1	11
Repairs to windows, Gun Park	0	14	5
Do men's latrines...	0	4	3
Shelving, &c., R.A.A.	2	17	4
New door, men's bath-room	2	5	1
Pneumatic spring, clerks' room	1	1	1
Electric bells, O.C.R.A.	0	11	2
Target supplies	51	19	11
Surface drains, A. S. Corps	5	18	3
Repairs to lift, Garrison Hospital ...	1	7	9
Do main entrance gate	0	5	7
Do cistern, Garrison Hospital ...	0	7	6
Do copper do ...	2	12	11
Incandescent burners, B quarters ...	1	1	9
Flagstaff halyards	0	9	7
Bath-room, A.A.G.'s quarters	2	1	8
External painting, Drill Hall	15	15	3
Painting C. officers' quarters	9	15	1
Repairing window, R.A.A. shops ...	0	3	1
Supply of cupboard	2	11	5
Repairs to C. officers' quarters	2	6	6
Do gas, clerks' room	1	4	10
Hot-water service, A.A.G.'s quarters ...	0	3	6

Victoria Barracks—continued.	£	s.	d.
Repairs to water shop, R.A.A.	0	15	0
Waste-pipe sink, A quarters	0	2	0
Repairs to drains, officers' quarters ...	0	10	5
Do gas service, Garrison Hospital	0	8	4
Hot-water service, men's bath	0	4	9
Gratings, R.A.A. stables...	17	7	1
Shelving, R.A.A., No. 4 Company ...	1	6	6
Paperhanging, A.A.G.'s quarters ...	11	13	0
Repairs, Garrison Hospital	0	6	5
Do A.A.G.'s quarters	23	12	7
Do door, Staff Office	0	12	2
Gas service, A Battery	1	5	4
Morris tube target, 2nd Infy. Regt. ...	5	16	0
Venetian blinds, D quarters	0	10	10
Repairs closet, A. S. Corps	0	3	1
Eaves gutters, E quarters	3	15	5
Writing desks, Garrison Hospital ...	4	6	4
Eaves gutters, men's cook-house ...	1	15	6
Hot-water service, Officers' Mess ...	0	14	6
Gas service, Garrison Hospital	1	14	10
Incandescent mantles, Barrack-square ...	1	1	10
Closets, Garrison Hospital	12	3	4
Fire-hose fittings	8	7	10
Repairs, bedroom, B quarters	2	7	6
Closet, Garrison Hospital	0	3	5
Incandescent mantles, Dist. H.Q. office...	1	9	2
Gas repairs, gas fittings	3	13	9
Do C quarters	0	10	0
Urinal pipe, men's latrines	0	16	7
Repairs, floors and gas, A. S. Corps ...	4	16	9
Repairs, book-case, S.O.E.S.	0	6	1
Fire lumps, Canteen	0	2	3
Sash fastener, Library	0	4	3
Sash lines, Quartermaster's office ...	0	4	0
Ventilator hood, Barrack store	0	5	6
Repairs, window, &c., F quarters ...	0	13	5
Gas fittings, Drill Hall	0	19	11
Repairs, glass, Field Battery stables ...	0	15	4
Hood to window, Engineer Office ...	2	18	3
Repairs, taps, &c., G. Officers' Quarters	0	11	4
Stove, Engineer Office	3	2	10
Renewing flagstaff	24	12	8
Supply of helio. paper and gallic acid ...	1	13	10
Target supplies	28	0	2
Repairs, Barrack Sergeant's Office ...	0	17	6
Do Camp Equipment Store ...	5	13	3
Do gutter, 7th Regiment	0	19	4
Do Military Prison	8	6	3
Gutters, Engineer Office...	0	13	5
Repairs, men's baths	1	5	8

Military Works carried out for the Federal Government—*continued.*

Victoria Barracks—continued.

	£	s.	d.
Repairs, down-pipe, Gymnasium ...	0	1	10
Do waggon shed, A. S. Corps ...	2	5	2
Do harness room, A. S. Corps ..	0	8	5
Do D officers' quarters	3	3	5
Do collar-maker's shop	0	1	10
Do guard-room	1	11	5
Do entrance gates	1	3	0
Do Drill Hall	0	9	10
Do G officers' quarters	0	5	7
Linoleum, clerks' room	12	9	9
Pine shelving, F officers' quarters ..	0	12	1
Repairs, store, Garrison Hospital ...	0	8	2
Do ambulance waggon-shed ...	4	15	2
Do P.M.O.'s office	3	9	7
Do Ward No. 3, Garrison Hospital	0	6	1
Do gas service, do ...	0	5	2
Do dining-room, do ...	0	1	10
Do wash-house, A.S. Corps... ...	0	19	7
Do B officers' quarters	6	1	2
Do Officers' Mess	3	14	1
Do do kitchen	4	14	10
Painting G.O.C.'s quarters	5	18	10
Repairs, water supply, Officers' Mess ...	5	18	5
Do orderly room, Garrison Hospital	0	1	6
Supply of brushes...	0	14	0
Repairs, barrack sergeants' quarters ...	4	9	9
Do barrack store	4	8	0
Do School of Gunnery	5	10	5
Renewing hose-box	1	3	10
Repairs, Artillery Staff Office	1	0	0
Do Ambulance Equipment Store ...	1	2	2
Do back entrance gates	11	9	0
Do gutters	23	7	0
Do stove-pipe, Paymaster's Office ...	1	18	5
Do tap, A.A.G.'s quarters	0	6	2
Do "B" officers' quarters	1	3	4
Gas, G.O.C. office...	2	4	4
Do Canteen, billiard room	0	2	9
Door-spring, Staff Office...	0	9	3
Painting, District Staff Office	0	17	9
Floor, R.A.A. barrack room	0	19	8
Lock, Garrison Hospital Library ...	0	11	6
Copper, Garrison Hospital	1	3	11
Speaking tube, Chief Clerk's room ...	0	14	11
Telephone, do ...	0	2	10
Fire-hose, Garrison Hospital	2	18	10
Gas service, prison office	0	11	6
Taking off taps, generally	3	13	0
Repairs, 7th Regiment Drill Hall ...	0	18	0
Fire service, do do	21	7	10
Painting	564	6	5
Repairs to roads	944	19	2
	2,137	11	8

Flemington.

Target supplies	9	14	1
Do	7	11	0
Repairs	4	4	7
Painting magazine	6	1	1
Target supplies	2	0	6
	29	11	3

Government House, Guard Room.

Whitewashing	1	4	4
Repairs, Electric light	0	5	6
Painting interior	8	5	7
Renewing stove flue	0	18	9
Sentry box...	12	14	10
Repairs, electric light	0	0	9
	23	9	9

Queens' Square.

	£	s.	d.
Incandescent mantles	1	8	10
Do do	0	6	6
Repairs, plaster	8	16	3
Quarterly repairs	1	14	2
Interior painting	10	14	0
Glazing	0	4	6
Repairs, closet	0	12	6
Do fireplace, etc.	1	3	0
Do gas service	0	2	0
	25	1	9

Goat Island.

Lightning conductor	24	9	7

Bondi.

Supply of paint	0	10	0
Do new tanks	8	0	0
Telephone service...	1	16	2
Repairs to forts	3	16	5
Do barracks	3	5	6
Painting	21	0	0
	38	8	1

Coogee.

Repairs to fire service	0	15	4
	0	18	10
Do barracks	4	18	3
Do D. R. F. station	6	15	11
Draft tubing	1	0	7
Repairs to tap	0	13	0
	15	1	11

Newington.

Repairs to quarters	1	4	0
Do do	0	17	0
Do do	0	7	2
Do water service...	4	16	1
Do Sergeant's quarters	5	6	8
Do quarters	1	3	0
Painting	41	15	6
	55	9	5

Bare Island.

Repairs to roads	8	8	11
Draft tubing	0	15	5
Repairs	2	18	4
Do to fencing	37	17	0
Cable trench	0	16	2
	50	15	10

Engineering Depôt.

Removal of bath-house	2	7	6
Repairs to tap	0	4	3
Do	32	15	0
Morris tube target	5	7	3
Painting	14	8	3
Repairs, gas service	1	18	2
	57	0	5

Ordnance Store.

Gas service	0	7	4

Green Point.

Repairs to quarters	26	6	11
Repairs, Officers quarters	29	2	5
Supply of brushes...	0	2	3
Repairs to gas	1	2	4
Do electric bells	3	15	6
Telephone service...	5	16	4
Painting	19	5	0
Repairs, Officers quarters	3	5	0
	88	15	9

Military Works carried out for the Federal Government—*continued.*

Chowder Bay.

	£	s.	d.
Repairs, fire service	9	0	5
Copper tape	1	4	9
Repairs, tap	0	3	5
Hose-box	0	3	6
	10	12	1

South Head.

	£	s.	d.
Supply of lime	0	6	0
Repairs to shutter, D.R.F. station ...	1	13	3
Do pump	0	14	7
Do cooking range	0	12	0
Do lamp recess	0	9	6
Do gate spring	0	2	6
Supply of pump	4	11	2
Quarterly repairs	11	7	11
Repairs to hydrant	0	9	3
Do wire fence	2	17	8
Do water main	0	12	5
Do fire service	12	10	3
Do ablution room	0	6	0
Do officers' table	5	5	2
Do billiard-room	2	5	6
Do fire service	1	3	5
Do forts and quarters	2	18	9
Do gas service	1	5	10
Do water tap	0	5	0
Do gas	1	5	6
Supply of lime	0	6	10
Do	0	4	6
Repairs to stove	1	11	11
Supply of glass	0	18	4
Repairs to sink	0	10	10
Supply of material	0	19	11
Repairs to water service	0	7	8
Do School of Gunnery	1	12	10
Do Recreation Hall...	3	13	4
Do Sergts.-Major's quarters ...	0	18	11
Do Sergeant's quarters	1	15	2
Do ablution-room	1	17	3
Do Master-gunner's quarters ...	1	6	0
Do 6-in. battery	4	8	10
Do coal store	0	12	1
Do Sergeant's quarters	1	10	11
Do huts	2	0	4
Do Q.F. battery	0	5	8
Do Q.F. battery	1	2	11
Repairs to roads	138	18	2
	216	4	1

Bradley's Head.

	£	s.	d.
Supply of lime	0	3	0
Repairs to quarters	0	11	8
	0	14	8

George's Head.

	£	s.	d.
Supply of lime	0	3	0
Rebuilding copper	2	3	4
Repairs, casemate battery	4	11	3
Telephone covers	2	1	4
Repairs, casemate battery	0	11	7
Locks to doors	2	10	0
Repairs to roads	24	19	1
	36	19	7

Middle Head.

	£	s.	d.
Supply of lime	0	3	0
Do whitewash brushes	0	13	0
Repairs to pump and hose	2	0	0
Do pump, 25-ton battery ...	1	1	9
Manhatten lamps...	2	4	4
Notice boards	10	12	4
P.R. tubing to telephones	3	9	3
Copper tape	2	9	9
Repairs, water tap	0	4	6
Do water main	0	15	0
Supply of material	1	6	8
Do lime	0	9	0
Do whitewash brushes	0	14	7
Repairs to roads	147	12	10
	173	16	0

George's Heights.

	£	s.	d.
Fire service	4	3	10
Stove fittings	0	10	6
Fire-hose fittings	3	8	5
Lightning conductor	0	16	7
Telephone cover	2	19	4
Quarterly repairs, B.L. battery	5	15	3
Repairs master-gunner's quarters ...	1	13	8
Repairs, stove	2	0	5
Supply of galvanised-iron blocks ...	0	7	2
Do blinds, officers' quarters ...	2	15	8
Do garbage tubs	0	17	6
Repairing defective gas	1	3	7
Repairs to barracks	14	10	8
Do roof, engineer's quarters ...	0	8	3
Do to water-pipe	1	5	9
Do roads	35	19	0
	78	15	7

Steel Point.

	£	s.	d.
Repairs to barracks	1	7	3
Telephone notice boards	2	15	5
Exterior painting	14	10	9
Painting magazine	10	10	6
Repairs, glazing	0	9	1
Repairs	3	15	6
	33	8	6

Newcastle.

	£	s.	d.
Repairing drains (Scratchley)	12	0	0
Do men's latrines (Scratchley) ...	7	13	0
Material, Submarine Miners (Scratchley)	1	4	9
Electric light fittings (Scratchley) ...	0	4	5
Armourer's bench, 4th Regt.	6	0	0
Eaves gutters (Scratchley)	38	6	6
Water meter, 4th Regt.	0	17	0
Copper tape, S.M. mine store	2	2	0
Water meter, Shepherd's Hill	6	17	9
	75	5	5

Dawes' Point.

	£	s.	d.
Provision of stove	5	15	0
Repairs to water supply	4	13	9
Fire service, fittings	2	13	1
Repairs	1	15	3
Do to sash-lines	0	14	11
Do to windows	0	10	1
Painting	2	4	1
Repairs	4	8	11
Do to stove	1	17	1
Do to hot-water service	14	9	2
Do to water service	0	10	10
New tap	0	9	0
Repairs to gas	0	5	0
	40	6	2

Military Works carried out for the Federal Government—*continued.*

	£	s.	d.
Randwick Rifle Range.			
Lightning conductor	4	17	8
Target supplies	20	5	11
Do	15	12	4
Drainage, Warrant Officer's quarters ...	9	3	0
Repairs, Warrant Officer's quarters ...	3	5	9
Do stables, magazine, &c.	1	19	5
Repairs	4	2	10
Do musketry building	2	8	3
Do workman's quarters	9	18	1
Do mantlets	8	6	5
Supplies	8	13	6
Repairs to drains	3	4	3
Do buildings	1	19	8
Do stop-butt	9	15	5
Interior painting	5	8	8
Repairs to bridge	5	18	10
Castings for targets	10	13	4
Repairs to roads	89	17	0
Target supplies	7	2	10
Do	24	13	6
Repairs to terraces	0	17	4
	248	4	0
Lambton.			
Painting	13	5	0
Repairs	2	5	0
	15	10	0
Adamstown.			
Clearing range	5	0	0
Bowral.			
Repairs, rifle range	2	8	0
Windsor Rifle Range.			
Repairs	5	5	11
Target supplies	0	10	1
Do	5	13	4
	11	9	4
Dubbo Rifle Range.			
Repairs to mantlets	12	10	0
New door to shed	1	0	0
	13	10	0
Wollongong.			
Supply of targets	4	17	9
Painting forts	23	19	0
	28	16	9
Richmond.			
Drill hall, repairs	4	2	6
Do keys	0	3	6
	4	6	0
Cooma.			
Target supplies	0	9	6
Inverell.			
Target supplies	0	11	6
Hornsby.			
Target supplies	1	1	2
Repairs, target shed	3	6	4
Do	4	9	1
	8	16	7

	£	s.	d.
Wellington.			
Repairs, rifle range	7	0	0
Target supplies	0	16	11
	7	16	11
Forbes.			
Target supplies	0	10	1
Penrith.			
New shed	17	10	3
Repairs, drill hall	16	16	10
Electric light	20	0	0
	54	7	1
Gladesville.			
Repairs to range	2	9	4
Hunter's Hill.			
Painting	15	0	0
Hornsby.			
Target supplies	3	1	0
Do	1	1	2
Repairs to shed	3	6	4
Do	4	9	1
	11	17	7
Tamworth.			
Clearing range	1	0	0
West Maitland.			
Repairs, range	7	0	0
Parramatta.			
Targets range	7	17	8
Repairs, quarters	5	1	10
Do barracks	55	1	6
Painting	20	18	6
	88	19	6
Canterbury.			
Morris Tube target	6	13	2
Hawkesbury.			
Supply of targets	4	11	0
Repairs to shed	2	0	8
	6	11	8
Mittagong.			
Supply of targets	5	0	5
Rookwood Cemetery.			
Painting	6	0	3
Armidale.			
Target supplies	7	11	7
Bathurst.			
Supply of tank, &c.	6	0	0
Goulburn.			
Repairs of drill hall	1	12	0
Do arms chest	1	0	0
Do range	4	15	0
	7	7	0
	£3,785	11	1

RETURN of Expenditure on Public Works carried on by Government Architect's Branch from 1 July, 1902, to 30 June, 1903.

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
SYDNEY.						
Admiralty House	Repairs	1902	42 12 8	251 16 3	.....	294 8 11
,, Gas Lighting	.....	.....	.....	153 0 0	.....	153 0 0
Arbitration Court Office	Repairs	1902	2 8 11	6 11 10	.....	9 0 9
Art Gallery	Additions	1895	.....	5,355 3 0	67,488 5 0	.....
Audit Office	Repairs	1902	32 3 1	251 5 0	.....	283 8 1
Bankruptcy Offices	,,	,,	.....	17 11 5	.....	17 11 5
Bathurst-street Fruit Fumigation Chamber	Erection	,,	.....	40 9 10	.....	418 16 5
Botanic Gardens—Aviaries	,,	,,	.....	551 17 6	.....	551 17 6
,, Buildings	Repairs	,,	9 1 1	28 18 1	.....	37 19 2
Bourke-street Lock-up	,,	,,	.....	24 10 0	.....	24 10 0
Centennial Park—Buildings	,, &c.	,,	.....	30 16 5	.....	30 16 5
,, Review	Incidental	1903	.....	7 19 6	.....	7 19 6
Central Police Court	Repairs	1902	0 10 7	85 14 3	.....	86 4 10
Chancery Square Courts	,,	,,	8 0 6	98 10 7	.....	106 11 1
,, ,, Electric Light Sub-station	Erection and Fittings	,,	.....	156 8 5	.....	906 2 2
Clarence-street Police Station	Repairs	..	.....	4 18 6	.....	4 18 6
Clothing Factory, Sussex-street	Alterations, &c.	1902	53 9 3	347 18 5	347 18 5	53 9 3
Colonial Secretary's Office	Repairs	,,	2 4 3	155 4 4	.....	157 8 7
,, ,, State Governor's Offices	,,	,,	43 4 11	29 8 9	.....	72 13 8
"Cranbrook," State Government House	Alterations, &c.	,,	.....	1,689 13 7	.....	4,108 17 6
,, ,, ...	Furniture	,,	3,411 1 6	.....	.....	5,720 0 8
,, ,, ...	Rent	,,	.....	232 5 0	.....	232 5 0
Crown-street Post Office	Repairs	1903	.....	6 4 2	.....	6 4 2
Crown Law Office	Additions	1901	.....	3,140 9 0	.....	10,036 7 6
,, ...	Repairs	1902	.....	150 16 7	.....	150 16 7
,, ...	Furniture	,,	18 7 2	.....	.....	18 7 2
,, Electric Light Installation	.....	.....	.....	52 9 6	52 9 6	.....
Custom House, Sydney	Additions	1898	.....	141 7 2	.....	29,829 4 1
,, ,, ...	Repairs	1902	.....	545 8 10	.....	545 8 10
,, ,, Land and Income Tax Office	,, &c.	,,	.....	104 9 5	.....	104 9 5
,, ,, ,, ,, ...	Fittings, &c.	,,	.....	36 13 8	.....	36 13 8
Darlinghurst Gaol	Repairs	,,	.....	325 2 3	.....	325 2 3
,, ,, Electric Light	Maintenance	,,	.....	72 19 8	.....	72 19 8
,, Court-house	Additions	1901	.....	1,811 14 1	.....	5,766 4 7
,, ,, ...	Repairs	1902	1 18 10	71 16 11	.....	73 15 9
,, Reception-house	,,	,,	.....	83 5 11	.....	83 5 11
,, Police Station	,,	,,	.....	13 12 11	.....	13 12 11
Dawes Point Battery	,,	1903	.....	43 9 10	.....	43 9 10
Decorations, &c.—Arrival of State Governor	.....	1902	.....	33 18 1	.....	153 3 7
,, Distribution of	.....	1903	.....	17 16 4	.....	17 16 4
,, Coronation	.....	1902	.....	2,213 4 3	.....	2,213 4 3
,, Royal Visit	.....	1901	.....	18 0 3	.....	14,127 15 7
,, Federal Celebrations	.....	1900	.....	50 12 1	.....	49,775 16 9
Demolition Works, Elizabeth and Market streets	.....	1903	.....	85 17 4	85 17 4	.....
District Court	Repairs	1902	1 2 4	2 4 9	.....	3 7 1
Domain—Buildings, Fences, &c.	,,	,,	.....	79 1 5	.....	79 1 5
Electoral Office	,,	,,	18 1 8	19 13 9	.....	37 15 5
Electric Light Station—Public Buildings	Maintenance	,,	.....	4,299 5 3	.....	4,299 5 3
,, ,, Extension of Plant	Additions	,,	.....	780 0 0	.....	780 0 0
,, ,, New Buildings, George-st. North	Erection	,,	.....	4,375 14 8	4,382 3 5	.....
Erskine-street Lock-up	Repairs	,,	.....	8 2 5	.....	8 2 5
Federal Government Offices, Macquarie-street	,,	,,	3 9 5	20 9 4	.....	23 18 9
Fire Brigades Station, Head Office—Drainage, &c.	,,	,,	.....	304 1 11	.....	304 1 11
,, ,, George-street North	,,	1903	.....	12 18 3	.....	12 18 3
Free Public Library	,,	1902	22 1 10	14 7 3	.....	36 9 1
,, ,, Lending Branch	,,	,,	.....	0 5 0	.....	0 5 0
General Post Office	Additions	1897	.....	6,983 12 2	83,121 3 3	.....
,, ,, ...	Repairs	1902	.....	1,399 19 2	.....	1,399 19 2
,, ,, ...	Furniture	,,	61 1 2	.....	.....	61 1 2
,, ,, Approaches (Improvement Act)	.....	,,	.....	101 2 4	.....	101 2 4
Government Savings Bank—Fittings	Fittings	..	.....	11 7 6	.....	11 7 6
George-street North Police Station	Repairs	1903	.....	0 2 6	.....	0 2 6
Government Architect's Workshops	Plant	1902	.....	1,087 7 4	.....	1,087 7 4
Government House (Federal)	Repairs	,,	36 3 5	959 1 2	.....	995 4 7
,, ,, ...	Lighting	,,	.....	517 13 8	.....	517 13 8
Government Printing Office	Repairs	,,	.....	451 2 9	.....	451 2 9
,, ,, Machinery (Electric)	Additions	,,	.....	122 11 4	.....	122 11 4
,, ,, Electric Light	Maintenance	,,	.....	193 7 9	.....	193 7 9
Government Labour Bureau	Repairs	,,	.....	4 10 6	.....	4 10 6
Statistician's Office	,,	,,	11 0 8	5 1 3	.....	16 1 11
Health Board Offices	,,	,,	.....	121 3 10	.....	121 3 10
Haymarket Post Office	,,	1903	.....	1 9 1	.....	1 9 1
Inspector-General of Police—Office of	Erection	1902	.....	1,701 15 11	1,712 17 4	.....
,, ,, Old and Temporary Offices	Repairs	,,	7 1 4	71 10 11	.....	78 12 3
Kent and Bathurst streets—Police Quarters	,,	,,	.....	70 2 3	.....	70 2 3
Kent-street Post Office	Incidental	,,	.....	1 3 0	.....	1 3 0
Lands Office, Sydney	Repairs	,,	50 7 2	335 7 0	.....	385 14 2
,, ,, Lifts	Maintenance	,,	.....	459 6 2	.....	459 6 2
,, ,, Mines Department Offices	Repairs	,,	8 7 6	57 9 7	.....	65 17 1
Lunacy Department	Furniture	,,	6 12 2	.....	.....	6 12 2
Military Offices	Repairs	,,	.....	3 7 11	.....	3 7 11
Military Works generally (in detail)	Repairs, &c.	1903	.....	356 19 10	.....	356 19 10
Mines Department (New Offices)	Erection	1898	.....	.....	11 1 5	.....
Miller's Point Post Office	Repairs	1903	.....	0 7 9	.....	0 7 9
Mint, Royal—Electric Light	Installation	1902	.....	104 4 2	104 4 2	.....
Moorecliffe Eye Hospital	Repairs	,,	191 15 10	450 13 2	.....	1,048 8 2
Morgue—North	,,	,,	.....	6 5 4	.....	6 5 4
Museum	,,	,,	.....	28 0 8	.....	28 0 8
Naval Establishment—Residence for Captain-in-charge	Purchase	1903	.....	8,000 0 0	.....	8,000 0 0
Naval Stores (Old)	Repairs	1902	.....	24 19 4	.....	24 19 4
Observatory	,,	,,	.....	25 0 5	.....	25 0 5
Old-age Pensions Office	,,	,,	.....	44 15 3	.....	44 15 3
Ormond House	,,	,,	.....	4 9 11	.....	4 9 11
Parliamentary Buildings	,,	,,	.....	1,012 17 4	.....	1,012 17 4
.....	Furniture	,,	249 18 11	.....	.....	249 18 11
,, Electric Light	Renewal & maintenance	,,	.....	1,899 8 7	.....	1,899 8 7
,, Ventilation	Maintenance	,,	.....	67 2 10	.....	67 2 10
,, New	Erection	1896	.....	.....	297 12 3	.....
Patents Office	Repairs, &c.	1902	2 10 0	6 11 1	.....	9 1 1
Phillip-street, No. 72A	,,	,,	.....	1 3 11	.....	1 3 11
Prince Alfred Hospital—New Pavilions	Erection	1901	.....	28,750 6 4	32,026 13 1	.....
,, ,, Administrative Block	Alterations	1902	.....	4,845 1 0	6,692 13 1	.....
,, ,, General Additions	Additions	,,	.....	609 1 1	1,011 5 10	.....
Probate Office	Repairs	,,	.....	1 6 9	.....	1 6 9
Public Instruction Department	,,	1903	.....	5 4 1	.....	5 4 1
Public Parks—Painting Seats, &c.	,,	,,	.....	362 11 9	.....	362 11 9
Public Service Association	,,	1902	.....	1 7 2	.....	1 7 2

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
SYDNEY—*continued.*			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Public Service Board	Repairs	1902	.....	48 3 1	.....	48 3 1
,,	.....	..	15 19 8	.....	.....	15 19 8
Public Service Tender Board	Repairs	1902	2 11 3	1 15 10	.....	4 7 1
Public Works Department	,,	,,	.....	941 18 8	.....	941 18 8
,,	Furniture	..	200 5 8	.....	.....	200 5 8
,, Lifts	Maintenance	..	.....	402 7 6	.....	402 7 6
,, Electric Light	,,	..	.....	210 5 0	.....	210 5 0
Quarantine Station	Repairs	1902	.....	84 4 2	.....	84 4 2
,, Buildings	Additions	1899	.....	710 5 11	.....	9,354 14 8
,, Boundary Wall	Erection	1901	.....	33 11 3	.....	2,548 0 9
Quarantine Depôt, Woolloomooloo	Repairs	1902	.....	1 3 0	.....	1 3 0
Queen's Square Drill Hall	,,	1903	.....	10 13 5	.....	10 13 5
Registrar-General's Office	Additions	1902	.....	114 4 9	.....	114 4 9
,, ,,	Repairs	,,	78 7 9	221 16 4	.....	300 4 1
,, ,, Electric Light	Maintenance	,,	.....	56 9 7	.....	56 9 7
Richmond-terrace	Repairs	,,	5 0 8	80 9 9	.....	85 10 5
Royal Agricultural Society's Show-ground—Police Buildings	,,	1903	.....	14 19 9	.....	14 19 9
Royal Agricultural Society's Show-ground—Mines Department, Pavilion	,,	1902	.....	1 5 0	.....	1 5 0
Resumed Properties (other than Darling Harbour Resumptions)	,,	1903	.....	95 5 1	.....	95 5 1
Shelter-sheds for Waterside Workers—Miller's Point	Erection	1902	.....	701 3 2	.....	1,203 3 10
,, ,, ,,	Maintenance	,,	.....	63 10 8	.....	63 10 8
,, ,, Erskine-street	Additions & alterations	,,	.....	423 12 2	.....	665 17 8
,, ,, ,,	Maintenance	,,	.....	64 17 4	.....	64 17 4
Stamp Office	.....	,,	4 10 10	12 12 1	.....	17 2 11
State Governor's Orderlies' Quarters, Young-street	Rent	,,	.....	364 0 0	.....	364 0 0
State Labour Board	Repairs	1903	1 1 11	2 3 1	.....	3 5 0
Stores Department	Alterations	1902	.....	606 1 5	606 1 5	.....
Supreme Court	Repairs	,,	15 8 0	152 18 6	.....	168 6 6
Sydney Hospital	Additions	,,	.....	329 1 2	.....	329 1 2
Surry Hills Post Office	Repairs	1903	.....	1 1 6	.....	1 1 6
Technical College	Incidental	1902	.....	6 0 0	.....	6 0 0
Technological Museum	Repairs	,,	.....	0 12 2	.....	0 12 2
Treasury	.....	,,	54 8 4	64 16 7	.....	119 4 11
,, Electric Light	Maintenance	..	.....	46 5 2	.....	46 5 2
University of Sydney	Repairs	1902	.....	467 4 8	.....	467 4 8
,, Fisher Library	Erection	,,	.....	11,511 19 3	13,515 18 4	.....
,, Department of Biology	Fittings, &c.	..	.....	424 0 8	.....	424 0 8
,, Department of Physics	,,	..	.....	662 14 7	.....	662 14 7
Victoria Barracks	Repairs	1903	.....	842 17 2	.....	842 17 2
Water Police Court	,,	..	.....	19 5 2	.....	19 5 2
William-street Post Office	,,	1903	.....	9 9 6	.....	9 9 6
Woolloomooloo Public Baths—Roadway	Construction	1902	.....	688 11 7	.....	.....
,, ,, Ladies' Free Baths	,,	,,	.....	922 16 4	922 16 4	.....
,, ,, Erection Baths — General Charges	,,	..	.....	144 4 2	144 4 2	.....
Woolloomooloo Police Station	Repairs	1903	.....	0 2 0	.....	0 2 0
SUBURBS.						
ALEXANDRIA.						
Post Office	Repairs	1902	.....	33 9 10	.....	33 9 10
ANNANDALE.						
Post Office	,,	1903	.....	88 8 0	88 8 0	.....
ARNCLIFFE.						
Post Office	,,	,,	.....	0 14 6	.....	0 14 6
ASHFIELD.						
Post Office	,,	,,	.....	133 6 0	133 6 0	.....
BALMAIN.						
Court-house	,,	,,	.....	10 5 4	.....	10 5 4
Post Office	,,	,,	.....	0 12 7	.....	0 12 7
BARE ISLAND.						
Battery	,,	,,	.....	18 0 4	.....	18 0 4
BILOELA.						
Gaol	,,	,,	.....	17 8 11	.....	17 8 11
BONDI.						
Fort	Additions, &c.	,,	.....	25 10 1	.....	25 10 1
BRADLEY'S HEAD.						
Military Quarters	Repairs	,,	.....	22 9 5	.....	22 9 5
BOTANY.						
Fire Station—Land	Purchase	,,	.....	321 12 10	.....	321 12 10
BOTANY, NORTH.						
Post Office	Repairs	,,	.....	1 13 9	.....	1 13 9
BURWOOD.						
Police Quarters	,,	,,	.....	70 12 0	.....	70 12 0
Court-house (temporary)	,,	1902	.....	40 0 0	.....	40 0 0
Post Office—Turret Clock	Erection	1901	.....	6 4 6	.....	61 14 6
CALLAN PARK.						
Asylum	Repairs	1902	.....	171 0 3	.....	171 0 3
,, Additions	Additions	,,	.....	122 1 0	.....	122 1 0
,, Visitors' Room	,,	,,	.....	1,801 8 10	.....	1,801 8 10
CAMPERDOWN.						
Police Station	Repairs	,,	.....	0 9 9	.....	0 9 9
Post Office	,,	,,	.....	68 3 0	.....	68 3 0
CHATSWOOD.						
Post Office	Erection	1903	.....	517 7 8	517 7 8	.....
CHOWDER BAY.						
Barracks, &c.	Repairs	,,	.....	14 8 1	.....	14 8 1
CLYDE.						
Metallurgical Works	,,	1902	.....	68 17 10	.....	68 17 10
CONCORD.						
Lock-up	,,	,,	.....	0 5 0	.....	0 5 0
COOGEE.						
Battery	,	1903	.....	23 11 6	.....	23 11 6
COAST HOSPITAL.						
Leper Lazaret	,, &c.	1902	.....	53 4 3	.....	53 4 3
Main Buildings	Additions	1901	.....	802 2 0	.....	1,828 14 11
,,	Repairs	1902	1 17 7	259 7 10	.....	261 5 5
DRUMMOYNE.						
Post Office	,,	1903	.....	2 1 1	.....	2 1 1
DULWICH HILL.						
Post Office	,,	,,	.....	17 15 10	.....	17 15 10
EDGECLIFFE.						
Post Office	.....	1902	.....	173 3 1	173 3 1	.....
FIVE DOCK.						
Post Office	,,	,,	.....	6 7 4	.....	6 7 4
GLADESVILLE.						
Hospital for Insane	,,	1902	.....	74 13 9	.....	74 13 9
,, ,, Laundry and Kitchen	Additions	1901	.....	351 0 6	.....	3,113 0 6

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
SUBURBS—*continued.*			£ s. d.	£ s. d.	£ s. d.	£ s. d.
GLEBE.						
Court-house and Police Station	Repairs	1902	.....	6 14 8	.....	6 14 8
Post Office	,,	1903	.....	1 2 8	.....	1 2 8
GOAT ISLAND	,,	,,	.....	24 0 9	.....	24 0 9
GEORGE'S HEIGHTS.						
Barracks	,,	,,	.....	70 0 0	.....	70 0 0
GRANVILLE.						
Post Office	,,	1902	.....	2 14 5	.....	2 14 5
GREEN'S POINT.						
Battery	,,	1903	.....	72 7 11	.....	72 7 11
HENRY HEAD.						
Battery	,,	,,	.....	15 6 4	.....	15 6 4
HOMEBUSH.						
Post Office	,,	,,	.....	73 2 6	.....	73 2 6
HORNSBY.						
Post Office	Erection	1901	.....	91 10 6	.....	1,329 5 6
,,	Furniture	1902	19 19 2	.....	.....	19 19 2
HUNTER'S HILL.						
Drill Hall	Repairs	1903	.....	15 0 0	.....	15 0 0
KOGARAH.						
Police Station	,,	1902	.....	8 12 4	.....	8 12 4
Post and Telegraph Office	,,	1903	.....	31 0 0	.....	31 0 0
KURNELL.						
Accommodation House	Furniture	1902	28 2 1	.....	.....	28 2 1
LEICHHARDT.						
Post Office	Repairs	1903	.....	0 9 3	.....	0 9 3
PARRAMATTA.						
Gaol	,,	1902	.....	404 14 11	.....	404 14 11
,,	Additions	,,	.....	213 13 2	.....	213 13 2
,, Governor's and Deputy-Governor's Quarters	Erection	1901	.....	997 5 6	.....	2,964 5 6
,, Electric Light	Maintenance	1902	.....	52 5 0	.....	52 5 0
North, Post and Telegraph Office	Repairs	1903	.....	25 0 0	.....	25 0 0
Lancers' Quarters	,,	,,	.....	61 10 1	.....	61 10 1
Hospital for Insane—No. 4 Ward	Additions	1902	.....	980 3 2	.....	2,706 3 2
,, ,, Laundry	Erection	,,	.....	1,472 18 7	.....	1,862 5 10
,, ,, ,, machinery	Supply and Erection	,,	.....	685 11 3	685 11 3	.....
,, ,,	General Additions	,,	.....	196 14 4	.....	196 14 4
,, ,,	Repairs	,,	.....	309 3 10	.....	309 3 10
Court-house and Police Station	,,	,,	.....	26 16 8	.....	26 16 8
Benevolent Asylum (George-street)	,,	,,	.....	144 1 4	.....	144 1 4
,, (Macquarie-street)	,,	,,	.....	59 5 3	.....	59 5 3
Cottage Homes	,, &c.	,,	.....	91 2 6	.....	91 2 6
District Hospital	Additions	1901	.....	500 0 0	2,500 0 0	.....
LEWISHAM.						
Telephone Bureau	Erection	1903	.....	8 18 6	.....	8 18 6
MANLY.						
Post Office	Repairs	1902	.....	2 5 0	.....	2 5 0
Public Latrines	Erection	1903	.....	369 3 6	.....	369 3 6
MARRICKVILLE.						
Police Station	Repairs	,,	.....	0 1 4	.....	0 1 4
Post Office	,,	,,	.....	88 14 6	.....	88 14 6
MIDDLE HEAD.						
Battery	,,	,,	.....	37 13 6	.....	37 13 6
NEWINGTON.						
Benevolent Asylum	,,	1902	.....	137 17 1	.....	137 17 1
Powder Magazine	,,	1903	.....	42 6 0	.....	42 6 0
NEWTOWN.						
Court-house	,,	1902	.....	18 0 9	.....	18 0 9
Post Office	,,	,,	.....	103 6 5	.....	103 6 5
NORTH SYDNEY.						
Hospital	Erection	,,	.....	13,602 9 4	18,164 16 10	.....
,, Approach-road	Construction	1903	.....	144 10 2	144 10 2	.....
Post Office	Repairs	1902	.....	1 7 6	.....	1 7 6
PADDINGTON.						
Court-house and Police Station	,,	,,	.....	31 15 3	.....	31 15 3
Post Office	,,	1903	.....	0 10 9	.....	0 10 9
PETERSHAM.						
Post and Telegraph Office	,,	1902	.....	97 15 0	.....	97 15 0
PYMBLE.						
Post Office	Cost of Land	,,	.....	0 6 0	0 7 6	.....
PYRMONT.						
Fire Brigade Station	Demolition works	,,	.....	52 16 9	.....	52 16 9
Police Station	Repairs	,,	.....	75 13 1	.....	75 13 1
Post Office	,,	1903	.....	27 14 5	.....	27 14 5
General Depôt for Stores, Public Works Department	Erection	,,	.....	976 7 11	976 7 11	.....
RANDWICK.						
Post Office	Repairs	,,	.....	10 13 10	.....	10 13 10
Prison for Females and Penitentiary for Petty Offenders	Erection	1901	.....	20,170 12 0	21,237 5 3	.....
REDFERN.						
Court-house	Repairs	1902	.....	36 17 3	.....	36 17 3
Police Barracks	Incidental	,,	.....	13 16 4	.....	13 16 4
Post Office	Repairs	,,	.....	176 13 9	.....	176 13 9
ROCKDALE.						
Post Office	,,	1903	.....	42 0 0	.....	42 0 0
ROOKWOOD.						
Cemetery—Military Portion	,,	,,	.....	4 9 0	.....	4 9 0
Benevolent Asylum	Additions	1901	.....	2,242 15 0	.....	6,848 0 8
,, ,, Electric Light	Installation	..	.....	1,966 10 0	3,009 5 1	.....
,, ,,	Repairs	..	.....	223 15 2	.....	223 15 2
,, ,, Irrigation Works	Maintenance	..	.....	129 17 5	.....	129 17 5
ROZELLE.						
Post and Telegraph Office	Repairs	1902	.....	137 0 0	.....	137 0 0
RYDALMERE.						
Hospital for Insane	Additions	,,	.....	376 15 4	.....	376 15 4
,, ,,	Repairs	..	20 0 7	40 17 10	.....	60 18 5
ST. PETER'S.						
Police Station	Additions	1902	.....	31 1 0	.....	31 1 0
Post Office	Repairs	1903	.....	45 0 0	.....	45 0 0
SUMMER HILL.						
Post Office	,,	1902	.....	4 8 10	.....	4 8 10
ULTIMO.						
Post Office	,,	1903	.....	0 12 2	.....	0 12 2
WAVERLEY.						
Post Office	,,	1902	.....	4 11 2	.....	4 11 2
SOUTH HEAD (WATSON'S BAY).						
Shaftesbury Reformatory	,,	,,	.....	2 16 0	.....	2 16 0
Military Quarters	,,	1903	.....	152 13 9	.....	152 13
Forts, Batteries, &c.	Additions	,,	.....	294 0 0	294 0 0	.....
STEEL POINT.						
Battery	Repairs	,,	.....	25 6 2	.....	25 6 2

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
COUNTRY.			£ s. d.	£ s. d.	£ s. d.	£ s. d.
ADAMINABY.						
Post Office	Repairs	1903	.....	177 8 6	.....	177 8 6
ADAMSTOWN.						
Post Office	,,	1902	.....	126 14 8	.....	126 14 8
ADELONG.						
Post and Telegraph Office	,,	1903	.....	0 6 6	.....	0 6 6
ALBURY.						
Court-house	,,	1902	.....	62 2 1	.....	62 2 1
Gaol	,,	,,	.....	39 19 4	.....	39 19 4
Government Architect's Office	Incidental	,,	.....	8 10 9	.....	8 10 9
Post Office	Repairs	,,	.....	4 10 0	.....	4 10 0
ALSTONVILLE.						
Court-house and Lock-up	Erection	1903	.....	268 16 6	268 16 6	.....
APPIN.						
Police Station (Temporary Cell)	,,	,,	.....	108 0 0	.....	108 0 0
ARMIDALE.						
Court-house	Repairs	1902	.....	32 1 0	.....	32 1 0
Gaol	,,	,,	.....	7 5 6	.....	7 5 6
Government Architect's Office	Incidental	,,	.....	31 5 5	.....	31 5 5
Government Offices (Old Telegraph Office)	Repairs	,,	.....	16 12 4	.....	16 12 4
Hospital	Additions	1903	.....	750 0 0	750 0 0	.....
Police Building	Repairs	1902	.....	35 9 0	.....	35 9 0
Post Office	,,	,,	.....	12 12 6	.....	12 12 6
BALLINA.						
Court-house	,,	,,	4 16 3	195 1 3	.....	199 17 6
Police Station	,,	,,	.....	1 11 0	.....	1 11 0
Post Office	,,	1900	.....	74 18 4	.....	403 18 3
BARMEDMAN.						
Police Station	Repairs	1902	.....	13 10 0	.....	13 10 0
BATEMAN'S BAY.						
Post and Telegraph Office	,,	1903	.....	68 6 6	.....	68 6 6
BATHURST.						
Court-house	Repairs	1902	0 14 9	8 8 0	.....	9 2 9
Experimental Farm—Cottages	Erection	1903	.....	482 6 2	482 6 2	.....
Gaol	Additions	1902	.....	98 0 0	.....	98 0 0
,,	Repairs	,,	.....	278 3 3	.....	278 3 3
,, Electric Light	Maintenance	,,	.....	9 7 2	.....	9 7 2
Lock-up, Milltown	Additions	,,	.....	87 0 0	.....	87 0 0
Police Barracks	Repairs	,,	.....	157 0 0	.....	157 0 0
,, Station	,,	,,	.....	1 3 0	.....	1 3 0
Police Superintendent's Quarters	,,	,,	.....	11 9 11	.....	11 9 11
Post Office	,,	1903	.....	0 14 1	.....	0 14 1
Roads Office	,,	,,	.....	2 0 0	.....	2 0 0
Telegraph Office	Additions, &c.	1902	.....	179 2 3	.....	179 2 3
Government Architect's Office	Incidental	,,	.....	3 10 4	.....	3 10 4
BEGA.						
Post and Telegraph Office	Furniture	,,	13 15 0	.....	.....	13 15 0
BERRIGAN.						
Police Station	Repairs	,,	.....	37 6 0	.....	37 6 0
BERRIMA.						
Gaol	,,	,,	.....	228 3 5	.....	228 3 5
,,	Additions	1901	.....	292 15 7	.....	1,060 18 0
Post and Telegraph Office	,,	1902	.....	93 12 0	.....	93 12 0
BERRY.						
Police Station	,,	,,	.....	12 0 0	.....	12 0 0
BETHUNGRA.						
Police Station	Repairs	,,	.....	4 10 0	.....	4 10 0
BINALONG.						
Court-house	,,	,,	.....	37 4 0	.....	37 4 0
BINGARA.						
Court-house	,,	,,	.....	7 19 3	.....	7 19 3
Lock-up Gaol	,,	,,	.....	2 14 5	.....	2 14 5
BLACKHEATH.						
Police Station, Temporary Cell	Erection	,,	.....	15 17 6	.....	15 17 6
BLAYNEY.						
Post Office	Repairs	1903	.....	23 6 5	23 6 5	.....
BODALLA.						
Post Office	,,	,,	.....	8 10 0	.....	8 10 0
BOMBALA.						
Court-house	,,	,,	.....	6 18 0	.....	6 18 0
Police Station (Quarters)	Erection	..	.....	723 0 0	723 0 0	.....
BOOLIGAL.						
Post Office	Additions, &c.	..	.....	155 3 0	.....	155 3 0
BOOMI.						
Police Station	Repairs	1902	.....	6 15 0	.....	6 15 0
BOURKE.						
Court-house	,,	,,	.....	4 10 0	.....	4 10 0
Gaol	,,	1903	.....	0 3 7	.....	0 3 7
Post Office	Additions	,,	.....	50 12 0	.....	50 12 0
BOWNING.						
Police Station	Erection	1902	.....	854 5 9	.....	854 5 9
BOWRAVILLE.						
Court-house and Lock-up	Repairs	,,	....	7 0 0	.....	7 0 0
BRAIDWOOD.						
Court-house	Erection	1899	.....	271 3 4	.....	5,432 19 6
Post Office	Repairs	1902	.....	14 0 0	.....	14 0 0
BREWARRINA.						
Court-house	,,	,,	.....	70 0 0	.....	70 0 0
BROADWATER.						
Police Station	,,	1903	.....	1 2 5	.....	1 2 5
BROKEN HILL.						
Government Architect's Office	Incidental	1902	.....	1 1 0	.....	1 1 0
Post Office—Turret Clock	Erection	1900	.....	8 9 7	286 12 5	.....
BRUSHGROVE.						
Post and Telegraph Office	Repairs	1903	.....	29 15 6	29 15 6	.....
BUNGENDORE.						
Police Station	,,	1901	.....	89 6 0	.....	150 18 0
Post and Telegraph Office	,,	1903	.....	69 9 0	.....	69 9 0
BURROWA.						
Court-house	,,	1902	.....	49 15 9	.....	171 11 9
Hospital	Erection	1903	.....	325 0 0	325 0 0	.....
Lock-up	Additions	1902	.....	43 11 0	.....	43 11 0
BYROCK.						
Police Station	Additions	,,	.....	74 0 0	.....	74 0 0
CAMDEN.						
Court-house	Repairs	,,	.....	1 0 0	.....	1 0 0
CAMPBELLTOWN.						
Court-house	Furniture	1903	1 1 3	.....	.....	1 1 3
Post Office	Repairs	1902	.....	110 17 6	.....	110 17 6
State Nursery	,,	1903	.....	4 9	.....	0 4 9

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTRY—*continued.*						
CANONBAR.						
Post and Telegraph Office	Repairs	1902	.....	75 17 9	.....	75 17 9
CARCOAR.						
Lock-up	,,	1903	.....	125 10 0	.....	125 10 0
Post and Telegraph Office	,,	1902	.....	50 17 0	.....	50 17 0
CARINDA.						
Court-house	,,	,,	0 3 1	.....	.....	0 3 1
CARRINGTON.						
Post Office	Additions	1903	.....	148 8 2	148 8 2	.....
CASINO.						
Court-house	Repairs	1902	.....	0 16 6	.....	0 16 6
Lock-up Gaol	,,	,,	.....	1 18 0	.....	1 18 0
Post Office	,,	1903	.....	51 18 6	.....	51 18 6
CASSILIS.						
Post Office	,,	1902	.....	135 1 3	.....	135 1 3
CLARENCE TOWN.						
Post Office	,,	,,	.....	70 14 0	.....	70 14 0
COBAR.						
Court-house	,,	,,	.....	23 10 0	.....	23 10 0
Post and Telegraph Office	,,	1903	.....	193 0 0	.....	193 0 0
COBARGO.						
Court-house	Erection	,,	.....	693 14 0	693 14 0	.....
Post and Telegraph Office	Repairs	1902	.....	5 11 6	.....	5 11 6
COLLECTOR.						
Court-house and Lock-up	,,	1903	.....	258 17 10	.....	258 17 10
CONDOBOLIN.						
Police Buildings	,,	,,	.....	4 10 0	.....	4 10 0
Post and Telegraph Office	,,	,,	.....	2 2 0	.....	2 2 0
COOLAH.						
Court-house	Furniture	,,	3 15 0	.....	.....	3 15 0
Post and Telegraph Office	Repairs	,,	.....	132 5 6	.....	132 5 6
COOMA.						
Court-house	Repairs	1902	.....	1 10 0	.....	1 10 0
Post Office	Additions	,,	.....	200 4 0	.....	200 4 0
COONABARABRAN.						
Court-house	Repairs	1903	.....	12 18 0	.....	12 18 0
Post and Telegraph Office	Additions	,,	.....	58 14 4	.....	58 14 4
COONAMBLE.						
Court-house	Repairs	1902	.....	3 5 6	.....	3 5 6
Hospital	Additions	1903	.....	300 0 0	300 0 0	.....
COOTAMUNDRA.						
Court-house	Repairs, &c.	1902	.....	145 19 0	.....	145 19 0
,,	Additions	1899	.....	414 12 4	.....	5,786 11 10
Government Architect's Office	Incidental	1902	.....	4 11 3	.....	4 11 3
Lock-up Gaol	Additions	,,	.....	117 10 0	.....	117 10 0
Police Station	Repairs	1903	.....	4 12 0	.....	4 12 0
Post Office	,,	1902	.....	260 2 6	.....	260 2 6
CORAKI.						
Post and Telegraph Office	,,	1903	.....	6 0 0	.....	6 0 0
COWRA.						
Court-house	Additions	1902	.....	9 15 0	.....	9 15 0
Police Buildings	Repairs	,,	5 9 6	79 13 0	.....	85 2 6
CROOKWELL.						
Post and Telegraph Office	,,	1903	.....	47 5 0	.....	47 5 0
CUDAL.						
Court-house and Police Station	,,	,,	.....	16 5 0	.....	16 5 0
Post and Telegraph Office	,,	,,	.....	37 15 0	.....	37 15 0
CUDGEN.						
Police Station	,,	,,	.....	0 18 1	.....	0 18 1
CUNDLETOWN.						
Court-house	,,	1902	.....	2 0 0	.....	2 0 0
Post Office	,,	,,	.....	146 15 0	.....	146 15 0
DALGETY.						
Court-house and Police Station	,,	,,	.....	72 17 0	.....	183 17 0
DENILIQUIN.						
Court-house	,,	,,	.....	118 7 6	.....	118 7 6
Gaol	,,	,,	.....	3 2 0	.....	3 2 0
Police Station	,,	,,	.....	2 2 0	.....	2 2 0
Post and Telegraph Office	,,	,,	.....	0 10 0	.....	0 10 0
DENILIQUIN NORTH.						
Lock-up	,,	1903	.....	146 10 0	.....	146 10 0
DENMAN.						
Police Station	,,	1902	.....	32 15 0	.....	32 15 0
DUBBO.						
Gaol	,,	,,	.....	103 16 2	.....	103 16 2
Government Architect's Office	Incidental	,,	.....	48 14 11	.....	48 14 11
Lands Office	Additions	,,	.....	182 17 0	.....	182 17 0
Post and Telegraph Office	,,	1903	.....	313 2 3	313 2 3	.....
DUNGOG.						
Post Office	Additions, &c.	1902	.....	168 14 0	.....	168 14 0
EDEN.						
Police Sergeant's Quarters	Repairs	,,	.....	25 10 0	.....	25 10 0
Post and Telegraph Office	Additions	1903	.....	249 17 10	249 17 10	.....
EUGOWRA.						
Police Station	Repairs	,,	.....	17 0 0	.....	17 0 0
Post and Telegraph Office	,,	,,	.....	60 0 0	.....	60 0 0
ENNGONIA.						
Post and Telegraph Office	,,	1902	.....	50 0 0	.....	50 0 0
EUSTON.						
Post Office	,,	,,	.....	17 15 0	.....	17 15 0
FORBES.						
Court-house	,,	,,	.....	225 15 5	.....	225 15 5
Gaol	,,	,,	.....	1 7 0	.....	1 7 0
Lands Office	Additions	1902	.....	34 10 0	.....	34 10 0
FORSTER.						
Court-house	Repairs	1903	.....	15 10 0	.....	15 10 0
Post Office—Furniture	,,	1902	9 5 0	.....	.....	9 5 0
GERMANTON.						
Police Station	,,	1903	.....	26 16 0	.....	26 16 0
Post and Telegraph Office	,,	,,	.....	21 14 0	.....	21 14 0
GERRINGONG.						
Rifle Range ("Lands")	Purchase	..	.....	250 0 0	.....	250 0 0
GILGANDRA.						
Court-house (Land)	,,	..	.....	66 0 4	.....	69 12 10
GLADSTONE.						
Court-house	Repairs	1902	.....	67 4 0	.....	67 4 0
GLEN INNES.						
Court-house	,,	,,	.....	71 0 3	.....	71 0 3
Post Office	,,	1903	.....	4 10 0	.....	4 10 0
GOSFORD.						
Police Station	,,	1902	.....	37 17 6	.....	37 17 6
Post Office	,,	,,	.....	18 15 0	.....	18 15 0

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished actual amount of Expenditure.
COUNTRY—*continued.*			£ s. d.	£ s. d.	£ s. d.	£ s. d.
GOULBURN.						
Court-house	Repairs	1902	.....	68 9 8	.....	68 9 8
Gaol	,,	,,	.....	110 8 9	.....	110 8 9
,, Electric Light	Maintenance	,,	.....	115 17 9	.....	115 17 9
Lands Office	Repairs	,,	.....	18 19 9	.....	18 19 9
Post and Telegraph Office	,,	,,	.....	39 2 2	.....	39 2 2
Government Architect's Office	Incidental	,,	.....	5 10 3	.....	5 10 3
GRAFTON.						
Court-house	Additions	,,	.....	28 8 0	.....	28 8 0
Gaol	Repairs	,,	.....	234 19 8	.....	234 19 8
Government Architect's Office	Incidental	,,	.....	4 15 7	.....	4 15 7
Hospital—Operating Theatre	Erection	,,	.....	499 19 0	.....	1,499 19 0
Land and Survey Office	Repairs	,,	.....	1 11 6	.....	1 11 6
Police Station	Additions	,,	.....	101 0 0	.....	101 0 0
Post Office	Repairs	,,	.....	65 2 0	.....	65 2 0
Works Office	,,	,,	.....	2 12 0	.....	2 12 0
GRAFTON, SOUTH.						
Post Office	,,	,,	.....	156 1 0	.....	156 1 0
GRENFELL.						
Lock-up Gaol	Additions	1901	.....	27 1 2	.....	697 17 10
GRETA.						
Post Office	Repairs	1902	.....	148 10 0	.....	148 10 0
GULGONG.						
Court-house	,,	,,	.....	4 16 0	.....	4 16 0
Lock-up	Additions	,,	.....	17 15 0	.....	17 15 0
Post and Telegraph Office	Repairs	1903	.....	0 11 6	.....	0 11 6
GUNDAGAI.						
Court-house	Additions	1901	.....	373 1 7	.....	2,926 5 11
Police Quarters	Repairs	1903	.....	17 10 0	.....	17 10 0
GUNDAROO.						
Court-house and Police Station	,,	1902	.....	30 17 6	.....	30 17 6
GUNNEDAH.						
Gaol	Additions	,,	.....	36 10 0	.....	36 10 0
Post and Telegraph Office	Repairs	1903	.....	32 15 0	.....	32 15 0
Police Buildings	,,	1902	.....	17 0 0	.....	17 0 0
GUNNING.						
Court-house and Police Buildings	,,	,,	.....	2 0 0	.....	2 0 0
Post Office	,,	,,	.....	54 2 0	.....	54 2 0
GUYRA.						
Court-house	,,	,,	.....	11 5 0	.....	11 5 0
HAMILTON.						
Mines Office	Furniture	..	0 10 6	.....	.....	0 10 6
Police Station	Repairs	1902	.....	2 5 6	.....	2 5 6
Post Office	,,	,,	.....	40 1 0	.....	40 1 0
HARDEN.						
Post Office	Additions	,,	.....	131 6 0	.....	131 6 0
HAY.						
Court-house	,,	,,	.....	58 15 6	.....	58 15 6
Gaol	Repairs	,,	.....	1 11 9	.....	1 11 9
Post Office—Turret Clock	Additions	1901	.....	10 7 6	.....	196 7 6
,, ,,	Repairs	1902	.....	137 7 11	.....	137 7 11
HELENSBURGH.						
Court-house and Lock-up	Erection	,,	.....	1,616 15 11	.....	1,616 15 11
HENTY.						
Post and Telegraph Office	Repairs	1903	.....	21 12 6	.....	21 12 6
HILL END.						
Court-house	,,	1902	.....	18 7 3	.....	18 7 3
Post Office	Alterations	1903	.....	144 18 6	.....	144 18 6
HAWKESBURY RIVER.						
Inebriates' Home, Milson's Island	Erection	1902	.....	1,477 1 4	1,477 1 4	.....
,, ,, Rabbit Island	,,	,,	.....	1,996 18 0	1,996 18 0	.....
HILLGROVE.						
Post Office	Repairs	,,	.....	59 18	.....	59 18 0
HILLSTON.						
Lock-up Gaol	,,	1903	.....	0 3	.....	0 3 5
HINTON.						
Lock-up	,,	1902	.....	1	.....	19 5 0
HOWELL.						
Court-house	Additions	,,	.....	14	.....	14 0 0
HOWLONG.						
Police Station	Repairs	,,	.....	25 0 0	.....	25 0 0
INVERELL.						
Court-house	,,	,,	.....	21 11 0	.....	21 11 0
Police Buildings	Additions	,,	.....	122 5 0	.....	122 5 0
IVANHOE.						
Post and Telegraph Office	Repairs	1903	.....	36 0 0	.....	36 0 0
JAMBEROO.						
Lock-up	Additions	1902	.....	72 6 6	.....	72 6 6
JERILDERIE.						
Post and Telegraph Office	Repairs	1903	.....	3 10 0	.....	3 10 0
JERRY'S PLAINS.						
Post Office	,,	,,	.....	149 18 0	.....	149 18 0
JUNEE.						
Court-house and Police Station	,,	1902	.....	0 12 6	.....	0 12 6
Post and Telegraph Office	,,	,,	.....	2 1 0	.....	2 1 0
KANGAROO VALLEY.						
Court-house and Lock-up	Erection	1903	.....	689 19 6	689 19 6	.....
KATOOMBA.						
Court-house and Police Station	Repairs	1902	.....	20 17 4	.....	20 17 4
KELSO.						
Police Station	,,	,,	.....	31 15 11	.....	31 15 11
KEMPSEY.						
Police Buildings	Additions, &c.	,,	.....	156 3 0	.....	156 3 0
KEMPSEY WEST.						
Post Office	Repairs	1903	.....	19 3 1	.....	19 3 1
Central Post Office	Additions	,,	.....	48 0 0	48 0 0	.....
KENMORE.						
Hospital for Insane	,,	1902	82 0 2	177 14 9	.....	279 14 11
,, ,,	Repairs	..	.....	23 10 2	.....	23 10 2
KIAMA.						
Court-house	,,	1902	.....	1 15 0	.....	1 15 0
Police Sergeant's Quarters	Additions	1903	.....	415 0 0	415 0 0	.....
Post and Telegraph Office	Repairs	1902	.....	9 15 0	.....	9 15 0
KIANDRA.						
Court-house and Lock-up	Additions, &c.	1903	.....	96 0 0	96 0 0	.....
Post Office	Repairs	,,	.....	16 5 10	.....	16 5 10
KOONDROOK.						
Custom House	,,	,,	.....	6 14 6	.....	6 14 6
LAMBTON.						
Drill Hall	,,	,,	.....	13 3 0	.....	13 3 0
Police Station	,,	1902	.....	19 12 3	.....	19 12 3
Post and Telegraph Office	Additions	,,	.....	87 17 11	.....	87 17 11

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
COUNTRY—*continued.*			£ s. d.	£ s. d.	£ s. d.	£ s. d.
LARGS.						
Police Station—Cost of Land	Cost of land	1903		0 7 6	0 7 6	
LISMORE.						
Court-house	Repairs	1902		104 0 0		104 0 0
Post Office	,,	,,		7 10 0		7 10 0
LITHGOW.						
Court-house	Additions	1903		6 0 7		6 0 7
Post and Telegraph Office	Repairs	1902		120 0 0		120 0 0
LIVERPOOL.						
Post Office	,,	1903		1 12 2		1 12 2
Benevolent Asylum	Additions	1902		174 8 8		174 8 8
,, ,,	Repairs	,,		42 16 1		42 16 1
,, ,,	Drainage	,,		1,649 0 4	4,085 19 11	
,, ,, Railway Station	,,	,,		364 7 0		383 5 1
LOCKHART.						
Court and Police Buildings	Erection	1903		784 8 3	784 8 3	
LOUTH.						
Post and Telegraph Office	Repairs	,,		161 10 0		161 10 0
MACLEAN.						
Post and Telegraph Office	,,	,,		12 10 0		12 10 0
MAITLAND, EAST.						
Court-house	,,	1902		168 2 4		168 2 4
Drill Hall	,,	1903		8 0 0	8 0 0	
Post Office	,,	1902		80 12 6		80 12 6
Lands Office	Additions	,,		37 5 0		37 5 0
Gaol	Repairs	,,		125 16 4		125 16 4
,, Electric Light	Maintenance	,,		13 1 2		13 1 2
MAITLAND, WEST.						
Court-house	Repairs	,,		0 3 6		0 3 6
Post Office	Additions	1903		87 6 6		87 6 6
Show Ground	Illuminations	1901		108 14 7		114 16 11
MAJOR'S CREEK.						
Post Office	Repairs	1902		5 2 6		5 2 6
MANILLA.						
Post Office	Additions	1903		40 10 0		40 10 0
MARENGO.						
Police Station	Repairs	,,		10 10 0		10 10 0
Post Office	,,	,,		1 7 6		1 7 6
MARSDEN.						
Police Station	,,	,,		2 15 0		2 15 0
MARULAN.						
Post and Telegraph Office	,,	,,		89 8 0		89 8 0
MERREWETHER.						
Post Office	Additions	,,		21 14 6		21 14 6
MERRIWA.						
Post Office	Repairs	1902		2 10 0		2 10 0
MILPARINKA.						
Court-house	Additions	,,		59 0 0		59 0 0
Police Station	Repairs	1903		5 10 11		5 10 11
MILLTHORPE.						
Court-house	Erection	1901		242 8 1		1,838 5 0
Post Office	Repairs	1903		46 15 0		46 15 0
MINMI.						
Court-house	,,	,,		1 16 0		1 16 0
MITTAGONG.						
Post Office	,,	1902		141 10 0		141 10 0
MOAMA.						
Post and Telegraph Office	,,	,,		56 13 8		56 13 8
MOLONG.						
Post and Telegraph Office	,,	1903		15 15 0		15 15 0
MORPE.						
Court-house	Erection	1901		786 11 1		6,784 16 5
,,	Repairs	1902		117 16 2		117 16 2
Lands and Survey	Additions	,,		57 15 6		710 15 6
Post Office	Repairs	,,		20 3 10		20 3 10
MORPETH.						
Court-house	Repairs	1903		33 0 0		33 0 0
Post Office	,,	,,		0 15 0		0 15 0
MOSS VALE.						
Court-house	,,	,,		1 19 2		1 19 2
MORUYA.						
Post and Telegraph Office	,,	1902		257 8 0		257 8 0
MOUNT HOPE.						
Police Station	Additions	1903		25 7 6		25 7 6
MOUNT VICTORIA.						
Post Office	Repairs	1902		98 14 10		98 14 10
MOUNT KOSCIUSKO.						
Shelter Sheds	Erection	,,		20 8 0		84 0 0
MUDGEE.						
Court-house	Repairs	,,		5 6 5		5 6 5
Gaol	Additions	,,		19 17 8		19 17 8
Post Office	Repairs	,,		4 0 5		4 0 5
,,	Additions	1901			1,440 10 0	
Public Buildings—Footpath	Repairs	1902		145 6 9		145 6 9
MULWALA.						
Post Office	,,	,,		4 10 0		4 10 0
MURRUMBURRAH.						
Court-house	,,	,,		2 5 0		2 5 0
Police Station	,,	1903		8 7 6		8 7 6
Post and Telegraph Office	,,	1902		6 15 0		6 15 0
MURRURUNDI.						
Court-house	,,	,,		25 0 2		25 0 2
Police Station	,,	,,		5 15 6		5 15 6
Post Office	,,	,,		12 5 6		12 5 6
MURWILLUMBAH.						
Court-house and Lock-up	,,	,,		1 0 0		1 0 0
MUSWELLBROOK.						
Court-house	,,	,,		46 10 0		46 10 0
NABIAC.						
Court-house	,,	,,		2 15 0		2 15 0
NARRABRI.						
Court-house	,,	,,		27 17 0		27 17 0
Lock-up Gaol	,,	,,		0 16 0		0 16 0
Post and Telegraph Office	Additions	1903		192 0 0	192 0 0	
NARRANDERA.						
Court-house	Furniture	1902	37 4 3			37 4 3
,,	Additions	1901		576 14 10		2,825 2 4
NELSON'S BAY.						
Post Office	Repairs	1903		2 0 0		2 0 0
NERRIGUNDAH.						
Court-house	,,	1902		1 10 0		1 10 0

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
COUNTRY—*continued.*			£ s. d	£ s. d.	£ s. d.	£ s. d.
NEWCASTLE.						
Court-house	Repairs	1902		173 2 0		173 2 0
Custom-house	,,	,,		58 1 1		58 1 1
Forts	,,	1903		6 17 9		6 17 9
Fort Scratchley	,,	,,		57 19 6		57 19 6
Gaol	,,	1902		4 4 3		4 4 3
Government Architect's Office	Incidental	,,		4 6 5		4 6 5
Hospital for Insane	Repairs	,,		70 0 10		70 0 10
,, Reception House	Erection	,,		1,312 6 7	1,312 6 7	
,, ,, Land	Purchase	,,		3,571 6 10		3,571 6 10
Pilots' Cottages	Repairs	,,		1 9 0		1 9 0
Police Station, Hunter-street	,,	,,		113 19 0		113 19 0
,, Lake Road	,,	,,		6 11 0		6 11 0
Post and Telegraph Office	Erection	1899		14,095 4 11	31,586 12 3	
,, ,, (Old)	Repairs	1902		14 5 0		14 5 0
Water Police Quarters, Scott-street	,,	1903		1 1 0		1 1 0
NIMITYBELLE.						
Post and Telegraph Office	Repairs, &c.	1902		262 8 8		262 8 8
NUNDLE.						
Lock-up	Additions	1903		180 6 3		180 6 3
NYMAGEE.						
Post and Telegraph Office	,,	1902		3 15 0		75 0 0
NYNGAN.						
Court-house	Erection	1901		798 8 3		3,819 7 7
,,	Furniture	1902	6 10 3			6 10 3
OAKS.						
Police Station	Cost of land	,,		204 18 0		204 18 0
OBERON.						
Court-house	Repairs	,,		3 0 0		3 0 0
Post Office	Additions, &c.	..		83 15 0		83 15 0
ORANGE.						
Court-house	Repairs	1902		18 2 6		18 2 6
Post Office	,,	,,		14 0 0		14 0 0
PALMER'S ISLAND.						
Police Station	,,	,,		67 0 3		67 0 3
PARKES.						
Court-house	,,	1903		2 15 0		2 15 0
Post Office	,,	,,		269 7 0		269 7 0
PATERSON.						
Post and Telegraph Office	,,	,,		92 13 0		92 13 0
PENRITH.						
Drill Hall	Repairs, &c.	,,		30 0 6		30 0 6
Post Office	,,	1902		88 7 0		88 7 0
PICTON.						
Police Station	Repairs	1903		63 7 0		63 7 0
PORT MACQUARIE.						
Court-house	,,	1902		3 6 8		3 6 8
Post Office	,,	1903		0 9 0		0 9 0
QUAMBONE.						
Police Station	,,	1902		22 8 0		22 8 0
Post Office	,,	1903		1 7 6		1 7 6
QUEANBEYAN.						
Gaol	,,	1902		5 12 0		5 12 0
Post Office	,,	1903		1 0 0		1 0 0
QUIRINDI.						
Court-house	,,	1902		2 10 0		2 10 0
Police Buildings	Additions	,,		271 1 6		271 1 6
RAYMOND TERRACE.						
Court-house	Repairs	,,		18 0 0		18 0 0
Post Office	,,	,,		167 15 6		167 15 6
RICHMOND.						
Drill Hall	,,	1903		0 8 11		0 8 11
Illuminations		1902		1 15 7		1 15 7
Post and Telegraph Office	Repairs	,,		110 0 0		110 0 0
Hawkesbury Agricultural College—Electric Light	Installation	1900		104 13 1		2,714 16 11
ROBERTSON.						
Post and Telegraph Office	Repairs	1902		4 0 0		4 0 0
ROCKLEY.						
Court-house	Additions	,,		13 12 0		61 5 0
Post and Telegraph Office	,,	1903		61 3 0		61 3 0
RYDAL.						
Police Buildings	,,	1902		260 14 0		260 14 0
,, Station	,,	1903		8 0 0		8 0 0
RYLSTONE.						
Lands Office	Repairs	1902		0 6 0		0 6 0
Post and Telegraph Office	Additions	,,		269 0 4		269 0 4
Police Sergeant's Quarters	Repairs	1903		36 0 0	36 0 0	
SCONE.						
Police Station	,,	1902		2 17 6		2 17 6
Post Office	Additions	,,		76 11 3		76 11 3
SINGLETON.						
Court-house	Repairs	,,		2 0 0		2 0 0
Post office	,,	,,		54 10 0		54 10 0
SOFALA.						
Police Station	,,	1903		9 17 6		9 17 6
STOCKTON.						
Post Office	,,	,,		24 0 0		24 0 0
Quarantine Station (Caretaker's Cottage)	Erection	1902		419 18 9		419 18 9
STROUD.						
Post and Telegraph Office	Repairs	,,		102 5 0		102 5 0
SUNNY CORNER.						
Court-house	Additions	,,		193 10 0		193 10 0
SUTTON FOREST.						
Governor's Residence, "Hill View"	Repairs	,,	404 3 3	605 9 9		1,009 13 0
,, ,, ,,	Additions	,,		300 9 2		300 9 2
TAMWORTH.						
Court-house	Additions	,,		61 15 6		61 15 6
Gaol	Repairs	,,		12 6 4		12 6 4
Government Architect's Office	Incidental	,,		1 1 0		1 1 0
Lands Office	Repairs	,,		31 3 9		31 3 9
Post Office	,,	1903		40 10 0		40 10 0
TARALGA.						
Post and Telegraph Office	,,	,,		2 10 0		2 10 0
TARCUTTA.						
Post and Telegraph Office	,,	1902		12 10 6		12 10 6
TAREE.						
Court-house	Additions	1903		310 15 0	310 15 0	
Gaol	Repairs	,,		4 7 6		4 7 6
Post Office	,,	1902		41 5 0		41 5 0
TEA GARDENS.						
Court-house	Cost of Land	..		21 1 10	21 1 10	

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
COUNTRY—*continued.*			£ s. d.	£ s. d	£ s. d.	£ s. d.
TEMORA.						
Court-house	Erection	1901	.....	182 1 7	.....	2,769 10 4
Post Office	.....	1903	28 1 8	.....	.....	28 1 8
TENTERFIELD.						
Court-house	Repairs	1902	.....	30 7 6	.....	30 7 6
TILBA TILBA.						
Post Office	Additions	1903	.....	7 0 0	.....	7 0 0
TINONEE.						
Court-house and Police Station	Repairs	,,	.....	13 5 0	.....	13 5 0
Post Office	,,	1902	.....	46 9 0	.....	46 9 0
TOCUMWAL.						
Police Station	,,	,,	.....	8 2 6	.....	8 2 6
Post and Telegraph Office	,,	,,	.....	1 5 0	.....	1 5 0
TRUNKEY.						
Court-house	,,	..	.....	3 7 0	.....	3 7 0
Post and Telegraph Office	,,	1902	.....	80 0 0	.....	80 0 0
TUENA.						
Court-house	Fencing	,,	.....	5 12 0	.....	77 2 0
URALLA.						
Post Office	Repairs	,,	.....	79 12 6	.....	79 12 6
URANA.						
Post and Telegraph Office	,,	1903	.....	130 8 6	.....	130 8 6
WAGGA WAGGA.						
Court-house	Erection	1898	.....	559 15 11	.....	12,710 8 4
Experimental Farm—Students' Quarters	,,	1903	.....	1,616 8 7	.....	1,616 8 7
Lock-up Gaol	Repairs	1902	.....	30 16 6	.....	30 16 6
Post Office	,,	,,	.....	146 0 0	.....	146 0 0
Public Buildings—Footpath	Construction	,,	.....	41 2 6	.....	41 2 6
NORTH—Police Station	Repairs	,,	.....	2 5 0	.....	2 5 0
WALCHA.						
Police Station—Additional Cost of Land	.....	..	.....	1 4 0	.....	1 4 0
WALGETT.						
Gaol	Repairs	1902	.....	3 0 0	.....	3 0 0
WALLERAWANG.						
Court-house	,,	,,	.....	0 5 0	.....	0 5 0
WALLSEND.						
Hospital	Additions	,,	.....	800 0 0	.....	800 0 0
Post Office	Repairs	,,	.....	7 17 6	.....	7 17 6
WARATAH.						
Post Office	,,	,,	.....	7 0 6	.....	7 0 6
WARIALDA.						
Court-house	,,	,,	.....	7 2 6	.....	7 2 6
WARREN.						
Court-house	,,	,,	.....	2 0 0	.....	2 0 0
WATTLE FLAT.						
Police Station	Additions	,,	.....	7 0 0	.....	7 0 0
WAUCHOPE.						
Court-house and Police Station	Repairs	,,	.....	4 10 0	.....	4 10 0
WEE WAA.						
Post and Telegraph Office	Additions	1903	.....	549 15 6	549 15 6	.....
WELLINGTON.						
Court-house	Repairs	,,	.....	3 0 0	.....	3 0 0
Hospital	Additions	,,	.....	450 0 0	450 0 0	.....
Post Office	Repairs	,,	.....	2 0 0	.....	2 0 0
WENTWORTH.						
Court-house	Furniture	..	19 5 0	.....	.....	19 5 0
WERRIS CREEK.						
Police Station	Repairs	1903	.....	23 15 0	.....	23 15 0
WHITE CLIFFS.						
Court-house	Additions	1902	.....	29 10 0	.....	29 10 0
WHITTON.						
Post Office	Repairs	1903	.....	12 0 0	.....	12 0 0
WICKHAM.						
Police Station	,,	,,	.....	1 6 0	.....	1 6 0
WILBERFORCE.						
Police Station and Lock-up	,,	1902	.....	3 10 6	.....	3 10 6
WILCANNIA.						
Gaol	,,	,,	.....	7 1 8	.....	7 1 8
Police Station	Additions	,,	.....	65 7 6	.....	459 17 6
WINDEYER.						
Police Station	Repairs	,,	.....	30 0 0	.....	30 0 0
WINDSOR.						
Court-house	,,	,,	.....	12 10 0	.....	12 10 0
Post and Telegraph Office	,,	1903	.....	136 10 0	.....	136 10 0
WINGHAM.						
Court-house	Additions	1902	.....	16 10 0	.....	16 10 0
Post and Telegraph Office	,,	,,	.....	50 6 0	.....	50 6 0
WISEMAN'S FERRY.						
Court-house	,,	1903	.....	4 1 11	.....	4 1 11
WOLLOMBI.						
Court-house and Police Station	Alterations	,,	.....	13 7 6	.....	13 7 6
WOLLONGONG.						
Battery	Repairs	,,	.....	47 1 8	.....	47 1 8
Court-house	,,	,,	.....	0 10 10	.....	0 10 10
Post and Telegraph Office	,,	,,	.....	180 6 6	.....	180 6 6
Technical College	Survey	1902	.....	0 10 0	.....	0 10 0
WOLUMLA.						
Police Station	Erection	1903	.....	361 0 0	.....	361 0 0
WOMBEYAN CAVES.						
Accommodation House	Furniture	..	79 10 11	.....	.....	79 10 11
WOOLABRA.						
Police Station	Additions	1903	.....	59 0 0	.....	59 0 0
WOONONA.						
Post and Telegraph Office	Erection	,,	.....	296 0 0	296 0 0	.....
,, ,,	Land	..	.....	213 14 8	.....	213 14 8
WYALONG.						
Court-house	Repairs	1903	.....	0 5 0	.....	0 5 0
WEST—Police Barracks	,,	1902	.....	0 7 0	.....	0 7 0
YARRANGOBILLY CAVES.						
Accommodation House	Furniture	,,	22 2 2	.....	.....	22 2 2
YASS.						
Court-house	Repairs	1903	.....	14 7 6	.....	14 7 6
Gaol	,,	1902	.....	3 19 5	.....	3 19 5
Police Buildings	,,	,,	.....	47 16 6	.....	47 16 6
Post and Telegraph Office	,,	,,	.....	124 18 0	.....	124 18 0
YOUNG.						
Court House	,,	,,	.....	146 2 0	.....	146 2 0
Gaol	,,	,,	.....	104 16 10	.....	104 16 10
Post and Telegraph Office	,,	,,	.....	4 0 0	.....	4 0 0

Return of Expenditure on Public Works, &c.—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Furniture.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
MISCELLANEOUS.			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and Travelling Expenses	.....	....	.....	20,463 8 9	.....	20,463 8 9
Rifle Ranges	Repairs, &c.	1903	.....	342 17 8	.....	342 17 8
Compensation—						
Ambrose Fitzpatrick, Clerk of Works—Further compensation in connection with retirement.	.....	....	.....	456 11 5	.....	456 11 5
Commonwealth	Supervision	1903	.....	1,976 9 0	.....	1,976 9 0
,, Stores Issues	.....	....	.....	340 17 9	.....	340 17 9
,, Miscellaneous	.....	....	.....	10 0 0	.....	10 0 0
Contingencies	.....	1902	.....	293 8 9	.....	293 8 9
Fuel and Light	.....	,,	.....	4,850 12 2	.....	4,850 12 2
Gas Lighting Public Parks and Streets	.....	....	.....	1,310 6 6	.....	1,310 6 6
Norfolk Island Cable Station	Erection.....	1902	.....	5,084 6 7	6,865 13 11	.....
,, ,, ,, Cutting passage through reef, Emily Bay.	Construction	,,	.....	36 2 8	.....	36 2 8
Public Buildings generally—Wages and Materials	.....	,,	.....	2,097 16 5	.....	2,097 16 5
,, ,, ,, Stock	.....	....	.....	5,190 5 3	.....	5,190 5 3
Miscellaneous Services for other Departments	.....	....	.....	1,168 16 2	.....	1,168 16 2
Totals	.....	£	5,460 17 8	271,974 7 4	319,192 13 6	320,777 8 9

Summary of Expenditure from 1 July, 1902, to 30 June, 1903.	£ s. d.
Loans	119,251 5 2
Consolidated Revenue	94,058 6 5
Services for other Departments	64,125 13 5
Total	£277,435 5 0

Government Architect's Branch.

Votes and Expenditure.

Year.	Votes. Loans.	Revenue.	Services for other Departments.	Total.	Expenditure. Loans.	Revenue.	Services for other Departments.	Total.
					£ s. d.	£ s. d.	£ s. d.	£ s. d.
1863	10,000	89,157	...	99,157	.....	.....	.....	95,052 10 2
1864	16,351	112,504	...	128,855	.....	.....	.....	81,792 0 11
1865	56,850	51,910	...	108,760	.....	.....	.....	51,063 19 8
1866	.....	78,336	...	78,336	.....	.....	.....	52,118 4 4
1867	.....	128,336	...	128,336	.....	.....	.....	73,202 6 4
1868	24,000	65,107	...	89,107	.....	.....	.....	85,903 1 10
1869	7,000	83,087	...	90,087	.....	.....	.....	96,313 9 0
1870	31,548	83,997	...	115,545	.....	.....	.....	65,304 3 2
1871	12,000	54,437	...	66,437	.....	.....	.....	67,651 6 5
1872	6,000	95,464	...	101,464	.....	.....	.....	54,329 17 7
1873	82,000	135,438	...	217,438	.....	.....	.....	96,875 11 9
1874	133,000	172,729	...	305,729	.....	.....	.....	148,650 0 5
1875	11,000	174,562	...	185,562	.....	.....	.....	199,982 6 7
1876	.....	466,793	...	466,793	.....	.....	.....	129,803 3 6
1877	160,000	686,645	...	846,645	.....	.....	.....	164,889 17 11
1878	.....	314,981	...	314,981	.....	.....	.....	208,394 14 9
1879	.....	272,053	...	272,053	.....	.....	.....	457,317 1 5
1880	.....	155,530	...	155,530	.....	.....	.....	633,274 8 8
1881	.....	157,512	...	157,512	.....	.....	.....	421,896 13 7
1882	.....	86,780	...	86,780	.....	.....	.....	355,552 15 8
1883	.....	300,891	...	300,891	.....	.....	.....	367,377 18 5
1884	395,203	307,721	...	702,924	.....	.....	.....	408,436 4 6
1885	.....	418,788	...	418,788	.....	.....	.....	428,881 5 8
1886	143,740	240,563	...	384,303	.....	.....	.....	376,521 18 8
1887	.....	177,856	...	177,856	.....	.....	.....	281,033 12 11
1888	559,175	146,661	...	705,836	.....	.....	.....	259,136 13 6
1889	225,800	164,908	...	390,708	.....	.....	.....	225,574 16 9
1890	232,700	170,356	...	403,056	.....	.....	.....	267,801 6 6
1891	.....	169,903	...	169,903	.....	.....	.....	334,253 7 6
1892	65,987	186,606	...	252,593	.....	.....	.....	300,587 6 1
1893	88,357	50,255	...	138,612	.....	.....	.....	222,147 16 5
1 January, 1894, to 30 June, 1895	136,635	110,262	...	246,897	113,928 13 8	93,059 2 8	.....	206,987 16 4
1 July, 1895, to 30 June, 1896	134,700	56,228	...	190,928	141,672 13 10	65,508 7 3	.....	207,181 1 1
1 July, 1896, to 30 June, 1897	221,916	50,000	23,721	295,637	166,183 0 0	60,249 2 10	23,720 3 10	250,152 6 8
1 July, 1897, to 30 June, 1898	228,210	50,000	16,587	294,797	166,516 17 8	62,597 9 5	16,586 3 0	245,700 10 1
1 July, 1898, to 30 June, 1899	271,173	62,253	10,148	343,574	195,777 2 6	75,212 3 9	10,148 4 0	281,137 10 3
1 July, 1899, to 30 June, 1900	206,556	54,720	17,602	278,878	231,311 16 10	65,513 7 11	17,602 15 7	314,428 0 4
1 July, 1900, to 30 June, 1901	108,675	58,628	26,818	194,121	205,611 16 9	141,082 6 10	26,818 11 9	373,512 15 4
1 July, 1901, to 30 June, 1902	115,250	65,381	36,937	217,568	150,906 1 0	92,943 16 11	36,936 15 3	280,786 13 2
1 July, 1902, to 30 June, 1903	23,700	96,703	64,126	184,529	119,251 5 2	94,058 6 5	64,125 13 5	277,435 5 0
Totals £	3,707,526	6,404,041	195,939	10,307,506	1,491,159 7 5	750,224 4 0	195,938 6 10	9,448,441 18 10

City Improvement Advisory Board.

Report of Operations of the City Improvement Advisory Board.

City Improvement Advisory Board, N.S.W., Sydney, 24 March, 1903.

After the resumption by the Government on the 31st December, 1900, of the large and valuable area of City property known as the "Rocks," the question of how the area was to be improved and administered naturally came up for consideration. The Government decided to appoint a Board to advise on the question of reconstruction and other matters, and in accordance with this decision the following gentlemen were appointed under Executive Minute of 26th March, 1901, confirmed 2nd April, 1901:—

F. A. Franklin, Esq., M.Inst.C.E., President.
J. R. Carey, Esq.
John Barlow, Esq., F.R.I.B.A.
Varney Parkes, Esq.
George McCredie, Esq.

The first formal meeting of the Board was held on the 30th April, 1901, under the Presidency of Mr. Varney Parkes, who had been Gazetted as President in lieu of Mr. Franklin, who resigned that office a few weeks after appointment, but continued as a Member of the Board. Mr. Stephen Mills, Assistant Engineer, of the Public Works Department, had been appointed by the Minister for Public Works to act as Secretary. At this meeting Mr. George McCredie was unanimously elected Vice-President.

In regulations forwarded by the Government the Board was styled the "City Improvement Advisory Board," and its powers and duties were declared to be generally—to advise the Government as to the best and most effective means of dealing with the properties resumed 3rd May, 1900, by notification in the *Government Gazette*, No. 415, folio 3439, and validated by the Darling Harbour Wharves Resumption Act, 1900, with the exception of such portions of the said resumptions as have been vested in the Sydney Harbour Trust under the provisions of the Sydney Harbour Trust Act, 1901, and also the property resumed under the provisions of that Act and described in the Schedule thereto, and particularly—

(*a*) To make recommendations as to what buildings should be demolished forthwith for sanitary or other reasons, or, where immediate demolition is not considered necessary, what alterations or additions should be carried out in order to comply with the requirements of public health.

(*b*) As to a general re-designing of streets, squares, reserves, &c., including determination of desirable widths, grades, character of pavements, &c.

(*c*) As to allotment of frontages of streets, for purposes of (1) residences, (2) warehouses, stores or factories, (3) retail businesses.

(*d*) As to the most desirable minimum widths of frontages and depths of allotments in each section of the area as designed or altered.

(*e*) As to the character, height, and architectural style of all new buildings to be erected within the resumed area, and as to the desirability of uniformity of elevation in streets or parts of streets,

(*f*) Advising the Government on all proposals for leases or other tenancies within the resumed area, and on any other matters which the Minister shall submit for the Board's opinion.

The Board found that the existing data as to levels, &c., was quite insufficient as a basis for designing the re-arrangement, and they came to the conclusion that a complete contour survey (contours at intervals of 5 feet) was necessary.

Some regrettable delay occurred in obtaining the services of Surveyors, and the work of the survey, which was of a difficult nature, was not finally completed for a considerable time. Meanwhile the Board made numerous inspections of the locality, making themselves thoroughly acquainted with the conditions of existing buildings, &c., and forwarded many recommendations with regard to demolitions, leases, and other matters.

Shortly after the Board commenced its operations the Harbour Trust requested the Government to hand over to them certain parts of the resumed areas, including Miller's Point, and several smaller areas. The Board made a vigorous protest against this being done, strongly urging that no permanent disposal of the property in question should be made until at least a comprehensive scheme of improvements had been drawn up. The Board's view was, and is, that it was very desirable in the public interests that the design of all the necessary street reconstructions should be in the hands of one body, in order that economy and efficiency might be attained. To the Board's regret their protest was not effectual.

At the Board's request a strip of land on the eastern side of George-street, between Queen's Wharf and Bethel-street, which had been vested in the Harbour Trust, was retransferred by that body, in order to admit of the widening of George-street to 100 feet.

A matter outside the "Rocks" area, which engaged the attention of the Board, was the question of re-designing streets in the vicinity of the new Central Railway Station. When it became evident that the new station would shortly be proceeded with, the Board suggested that they should report and draw up a general scheme dealing not only with the immediate surroundings of the new station, but taking a

more

more comprehensive scope. The Minister approved of the Board taking the matter in hand, and they accordingly studied the question thoroughly, and submitted a scheme, some of the features of which were :—

(1) Widening of Pitt-street to 100 feet from Liverpool-street southerly, and deviating near Hay-street, in order to make a street parallel to the line of the new station building, and thus carrying it in a straight line to meet Regent-street near the Mortuary Chapel.
(2) Deviation of George-street from Campbell-street to a position a little more to the west, the new street being 100 feet wide, and meeting George-street West opposite Tooth's Brewery.
(3) An entirely new street, parallel to George and Pitt Streets, and running from the present railway yard to Liverpool-street.
(4) Widening of Wexford-street to 80 feet, and extending it to the junction of Liverpool and College Streets.
(5) Campbell-street widened 100 feet, and deviated to meet Hay-street, thus affording an excellent outlet from the New Station to the Eastern suburbs.

As designed by the Board, the rearrangement of streets would have resulted in the creation of new frontage to the extent of about 4,500 feet, estimated to have a value of about £900,000.

Shortly after this report was made, a committee, consisting of railway engineers of this and other States, met to consider matters connected with the Central Railway Station, and they recommended some of the proposals of this Board, but without acknowledgment of the source, although the Board's plans had been supplied to them.

As soon as the new contour survey was sufficiently advanced to permit of determination of grades, the Board submitted a scheme for the reconstruction of streets. This involved a complete sweeping away of the existing streets in the area from Grosvenor-street northwards, and the substitution of wide and straight streets. A prominent feature of this scheme was the new Princes-street, 130 feet wide, carrying elevated railway and tramways to the proposed North Shore bridge. This great width of street made an inroad upon the available building area, which the Board was reluctant to recommend, but after several conferences with the Departmental Engineers, representing the Bridge Committee, that Committee declared that this width was necessary.

The estimated cost of making the improvements shown on the plan of this scheme was £503,000, including £180,000 for construction of tenement houses.

The Board was so much impressed with the undesirability of diminishing the valuable building area to the extent rendered necessary by the arrangement of bridge approaches set down by the Department that they prepared a second scheme showing the railway approaching the North Shore bridge in a more westerly position, and making possible many consequential alterations and savings. The saving in value of additional building area, which would be available under this second scheme, was estimated at about £170,000.

Whether the scheme is practicable without alteration of the proposed position of the bridge is a matter which will depend to a great extent upon the type of bridge to be adopted. The Board's opinion, however, is that, if possible, the position of the bridge should be altered to a line further west, and they submitted a plan showing that a saving of over 300 feet in length between Argyle-street and the point on the northern side of the harbour intended to be reached would be made by adopting a more westerly position. The actual water crossing would be longer, but there would be a great saving in the shortened length of the costly elevated structure, 100 feet wide, carrying railway, tramway, and vehicular traffic.

In May, 1902, the Cabinet adopted the Board's second scheme, so that the Board conclude that any necessary alterations to the bridge, or the approaches, or to both, will be made.

In connection with the reconstruction of the area, the Board think it desirable to introduce a system of underground conduits, in which gas, water, hydraulic and other underground services shall be carried. On these subjects they have had interviews with Mr. J. M. Smail, M.Inst.C.E., Engineer-in-Chief of the Metropolitan Board of Water Supply and Sewerage, Mr. T. Dickinson, Engineer and Manager of the Hydraulic Power Co., Mr. T. Bush, Engineer to the Australian Gaslight Co., and Mr. A. E. Cutler, Principal Assistant Engineer for Water Supply and Sewerage in the Public Works Department. All these gentlemen have expressed approval of the proposal to construct the conduits necessary for the carriage of underground services, and those of them who represent private enterprises have expressed the opinion that, as such conduits would be a great convenience to them, and would also cause a money saving, their Companies would probably be willing to pay a reasonable rent for the advantages conferred.

On the question of road construction in the area the Board had interviews with Mr. R. W. Richards, M. Inst. C.E., who at the time was City Surveyor, and who gave much valuable information.

In various reports the Board has urged the desirability of beginning the work of reconstruction.

They first suggested, in connection with the settlement of a large claim for compensation, that the block bounded by George, Grosvenor, Harrington, and Essex streets, should be dealt with.

They were then of opinion that the most profitable method would be to follow up by reconstructing block by block along George-street, thus gradually putting on the market the most valuable frontages in the area.

The Board learned, however, that a Committee of the Cabinet had granted leases for a large number of properties along George-street, and a recommendation was then made that a beginning in the work of reconstruction should be made in that part of the area where, from the character of the buildings there was the least likelihood of leasing to advantage. The blocks indicated as most suitable, judged by this test, were those bounded by Essex, Cumberland, Argyle, and Harrington streets.

Tenement Houses.—A question of great importance which came into prominence at an early stage of the Board's progress, was the rehousing of the population which would be distributed by the demolitions, which are an inevitable preliminary of reconstruction. The population of the "Rocks" area is largely composed of those whose work in connection with shipping makes it imperative that they should live in this neighbourhood.

On this subject the Board has had the benefit of interviews with the Member for the District, Mr. W. M. Daley, M.P.; Members representing adjoining city electorates, in which the conditions are more or less similar; and the Secretaries of two large labour organisations, viz., the Coal-lumpers' Union and the Wharf Labourers' Union. It is perfectly clear, from the information given by these gentlemen, that a large number of workmen and their families must be provided with residences in the locality.

The

The Board made a sort of census of occupations of the people resident on the "Rocks" area, which bears out what they had learned from other sources.

Owing to the high and increasing value, which the land in this area will have when the improvements have been carried out, the Board soon arrived at the conclusion that the only practical way of dealing with the question of rehousing would be to build large residential blocks on suitable sites. One of their first acts was to ask the Government to obtain for them through the Agent-General all the latest information on the subject of tenement dwellings as carried out in London and other large cities of the United Kingdom and of the Continent. The Agent-General forwarded a number of valuable plans and books, which have been carefully studied by the Board.

The work of philanthropists and local authorities in the old world has been largely devoted to housing the very poor, or at least in most cases, classes of lower financial standing than our waterside workers.

A careful study of the best plans which have been adopted for tenement dwellings in London and elsewhere, made it plain that the planning for this climate and for the relatively rich class of worker would need to be on a more liberal scale in many particulars.

One of the first questions to be determined was that of site. The Board chose as the site of the first buildings to be erected, a piece of land bounded by Lower Fort Street, Argyle, Kent, and Windmill Streets, as altered on the Board's scheme of reconstruction so as to enlarge the available area to about three acres. The Board has devoted a large amount of time to the consideration of the most suitable arrangement of the area and planning of the buildings. Many different plans of internal arrangements have been drawn, and some of these have been modelled in wood to illustrate them more clearly.

On the 2nd May last, the Board held a public meeting in the Federation Hall, for the purpose of explaining plans and proposals with regard to tenement houses. This meeting was largely attended by local residents, chiefly members of the two principal labour organizations, and the explanations given by the President of the Board, Mr. Varney Parkes, were well received.

The Board has prepared plans of different types of houses to cover the Windmill Street site for submission to the Public Works Committee. They regret that the necessary action in Parliament preliminary to submission to that Committee was not taken.

Models, Plans, &c.—With the approval of the Minister, the Board has had made a complete model of the "Rocks" area and surroundings as now existing. This model, which is to a scale of 40 feet to an inch, is based upon the most accurate surveys, and is correct both to the horizontal and vertical scales. All existing buildings are shewn, and the model is a complete and perfect record of the place as it was at the time of resumption, which must be of great and increasing interest in time to come.

Another model to the same scale has also been made, which shews the new streets and building areas as they will appear when the area has been reconstructed in accordance with Scheme B (the scheme which has been adopted by the Government.)

Membership of the Board.—Of the five original members, Mr. J. R. Carey resigned in July, 1901, and Mr. George McCredie retired in February, 1902. Neither of the vacancies thus created was filled up.

Accompanying this report are plans of the schemes of rearrangement, A and B, a perspective drawing of the area as reconstructed, and a block plan shewing the re-arrangement of the Windmill Street site for tenement buildings.

VARNEY PARKES,
F. A. FRANKLIN,
JOHN BARLOW.

STEPHEN MILLS,
Engineer and Secretary.

Roads,

Roads, Bridges, and Public Watering Places Branch.

Report of the Acting-Commissioner and Principal Engineer.

I HAVE the honor to submit the following report on the works carried on by this Branch during the year ending 30th June, 1903.

The general duties assigned to this Branch during the past year embraced the construction and maintenance of roads, the erection, renewal, and repair of bridges, the establishment and maintenance of ferries, and for the greater part of the year, all works connected with public watering places, including the construction of tanks, wells, artesian bores, as well as their maintenance and administration; but in February, works of construction as far as provided for from Loans for Public Watering Places and Artesian Bores, was transferred to the Water Supply and Sewerage Branch. These works are, however, still supervised by the Officers of the Roads Branch.

STAFF.

The Field Staff comprises three District Engineers and sixty-two Road Superintendents, who have each the management of a road district, and are in most cases provided with an assistant or clerk, or one or more foreman. The districts vary in size and importance, the largest in point of mileage has 885 miles, and the smallest 174 miles of scheduled roads; whilst the largest district, including unclassified and municipal roads, contains 1,402 miles and the smallest 296 miles.

As regards area of districts the largest are found in the western half of the State, where, on account of sparse settlement, the expenditure does not nearly approach any of the much smaller districts on the coast, where the settlement, hilly character of the country, and greater rainfall, demand a much heavier expenditure.

The duties of the Officers-in-charge of Districts embrace the construction, maintenance, and supervision of roads, bridges, ferries, and works for the conservation or supply of water within their districts; they supervise all contract works and control all the labour employed, issue certificates for all contract or wages payments, and report all proposals for expenditure. In addition to these duties the officers have to devote a considerable amount of time in investigating and reporting upon applications for expenditure. With a dispersed and sparse settlement over a vast area, and limited funds at the disposal of the Department, much discrimination has to be exercised in sifting these applications which often emanate from individuals, or small groups of settlers in isolated localities, and not infrequently compliance with the requests would entail a greater outlay than the value of the holdings to which the desired improved access is sought. While, therefore, every effort is made to meet as fully as possible *bonâ fide* public traffic requirements, it is quite clear that many adverse recommendations must be made, and to comply with even genuine requests the expenditure would exceed many times the amount voted by Parliament. It is satisfactory, therefore, as showing care and good judgment in recommendations made by the officers in dealing with a multitude of applications, that generally so little protest is made against the decisions arrived at.

These duties necessitate almost constant travelling, and to do this every field officer has to maintain an efficient equipment.

In the execution of their duties, road superintendents travelled 269,292 miles by road and 86,043 by rail; their assistants travelled 74,169 by road and 22,697 by rail; and foremen, overseers, &c., travelled 47,450 miles by road and 7,473 by rail. The total distance travelled by all field officers was, thus, 390,911 miles by road and 116,213 miles by rail—in all, 507,124 miles; the cost to the Department being 2·23 pence per mile, which is slightly less than in the previous year.

The greatest distance travelled by road by one officer was 6,911 miles, while another travelled 7,375 miles by rail. The average per district for the State is, by road, 6,014 miles, and, by rail, 1,787 miles.

In comparison with the previous year the number of miles travelled by field officers shows decreases by road of 44,003 miles; by rail, 7,716 miles—a total of 51,719 miles; also a decrease in cost of one-fifth of a penny per mile.

In the Mechanical Drawing Office designs are prepared for all the more important bridges, the smaller ones and culverts being dealt with locally according to standard designs by the field officers.

Plans of bridges for which tenders were called comprised works estimated to cost £83,668. In addition to the above, numerous sketches, estimates, and preliminary investigations were made for works not proceeded with, while the approaches to the proposed Sydney Harbour Bridge has entailed a considerable amount of labour in the preparation of sketches, calculations, estimates, &c.

In the Survey Drawing Office a large amount of work has been done in investigating land resumption matters, including the survey in connection with public buildings for other branches, and in dealing with deviation proposals emanating from local officers. Here also much work in connection with the leasing of public watering-places has been effected.

Among changes made in the disposition of the staff during the year may be mentioned that the Engineer for Bridges and the Superintendent of Watering Places were, towards the latter end of the year, transferred to the Water Supply and Sewerage Branch, and one first-class assistant engineer was sent into the field from Head Office. The Head Office staff has thus been reduced to lowest practicable limits.

STATISTICS.

Statistics.

Roads.

The length of roads dealt with during the year was 46,666 miles, and their number 4,317. They are classified as follows :—

	No.	Miles.
Scheduled roads outside Municipalities	1,761	31,506
Unclassified roads outside Municipalities	1,870	13,464
Scheduled roads within Municipalities	524	1,429
Unclassified roads within Municipalities	162	267
	4,317	46,666

These roads are controlled as follows :—

By Road Superintendents	3,656	44,960
By Trustees	46	276
By Municipal Councils	615	1,430
	4,317	46,666

Bridges.

In addition to that at Glebe Island, there are 3,440 bridges of 20 feet span or over, having 9,450 spans with an over-all length of 327,384 feet, equal to about 62 miles.

During the year, 67 bridges, having a length of 8,791 feet, were completed at a cost of £90,161. Of these, 39 replaced old or destroyed bridges, whilst 28 were on entirely new sites.

On 30th June, 1903, there were 13 structures in progress, estimated to cost £34,274.

The repairs to bridges, which involved an expenditure of £25,695, has been carried out principally by day labour system under Departmental officers.

Culverts.

The culverts on the roads in charge of the Branch number 28,290, of which 803 are arched in stone, brick, or concrete ; 350 have stone, brick, or conrcete walls, with timber or iron decking ; and 27,137 are built wholly of timber. The total length of the above, measured along the line of traffic, is 257,361 feet, or 48·74 miles.

In addition to the above, there are 17 Monier pipe and 12,979 earthenware pipe culverts of various diameters, which, if placed end to end, would cover 327,578 feet, or about 62·04 miles.

Causeways.

The total number of causeways now in use is 23,107, having a total length of 513,041 feet along line of traffic, or about 97·16 miles.

Buildings.

There are 257 building, the property of the Government, in use as stores, engine-sheds, and dwellings at ferries, tanks, bores, &c.

Ferries.

There are 127 Government ferries in the State. Of these, 107 are operated by punts, 2 by horse boats, and 18 by ordinary boats, many of the latter being used in times of flood, when the rivers or streams are not fordable. The total length between mooring posts is equal to 86,769 feet in length, or 16·43 miles.

The floating equipment necessary to maintain this service comprises 11 steam or oil punts, 109 hand-geared punts, 113 ferry boats, 91 flood or relief boats, and 3 steam launches.

There are also eleven punt slips for the repair and overhaul of punts and boats.

Labour Statistics.

An average of 47 foremen and overseers, 940 maintenance men, and 123 ferrymen, caretakers, &c., were regularly employed during the year ; while an average of 56 foremen and overseers, 528 road labourers and 1,707 ferrymen, caretakers, &c., had intermittent employment, making a total of 3,402 employed directly by the Department. Of contractors and contractors' men the monthly average was 3,254. The average of all classes of wage-earners more or less regularly employed was thus, 6,656.

In 1901–2, employment was given directly to 3,054 men, and through the medium of contractors to 6,217 men, a total of 9,271 ; in 1902–3, the total number of men engaged was consequently 2,618 less than in the previous year.

The number of individuals who were relieved from distress by obtaining casual employment on relief works was between 8,000 and 9,000. The works undertaken for this purpose were generally small, but of a permanent or useful character.

General Statistics.

The contracts let during 1902–3, numbered 1,949, the total value being £241,920, showing a decrease of 1,314 contracts and £117,511 on the previous year's operations.

Of the contracts let 1,884, valued at £181,148, were prepared wholly in the local offices, and as evidence of the care taken in the preparation of specifications and other documents, it is only necessary to draw attention to the absence of claims or litigation in connection therewith.

The smallest road contract let was for £3, whilst the average for the State was £96, experience showing that in the case of ordinary road works better competition is secured by embracing only a limited quantity of work in a specification, within the reach of men with small capital.

During the year 2,049 contracts were completed, including those that were in operation at the close of 1901–2, their value being £234,095.

The

The year 1902–3 closed with 350 still in hand, estimated to cost £68,775.

As evidence of the amount of clerical work devolving upon local officers, it may be stated that during the year the number of reports, minutes and returns, exclusive of vouchers dealt with, number 39,727 for the twelve months. This averages 611 per district.

This correspondence is only that with head office, and does not include an enormous amount of correspondence with contractors, maintenance men, and others which is dealt with locally.

The number of vouchers submitted for payment by District officers number 22,126, averaging 340 per district. This is equal to 33·59 per cent. of the total for the whole Department, the number being 65,857.

Attached is a statement giving a summary of work done during the year, together with that executed up to 30th June, 1903, irrespective of date of effecting same.

Expenditure.

The total amount of expenditure of the Branch on roads, bridges, ferries, and Public Watering Places, dealt with by the Branch was £736,032. Of that amount, a sum of £649,047 was derived from revenue, and £86,985 from loan funds, while in addition £2,101 was for sundry services to other Departments. Prior to the transfer of Public Watering Places to the Water Supply and Sewerage Branch, a sum of about £50,000 was expended by the Branch which is not included in the above amount. Of the sum available from Loan Votes for roads and bridges, &c., £63,686 remained unexpended on 30th June, and was carried forward.

Road work absorbed £411,796, bridges £105,863, ferries £11,699, Public Watering Places £7,920, miscellaneous works, £10,011, salaries, supervision, equipment, travelling expenses, rents, &c., £67,369, stores, materials, and sundries, £96,976, municipal expenditure, £24,398.

The following table shows the classified as well as the total expenditure of the Branch each year from 1st July, 1895, to 30th June, 1903:—

Year.	Total Expenditure.	Wages.	Contracts.	Stores, Materials, and Sundries.	Supervision.	Municipal.
	£	£	£	£	£	£
1895-6	689,853	154,996	426,841	19,507	56,637	31,872
1896 7	676,209	146,410	340,385	52,407	59,618	77,389
1897-8	525,874	167,358	280,746	17,305	41,932	18,533
1898-9	645,569	162,051	359,214	49,471	54,076	20,757
1899-0	678,605	185,253	365,383	48,501	55,601	23,867
1900-1	940,475	289,632	438,155	112,744	66,096	33,848
1901 2	972,927	316,373	424,914	127,688	71,459	32,493
1902-3	736,032	270,838	276,451	96,976	67,369	24,398

The following table shows the proportion the classified expenditure bears to the total expenditure:—

Year.	Wages.	Contract.	Stores, Miscellaneous.	Supervision.	Municipal.
	per cent.	per cent.	per cent.	per cent.	per cent.
1895-6	22·40	61·90	2·90	8·20	4·60
1896-7	21·66	50·34	7·74	8·82	11·44
1897-8	30·69	54·74	3·04	8·61	2·92
1898-9	25·10	55·64	7·66	8·38	3·22
1899-0	27·30	53·84	7·15	8·19	3·52
1900-1	30·79	46·59	11·99	7·03	3·60
1901-2	32·52	43·67	13·13	7·34	3·34
1902-3	36·80	37·56	13·18	9·15	3·31

This statement shows that for the period under review (1895 to 1903) the proportionate expenditure on wages was greater in 1902–3 than in any previous year, being 36·80 per cent. of total expenditure. On the other hand the outlay in contract work shows a smaller percentage than in any other year. The cost

cost of supervision is also higher than for some years past, which is accounted for by the fact that the day-labour works necessitated a larger staff, and that the field officers, whose salaries and expenses are paid from votes for this Branch, carried out works for Water Supply and Sewerage Branch, although the above statements do not take credit for that expenditure.

The cost of working ferries for the year 1902–3 was £11,699 against £13,895 for the previous year. The revenue derived therefrom was £6,527 6s. 10d., of which £5,142 2s. 5d. was collected from ferries worked by the Department, the balance as rental from leased ferries.

Works.

Roads.

The execution of works during the past year has been surrounded by difficulties. The unprecedented drought in all parts of the State interfered with works being carried out within the specified time, and for a like reason the usual avenues of employment on the land were closed, thus throwing a large number of men out of work.

These causes led to so much distress and hardship, that works had to be started in various parts of the State to afford immediate relief. The works undertaken were almost invariably carried out by day-labour, contract works in many districts being altogether suspended; and although the results obtained from unselected gangs, paid at rates varying from 5s. to 7s. a day, were not what might be expected from picked men used to the work, yet the State has received reasonable value for the outlay, taking the unusual circumstances into consideration.

Towards the latter part of the year day work was reduced to a minimum, and for purposes of affording relief in and around the metropolis, stone-breaking at fixed rates per cubic yard was introduced, and has continued with little or no complaint from many hundreds of men.

The drought has also been responsible for the increased rates for various classes of work. The high prices of horse feed, which in many places had to be carted long distances, as often had also water, and the hardness of the ground, all added materially to the cost of work, while the disintegration of road surfaces, and consequent need for repairs and maintenance, were really greater than during a wet season.

Under such conditions, also, the greatest consideration as regards overtime had to be given to contractors, the penalties generally having been very largely remitted.

Under these deterrent conditions it is very satisfactory to be able to report that the officers generally have been equal to the occasion, and, by energetic and loyal co-operation, have much lessened the difficulties of the situation.

The large proportion of expenditure on day works has added to the office work in districts as well as in head office, and rendered much closer and more constant supervision by the Road Superintendents necessary, entailing generally personal fortnightly payments, often at extreme distances, the preparation of a greater number of vouchers and reports, than would have been the case if carried out under contract. These additional calls on the officers' time have increased the cost of supervision, which for 1902–3 is 9·15 per cent., compared with 8·82 in 1896–7, the highest for eight years. It might be added that the cost of supervision includes head office expenses as well as that of the Field Staff.

The year has not been noted for any road work of special magnitude. Much consideration has, however, been given to opening up roads to two portions of the State, viz., at Dorrigo and Comboyne, both in the north coastal district. The seaport for Dorrigo will be Coff's Harbour, while the traffic of Comboyne will go to Camden Haven. Steps are being taken to select the best route in each case.

Considerable work was effected by the day-labour gangs in opening up roads adjacent to the North Shore railway.

Numerous deviations have been carried out, with the object of cutting out bad gradients. For the proper locating of roads a grader or explorer is almost constantly engaged in variours parts of the State.

The following table gives a comparative view of the quantity of road work, under a few heads, carried out during the past four years.

	1902–3.	1901–2.	1900–1.	1899–1900.
Road Construction, including formation, metalling, gravelling, &c., chains	20,877	26,830	27,968	29,374
Formation, including cuttings, embankments (not metalled), &c., chains	24,234	39,356	36,732	24,935
Clearing, chains	20,057	26,920	30,458	26,039
Maintenance metal or gravel, cubic yards	325,813	404,679	448,165	402,004
Culverts	900	1,351	1,416	1,312
Pipe culverts	291	427	510	323
Causeways	806	1,128	1,349	1,072
Fencing, rods	5,179	10,081	7,278	5,926

Bridges.

In addition to that at Glebe Island, sixty-seven bridges were completed and opened for traffic during the year, at a cost of £90,161 15s. 3d., and thirteen bridges, estimated to cost £34,274 18s. 11d., were in course of construction on 30th June, 1903.

Omitting Pyrmont and Glebe Island bridges, which have been undertakings of a special character, the following list shows the value of the bridges completed for the past eight financial years.

Year.	Bridges renewed.		New Bridges erected.		Total.	
	Number.	Cost.	Number.	Cost.	Number.	Cost.
		£ s. d.		£ s. d.		£ s. d.
1895–6	31	10,013 14 2	94	54,274 5 8	125	64,287 19 10
1896–7	53	36,850 4 7	71	48,392 19 5	124	85,243 4 0
1897–8	28	24,164 10 0	39	34,442 12 3	67	58,607 2 3
1898–9	38	42,797 18 8	31	16,787 17 11	69	59,585 16 7
1899–0	35	47,408 16 1	31	38,379 17 10	66	85,788 13 11
1900–1	33	46,525 15 3	31	45,700 1 0	64	92,225 16 3
1901–2	16	10,914 5 4	29	53,115 14 6	45	64,029 19 9
1902–3	39	25,785 9 11	28	64,375 5 4	67	90,161 15 3

It will thus be seen that the expenditure upon the renewal of bridges during the past two years has been considerably less than the average for some time past. Every year the number of old timber structures which reach the limit of their life is increasing, and it is very desirable that a sufficient sum be provided annually for the renewal of these bridges, to take precedence of new works.

Amongst the bridges completed and opened for traffic the following are worthy of special notice:—

St. Alban's Bridge, Macdonald River.—This bridge includes two composite truss spans, each of 117 feet centres of bearings. These are the longest composite truss spans yet constructed in the State without overhead bracing, and have proved satisfactory, the vibration under moving loads being very slight. The total length of the bridge is 370 feet.

Tabulam Bridge, Clarence River.—The length of this bridge is 974 feet, in which are included five composite truss spans, each of 104 feet centres of bearings, eleven beam spans of 35 feet each, and two beam spans of 30 feet each. The main piers are of concrete, 60 feet high above the river bed. The work was carried out by day-labour.

Cobram Bridge, Murray River.—This bridge includes two composite truss spans, each of 104 feet, seven beam spans of 35 feet each, and two of 30 feet each, with a steel lift span, similar to, but embracing certain improvements upon, other bridges previously erected over the Murray. The clear waterway through the lift span is 52 ft. 4 in. between cylinders, while the headway under the span when raised is 47 feet above ordinary water level, or 24 feet above highest flood. The work was designed by, and has been constructed under, officers of this branch, but the cost of the bridge has been defrayed by the Government of Victoria, while the cost of a bridge in approach, together with extensive earthwork approaches on the New South Wales side, has been borne by this State.

Footbridge over Lane Cove River, carrying Pipe Line.—This work, erected to carry the duplicate water main, 31¼ inches diameter, to the northern suburbs, and also to act as a footbridge, crosses the Lane Cove River immediately down-stream of the suspension pipe line bridge at Mowbray-road. The structure includes two steel arch spans, each of 190 feet centres of hinges, 25 ft. 0 in. rise, together with 92 feet of approach spans. The construction of the foundations was carried out by day-labour, and a contract let for the erection of the superstructure.

Glebe Island Bridge.—This work has been carried out on the recommendation of the Public Works Committee after two very exhaustive inquiries by that body.

The structure to replace the old Glebe Island Bridge (which has been in service for forty-one years) is over 2,300 feet long from end to end, and consists of a steel swing bridge in the centre of the bay with a stone causeway approach to either shore. A steel overbridge is provided on the Glebe side to permit of traffic passing thereunder to the area on the northern side of the bridge, which has been made by partly cutting down Glebe Island, and reclaiming with the spoil a valuable deep water frontage of 2,800 feet, with 13 acres of level land at the back, which can, when required, be easily connected with the railway system of the State by a short line to Petersham.

The main bridge is 353½ feet long between abutments consisting of a steel swing span 191 ft. 2 in. long, affording two clear waterways each of 60 feet for shipping, as against one opening of 34 feet in the existing swing. This increase in waterway will permit of the passage of the largest over-sea vessels, thus opening up the great possibilities of the frontages to the south of the bridge.

The two steel side spans are 81 ft. 2 in. centres, affording 20 feet clear headway above high-water mark in lieu of the 12 feet available in the old bridge.

The bridge will be provided with a steel floor carrying a 40-feet woodblocked carriage-way, and two 5-feet footpaths, which will enormously improve the travelling facilities, the present swing span having only a 14-feet carriage-way and 4-feet footpaths; so that the congestion of road traffic which occurred with the old structure when traffic was resumed after the opening of the swing will be done away with in the present structure.

The swing span, although smaller than the one at Pyrmont, will contain a floor space of 9,600 feet, which compares favourably with the swings in Clarence Bridge at Cardiff (7,640 square feet), the Hawarden Bridge (8,470 feet), or the bridges over the Manchester Ship Canal (9,430 feet), is but little less than that provided on the swing in the well-known bridge at Newcastle-on-Tyne, which is understood to have a larger floor space than any other bridge in the United Kingdom. The swing span weighs 650 tons, and is of similar design to Pyrmont, but 150 tons lighter. It revolves on a cast-steel roller path, 37 feet diameter, carrying steel-coned treads.

The swing, as well as the gates cutting off the road traffic at either end of the swing span, are operated by electricity obtained from the Ultimo Power-house, and controlled from a small house over the footpath of the swing-span. Both the slewing and the lifts motors are carried on a platform inside the drum, and operate in a similar manner to those at Pyrmont, it being possible to open or close the swing in 44 seconds.

The

The construction of the pivot-pier was one of the most interesting engineering features in connection with the work. The bed of the Harbour was first dredged down about 35 feet below low-water mark until a stiff clay bottom was obtained. Ninety-seven piles were then driven 25 feet into the clay bottom, the tops of one-half of the piles finishing at a height of 2 feet above the level of foundations, and the other half finishing 3 ft. 6 in. above. These piles were driven with a "follower." Upon the completion of driving the foundation-piles, a commencement was made with the construction of the coffer-dam to surround them. Within this coffer-dam the concrete base of the pier was laid. The coffer-dam is understood to be the deepest single-wall dam ever constructed in the world, being subject to a pressure of water 41 feet deep. The effectivenes of the design was shown by the small amount of leakage, and the ease with which all the internal bracing was removed as the construction of the pier proceeded.

In the construction of the rest-piers at either end of the swing span, the concrete bases were constructed on the moolithic principle, the whole of the concrete being deposited through the water continually day and night in specially designed skips, until the work was completed.

The stone banks on either side of the bridge are of immense proportions, being no less than 70 feet high from base to top, whilst the bottom width of the banks is not less than 75 yards. The two banks contain over 220,000 cubic yards of stone. The faces of the banks are protected with stone pitching laid at random from low-water mark to the top, the pitching being finished with a massive stone coping that carries a timber-sill supporting a light but effective design of worked-timber fence, the panels of which are filled in with stout diagonal wire netting. Very great care has been taken in the construction of these banks to reduce as much as possible the settlement which is always present in work of this character. No less than 16 feet of mud, weighing over 100,000 tons, was dredged off to the clay bottom before the tipping of the stone forming the banks was commenced.

The causeway on the Pyrmont side is not yet completed, it being necessary to leave a gap in this bank to provide for the shipping passing through the old swing span. This gap has been temporarily bridged with a timber trestle structure, over which the traffic will pass until such time as the gap shall have been filled in and made in unison with the rest of the work.

The work from end to end is lighted by electricity by means of nineteen arc lamps, the whole of which being under the control of the man in the controlling-house at the centre of swing, so that the lighting and operation of the bridge, including the working of the gates, will be under the charge of one man.

The stone banks on either side of the bridge, together with the road deviation to the top of the Abattoir Hill, were carried out by the Public Works Department by day labour.

Works in Progress.

Of the bridges in progress on the 30th June, 1903, the following are the most important:—

Luskintyre Bridge, Hunter River.—This bridge, which has a total length of 917 feet, includes two steel truss spans each of 198 feet between centres of bearings, together with thirteen beam spans of 35 feet, and two of 30 feet each. The main spans are carried on three cylinder piers, of which the centre one is some 60 feet in height above the river bed.

Darlington Point Bridge, Murrumbidgee River.—In order to provide for navigation a bascule span has been provided in this bridge. This span is of the rolling weight type, similar in principle to that recently completed at Telegraph Point, Wilson's River, but affording a wider opening than was provided in the latter bridge. The opening span, towers, and track for the rolling balance weights are of steel, and the bridge also includes a composite truss span of 91 feet, and fifteen beam spans of 30 feet each. The main piers consist of cylinders on pile foundations.

Goolagong Bridge, Lachlan River.—This is a composite truss bridge with a span of 105 feet on concrete piers, together with four compound beam spans of 45 feet, and fifteen beam spans. Total length 805 feet.

Barham-Koondrook Bridge, Murray River.—This bridge, which is being erected at the joint cost of Victoria and this State, includes a steel lift span similar to that in Cobram Bridge, and also two truss spans of 104 feet each, and two beam spans of 30 feet each.

Test Cylinder, Sydney Harbour Bridge.—In connection with the designs submitted for the Sydney Harbour Bridge, it was found necessary by the Advisory Board, who are dealing with the matter, to make a test of the sustaining power of the formation below the Harbour bed at the site of the proposed main northern pier. The carrying out of this test, which will consist of sinking a cylinder, 6 feet diameter, to a depth of 90 feet below high water mark, has been entrusted to officers of this Branch, and is now in progress.

Summary.—On the 30th June, 1903, there were 13 bridges in progress, estimated to cost £34,274 18s. 11d. This is less than for a considerable time past.

ENGINEERING DRAWING OFFICE.

During the year plans were prepared for 47 works, which were either submitted for tender or put in hand by day labour, of a value of £83,668.

Of these the most important were:—Richmond Bridge, comprising thirteen concrete iron arch spans, each of 50 feet in the clear, 4 ft. 2 in. rise. The flood rises many feet above the deck, and the bridge is fitted with a collapsible iron handrail, and specially designed to resist flood pressure. The lowest tender received was £18,660. Bridge over the South Arm of Richmond River at Coraki, which includes a bascule span giving 60 feet clear opening, together with approach spans on cast iron pile piers. Bridge over the South Arm of Clarence River, at Maclean, with bascule span similar to Coraki, and 650 feet of approach spans on cast iron disc piles; and Dubbo Bridge, a composite truss bridge on cylinder piers, to replace the old and worn out structure.

The average number of officers employed has been sixteen.

The work of checking the designs submitted in connection with the Sydney Harbour Bridge was entrusted by the Advisory Board to this office, and a considerable amount of work was also carried out in the office in connection with the preparation of the calculations, plans, and estimates for the approaches to the bridge to suit the three designs for the main structure which were selected by the Advisory Board for further consideration.

Owing to the absence of Mr. H. H. Dare through illness, the Engineering Drawing Office was under the charge of Mr. J. J. C. Bradfield from the 6th August, 1902, to the 6th February, 1903.

Schedule A.

New Bridges completed between 1st July, 1902, and 30th June, 1903, where no previous bridges existed.

Name.	Length in feet.	Number of Spans.			Cost.
		Iron.	Truss.	Beam.	£ s. d.
Adjungbilly Creek	59	.....	.....	2	229 10 0
Beddon Creek	36	.....	.....	1	72 18 1
Belabula River, at Ashburton	74	.....	.....	2	355 8 0
Bokhara Byewash, Sheep Bridge	298	.....	.....	.....	148 10 0
Clarence River at Tabulam, including bridges 1 and 2, and roads in approach.	1,265	.....	5	21	14,085 0 0
Cobram Bridge, Murray River	576	1	2	9	17,827 17 9
„ approaches, including Bullanginga Lagoon Bridge	574	.....	.....	19	4,778 18 7
Convery's Creek	34	.....	.....	1	117 10 0
Cowan Creek	64	.....	.....	2	500 0 0
Currency Creek	29	.....	.....	1	145 0 0
Fennell Bay, Lake Macquarie	409	.....	1	10	4,338 0 0
Freeman's Creek	24	.....	.....	1	75 0 0
Kelly's Creek	29	.....	.....	1	125 0 0
King's Creek	69	.....	.....	2	281 5 3
Lane Cove Arch, Foot and Pipe Bridge	476	2	.....	6	5,323 0 3
Little Plains River, at Craigie	94	.....	.....	3	566 5 6
Mana River	39	.....	.....	1	120 18 0
Murrumbidgee River, at Yaouk	109	.....	.....	3	509 16 0
Milson's Bridge	62	.....	.....	2	101 10 0
Nepean River, at Harbey's Crossing	455	1 Suspension	.....	6	8,236 4 1
Queanbeyan Footbridge	240	1 „	.....	.....	516 4 11
Shark Creek	84	.....	.....	3	494 4 10
Tumbi Bridge	26	.....	.....	1	26 0 0
Webber's Creek	150	.....	1	2	2,014 17 5
Ward's Creek	69	.....	.....	2	373 17 2
Wollondilly River, at Burragorang	389	.....	.....	11	3,012 9 6
Totals	5,733	5	9	112	64,375 5 4

Schedule B.

Bridge Renewals completed between 1st July, 1902, and 30th June, 1903.

Name.	Length in feet.	Number of Spans.			Cost.
		Masonry or Iron.	Truss.	Beam.	£ s. d.
Adelong Creek { Bridge No. 1	34	.....	.....	1	} 950 7 1
Adelong Creek { „ No. 2	79	.....	.....	3	}
Big Swamp Bridge	102	.....	.....	3	337 19 5
Blackbutt Bridge	24	.....	.....	1	33 0 0
Bogolong Creek	64	.....	.....	2	278 4 0
Bowman's Creek	29	.....	.....	1	373 16 1
Bourke Bridge, Approach Span	434	.....	.....	15	3,407 6 9
Brickyard Creek	34	.....	.....	1	152 1 0
Brisbane's Creek	34	.....	.....	1	60 0 0
Chain of Ponds, near Liddell	34	.....	.....	1	261 12 4
Cockburn River, at Paradise	109	.....	.....	3	1,121 1 8
Crookwell River, at James Park	94	.....	1	.....	1,778 10 4
Dark Creek, at Jesmond	34	1, Brick Arch	.....	.....	385 10 1
Detroit Creek	34	.....	.....	1	167 4 7
Fish River, at Mutton's Falls	184	.....	.....	6	458 7 1
Gaggins Bridge	29	.....	.....	1	70 0 0
Jew's Creek, Monier Arch	58	.....	.....	.....	953 13 0
Kemp's Creek	39	.....	.....	1	178 13 0
Kiera Creek	49	.....	.....	1	334 2 3
Labury Creek	34	.....	.....	1	233 16 0
Lahey's and Bellinger's Gullies	50	.....	.....	2	398 2 0
Lett River, at Hartley	209	.....	.....	6	1,467 14 10
Limeburners to Kramback, 39½ m.	28	.....	.....	1	70 0 0
Macdonald River, at St. Albans	370	.....	2	4	7,720 12 4
Manar Creek	144	.....	.....	4	1,011 7 6
Marx Hill Creek	39	.....	.....	1	140 7 6
Mason's Creek	34	.....	.....	1	215 7 6
Maybe Creek	29	.....	.....	1	231 12 3
McEvelly's Bridge	24	.....	.....	1	90 0 0
Molong Creek	70	.....	.....	2	433 5 0
Myall Creek, Dungog to Bandon Grove	94	.....	.....	3	410 8 8
Ourimbah Creek	24	.....	.....	1	49 19 0
Parkan Pregan Lagoon	194	.....	.....	6	1,205 0 6
Silk Farm Bridge	31	.....	.....	1	83 0 0
Stinking Gully	29	.....	.....	1	150 6 0
Thalabah Creek	89	.....	.....	3	261 7 5
Tomerong Creek	39	.....	.....	1	175 17 3
Woodburn Creek	29	.....	.....	1	136 18 0
Totals	3,058	1	3	83	25,786 9 11

Schedule C.

Bridges in course of construction on 30th June, 1903, where no previous Bridges existed.

Name.	Length in feet.	Number of Spans.			Estimated Cost.
		Iron.	Truss.	Beam.	
					£ s. d.
Frenchman's Creek	124	.....	.....	4	620 0 0
Furracabad Creek	124	.....	.....	4	632 7 0
Lachlan River, at Goolagong	807	.....	1	19	9,000 0 0
Mangrove Creek at Starkey's	134	.....	.....	4	279 11 0
Minmie Creek	54	.....	.....	2	239 0 0
Orara River, at Coramba—Footbridge	158	.....	.....	5	137 1 2
Tooraweenah Creek	54	.....	.....	2	243 14 6
Totals	1,455	.....	1	40	11,151 13 11

Schedule D.

Bridges in course of construction on 30th June, 1903, to replace existing Bridges.

Name.	Length in feet.	Number of Spans.			Estimated Cost.
		Iron.	Truss.	Beam.	
					£ s. d.
Beardy Creek, at Yarraford	185	.....	1	3	2,187 9 0
Billabong Creek, Gundagai to Wantabadgery	99	.....	.....	3	489 19 0
Bomaderry Creek—Two bridges	154	.....	.....	5	1,757 0 0
	19	.....	.....	1	
Bonville Creek	144	.....	.....	4	688 17 0
Hunter River, at Luskintyre	917	.....	2	15	18,000 0 0
Totals	1,518	.....	3	31	23,123 5 0

Schedule E.

Miscellaneous Works completed between 1st July, 1902, and 30th June, 1903.

Name.	Cost.
	£ s. d.
Carrington Bridge—Alteration for Tramway	297 14 6
Iron Cove Bridge— do do	2,819 5 9
Supply of Twenty Buckled Plate Tanks	2,029 10 0
Steam Relieving Punt—Hull, engines, &c.	2,158 6 3
Taree Steam Punt—Hull	1,387 4 9
Total	8,692 1 3

Repairs to Bridges.

During the year a sum of £25,695 16s. 11d. was expended in repairs to bridges, the previous average annual expenditure for seven years being £36,300.

Only the more urgent works were undertaken. No painting was carried out, and many works which should, for economical reasons, have been carried out, had to be postponed for want of funds.

From the attached statement it will be seen that the expenditure under this head is lower than in any year since 1895-6, the first year in which a special sum was set apart for this work.

Cost of Repairs.

	£	s.	d.
1895–6	19,360	0	0
1896–7	29,297	19	11
1897–8	33,809	6	10
1898–9	46,107	6	2
1899–0	49,203	0	0
1900–1	29,183	3	2
1901–2	47,150	14	1
1902–3	25,695	16	11

On the 30th June, 1895, we had 2,675 bridges, of a total length of 53 miles.

On the 30th June, 1903, we had 3,446 bridges, of a total length of 62 miles to maintain.

It is desirable for the safety of the travelling public, that sufficient funds should be provided annually to keep the bridges in an efficient state of repair, especially as, in many districts in this State, traction engines are now being used on our main roads for hauling freight to and from the railways and saw-mills.

PUBLIC WATERING-PLACES AND ARTESIAN BORING.

Operations by this Branch under the above heading during the year just past have been carried out under a variety of disadvantages, and, owing to changes in the control of the work, any report upon the subject from the Branch must necessarily be in itself incomplete.

The most important change was made in the beginning of February, 1903, when the construction of new work was transferred to the Water Supply and Sewerage Branch, although the actual work and expenditure is still, as before, carried out by the local officers of this Branch.

At the time this alteration was made the Branch had obtained reports, surveys, plans, &c., and was in a position to proceed immediately upon receiving instructions with further works, in addition to those actually in progress, at an estimated value of about £80,000.

Attached is a list showing approximately the works which were either completed, put in hand, or details prepared during that portion of the year this Branch had control.

A number of these works have since been put in hand, and action upon others is being taken, by the officers now directing the work.

During the early portion of the financial year work in some of the districts where it was most required was made impossible by the severity of the drought, and several important contracts, although let, were compelled to remain in abeyance pending rainfall. Other works were held back awaiting the passing of the Water and Drainage Act, under which the necessary funds were to be provided.

One of the effects of the drought was that applications under the Artesian Wells Act were received with increasing frequency, and in order to cope with the work it became necessary to specially detail surveyors to make the necessary surveys, &c. This is a work which was formerly undertaken by the Department of Lands, but pressure of work in that Department and the necessity for dealing with the numerous applications without avoidable delay made it desirable that the work be carried out from this Department. It was found that this course led to a considerable saving in time and expenditure, and it may perhaps be mentioned that under the new procedure the Department has been enabled to invite tenders for sinking the bore within three months after receipt of the original application.

As in the preceding year, the public watering-places in the drought-stricken districts were made available to all travelling stock free of cost. In some cases where special representations were made this privilege was extended to the local residents, and the payment of a large sum by the Department became necessary to recoup the tenants of the public watering-places for their loss of revenue.

At White Cliffs, where the supply had given out, the special arrangements instituted the preceding year were continued and a satisfactory supply maintained.

At Mossgiel the supply again became exhausted, and arrangements were made to provide the residents with water by carting from a tank some miles distant. As happened the preceding year, after the first loads of water had been brought to the town a storm occurred and replenished the supplies.

The number of public watering-places now available is 429; 173 of these are under lease at an aggregate rental of over £5,123 per annum; 98 are under agreement at a total subsidy, including also those under caretakers, of £5,445 per annum; 141 are open, while 17 are under trust. At those public watering-places under lease or agreement the usual charges as authorised by the regulations to the Public Watering Places Act are made and retained by the tenants. The open watering-places are free.

Artesian Bores.

Bangate Bore
Bogewong Bore
Boomi Bore
Boonaldoon Bore
Bulgar Bore
Careunga Bore
Coolabah Bore (cleaning)
Dargle Bore (troughing)
Dolgelly Bore Drains
Florida Bore
Ghinget Bore Drains
Goangra Bore
Gulargambone Bore
Haddon Rigg Bore
Hollywood Bore
Hungerford Bore
Kensington Bore
Kiga Bore
Killowen Bore
Manfred Bore
Manfred Bore Extension
Milchomi Bore
Millie Bore
Moomin Creek Bore
Mullaley Bore
Munganyah Bore
Mungyer Bore
Old Gnomery Bore Drains
Ooarnoo Bore (cleaning out)
Oreel No. 1 Bore Drains
Oreel No. 2 Drains
Pagan Creek Bore
Pilliga Bore
Prungle Bore
Rowena Bore
Supply of Well Casing
Supply of Buckled Plate Tanks
Three Corners Bore Drains
Tubba Bore
Tuncoona No. 2 Bore
Ulumbie Bore
Ulumbie Bore Drains
Uranbah Bore
Weetalibah Bore
Willie Bore
Yellow Waterhole Bore
Youendah Bore

Tanks, &c.

Alectown Tank
Angle Corner Tank
Banar Tank
Barellan Tank
Belmore Well
Bimbi Tank
Black Range Well
Bogolong Springs
Branxton Well
Bundawarrah Tank
Bundella Well
Bungabil Tank
Burrumbuttock Tank
Circle Y. Tank
Combaning Tank (alterations)
Cookamidgera Tank
Copmanhurst Well
Corowa Well
Cowabbie Tank
Cumnock Well
Dandaloo Weir
Devlin's Tank (enlargements)
Double Tanks
Dulah Tank
East Goonimbla Tank
Euriowie Tank
Eurongelly Tank
Euston Well
Ferguson's Tank
Ford's Bridge Tank
Galong Well
Ganmain—9 miles north of
Geurie Water Supply
Gladstone Well
Gobondry Springs Tank
Goran Well
Grass Hut Tank (cleaning)
Gunnanie Well
Howell Water Supply
Hughstonia Tank
Ivanhoe—Well at
Kennedy's Tank
Kulkyne Tank
Leadville Water Supply
London Tank
Manildra Weir
Marengo Well
Milthorpe Water Supply
Mirrool Crek Dams
Mona Vale Well
Mount Boppy Water Supply
Mount Wright Tank
Mudgee Common Water Supply
Mulga Tank (removal appliances)
Mulga Valley Tank Excavation
Munka Munka Tank
Murchison's Tank
Nangunnia Tank
Normanstone Well
Oaklands Well
Old Man Creek to Sandy Creek Cutting
Palisthan Tank
Parkes—Tank near
Perth Water Supply
Poison Point
Polygonum Hut Tank
Portland Water Supply
Quantambone Tank
Seaville's Tank
Shuttleton Tank
Sixteen Mile Tank
Sloane Tank
Sofala Water Supply
Stockinbingal Tank (enlargements)
Stuart Town Water Supply
Sutton Well
Tchelery Tank
Test Bores in Narrandera District
Texas Road—Well
Wamboyne Tank
Warrana Tank
Warri Well
Wattamondara Tank
Wee Waa—Well near
Wheoga Tank
Wonnaminta Tank
Wyalong No. 2 Tank
Yalpunga Tank
Yarrowal Tank

Timber Branch.

The Officer-in-Charge, Mr. de Coque, submits the following report on the duties carried out by this Branch for the period ending 30th June, 1903 :—

Under the new regulations governing the inspection of timber by this Branch, contractors and others supplying timber directly and indirectly for the use of the Public Works Department, have been given the opportunity of having timber inspected and branded at the different ports of loading along the northern and southern rivers, and at the various railway stations nearest the forests from which the timber supplies are obtainable. This principle saves the contractor loss, which he otherwise would incur in the conveyance of timber liable to rejection to the different public works throughout the State.

Special authority having been given for the purchase of girders, piles, and sleepers from the bushmen direct, contracts have been let on the northern rivers for the supply of 250,000 superficial feet of girders, &c., for the Railway Construction Branch, the Department taking delivery at deep water frontages, inspecting, branding, and incurring the responsibility of freighting. The prices paid to the associations and small parties of bushmen who have undertaken to supply these orders are well within the market rates ruling in Sydney and Newcastle, with the freight and necessary handling charges added, and they are at the same time satisfactory to the timber-getters.

The supply of timber to the Department's stockyard at Cockatoo Island has been kept on a satisfactory footing, the stock being used with great advantage by all branches for urgent repairs and renewals. The stock at Cockatoo Island on 30th June, 1903, was as follows :—

Ironbark and Hardwood.

Stock on 1st July, 1902	218,911 super. ft.
Quantity added during year	337,595 „
Quantity issued during year	190,711 „
Quantity on hand	365,795 „

Round Piles.

Stock on 1st July, 1902	2,319 lin. ft.
Quantity added during year	2,475 „
Quantity issued during year	575 „
Quantity on hand	4,219 „

The officers of this branch have inspected, branded, and issued certificates for the following timber during the financial year just ended :—

Hewn Ironbark	3,246,119 super. ft.
Sawn Ironbark	664,445 „
Sawn Hardwood	1,510,063 „
Pine and other Soft woods	170,500 „
Sleepers	334,265 „

Distributed as under :

	Public Works—this State.	Export to South Africa, England, &c.	New Zealand Railways, Harbour Boards, Public Works Departments, County Councils, &c.
Piles	84,400 lineal ft.	4,850 lineal ft.	76,526 lineal ft.
Ironbark and Hardwood	2,236,907 super ft.	396,795 ft. S.	2,786,925 super ft.
Pine and other Softwoods	170,500 super ft.	.....	.....
Railway Sleepers	31,733	260,000	42,532

The quantities under the heading—Public Works, this State—do not represent the whole of the timber used by this Department, as special arrangements have been made by the Railway Construction, Harbours and Rivers, Roads and Bridges, and other Branches, for the inspection of timber cut, procured, and used locally on the various works throughout the State.

The cost incurred in the inspection of timber for this Department is equal to 2·01 per cent. on the value of the timber, being made up as follows :—Value of timber, £45,237 ; cost of inspection, £909 5s. 7d.

The inspection of timber for the New Zealand Railways, Harbour Boards, Public Works Department, and County Councils, is a special arrangement whereby this Department supplies the necessary inspectors, &c., and the New Zealand Government defrays all cost.

The export trade in timbers from this State has shown a marked increase during the last financial year, apart from a considerable quantity of timber shipped direct to Germany and London for wood-blocking and other purposes.

The Commercial Agent in South Africa has been most active in extending the timber trade throughout that country.

Apart from special orders for turpentine piles, ironbark girders, and sawn hardwood, the squarers throughout this State have been busily engaged in supplying a contract for 470,000 hardwood sleepers for the Cape Government Railways, and further orders for similar timber are anticipated.

In past years the Western Australian jarrah and karri, and the Tasmanian blue gum and stringy bark had the monopoly of the hardwood orders for South Africa, but Mr. Valder has so energetically brought under the notice of the Cape authorities the superiority of our hardwoods, that this

this State has benefited to the extent of orders to date to the value of £125,550 delivered in South Africa, which after freight and necessary charges here leaves a net amount of £52,320 to be distributed among the timber squarers of the State. This particular order for sleepers has been of great benefit to the bush workers on the North Coast from the Richmond River to Sydney, and southwards from Nowra to Bermagui, besides giving regular employment for months past to coastal vessels plying between Sydney and the Rivers.

This Department, by a special arrangement with the Cape authorities, has undertaken the inspection, branding, and issuing of certificates for all timber going to South Africa, a nominal charge being made sufficient to defray the actual expense incurred.

In conclusion, notice is called to the necessity of devoting increased attention to the protection of river banks, especially on the North Coast. In numerous places roads are located on the banks which suffer to such an extent by erosion, that the roads are seriously damaged, and whilst the alternative is to resume land, and reconstruct roads at a safer distance from the river, such a course, especially where the land is valuable, would be a much more costly process than the protection of the banks. To meet this demand it is proposed to recommend that a sum be placed on the Estimates each year for the districts affected to enable the more serious defects to be dealt with, and as this expenditure will extend over many years, it will not unduly load the votes for this branch.

The need of a Tires Act has so frequently been mentioned that there remains little to be said, except that the general adoption of wide tires on vehicles carrying heavy loads over any class of road would not only be a benefit to the carriers, but would save the country a large outlay in the maintenance of public thoroughfares.

I have now only to express my appreciation of the loyal support of the staff generally during the year.

A. W. STILWELL,
Acting Commissioner and Principal Assistant Engineer
for Roads and Bridges.

The Under Secretary for Public Works.

Department of Public Works, Roads, Bridges, and Public Watering Places Branch.

YEARLY STATISTICAL REPORT FROM 1 JULY, 1902, TO 30 JUNE, 1903—NUMBER OF DISTRICTS, 65.

TABLE A.—SUMMARY OF ALL DISTRICTS.

Classification.	Under Road Superintendent.		Under Trustees.		Under Councils.		Totals.	
	No.	Miles.	No.	Miles.	No.	Miles.	No.	Miles.
1. Scheduled Roads outside Municipalities	1,733	31,333	28	173	...	.....	1,761	31,506
2. Unclassified Roads outside Municipalities ...	1,859	13,372	10	91	1	1	1,870	13,464
3. Scheduled Roads within Municipalities	42	208	7	10	475	1,211	524	1,429
4. Unclassified Roads within Municipalities.....	22	47	1	2	139	218	162	267
Totals	3,656	44,960	46	276	615	1,430	4,317	46,666

Classification.	Number.
BRIDGES.	
5. Bridges (including all structures of 20-ft. span or over, resting on pile, brick, stone, or concrete abutments), under care of Road Superintendents, Trustees, or Councils (if built at cost of the Government), on all classes of Roads as above enumerated, within or outside Municipal limits, open for traffic on 30th June, 1903.	Number, 3,446. Total length overall, 327,384 feet.
FERRIES.	
6. Ferries, subsidised, leased, or worked by Department or Trustees, including emergency Punts and Boats.	No. of Punt Ferries, 107. No. of Boat Ferries, 20. Total No. of Punts in State, 120. Total No. of Boats in State, 204. Total No. of Steam Launches in State, 3.
WATER SUPPLY.	
7. Water Supply and Conservation Works (including all works of this character carried out at Government cost).	Total No. of Tanks, Wells, and Dams in State, 415. Total No. of Artesian Bores, 94.
MUNICIPALITIES.	
8. Municipalities within limits of district in receipt of subsidies, for which Road Superintendent is required to give Certificates.	Number, 147.

Table B.—Analysis of Votes, Grants, &c., 1902–3.

	Roads.	Bridges.	Ferries.	Water Supply.	Other Works.	Totals
	£	£	£	£	£	£
Votes as per 1902–3 Estimates	513,616	67,000	15,000	13,000	40,665	649,281
Special Grants	.....	8,472	.....	.....	7,567	16,039
Loan Votes	.....	42,425	3,200	.....	.....	45,625
Totals	513,616	117,897	18,200	13,000	48,232	710,945

Table C.—Analysis of Expenditure.

Inclusive of all Vouchers rendered during 1902–3, and Progress Payments on Contracts incomplete on 30 June, 1903, but exclusive of Deposit Vouchers.

	Wages.	Contracts.	Stores, Materials, and Sundries.*	Supervision.†	Municipal Expenditure.‡	Total.
	£	£	£	£	£	£
Roads	222,411	189,385	96,976	67,369	24,398	736,032
Bridges	27,332	78,531				
Ferries	8,784	2,915				
Tanks, Wells, Dams, Artesian Bores	6,495	1,425				
Other Works	5,816	4,195				
Total Value of Vouchers, as per Voucher Register, 1 July, 1902, to 30 June, 1903.	270,838	276,451	96,976	67,369	24,398	736,032§

	No.
Vouchers submitted for payment	22,126

* Includes goods obtained under annual contracts or locally, freight, compensation, &c.
† Includes engineering and travelling expenses, office and store rent, cleaning, lighting, fuel, wages and expenses of overseers or foremen.
‡ The amount of certificates given on account of municipal subsidies.
§ In addition to this, about £50,000 from Loan Vote was expended on artesian bores, &c., prior to transfer of these works to W.S. and S. Branch.

Table D.—Proportion of Classified Expenditure to Total Expenditure.

Classified Expenditure.	Amount.	Percentage on Total Expenditure.
	£	
1. Wages	270,838	36·80
2. Contracts	276,451	37·56
3. Stores, Materials, and Sundries	96,976	13·18
4. Supervision, including Salaries, Equipment, Rent, Lighting, &c.	67,369	9·15
5. Municipal	24,398	3·31
Total Expenditure £	736,032	100·00

Table E.—Contracts.

Classification.	Number.	Amount.
		£
1. Contracts as let by Local Officers during 1902–3	1,884	181,148
2. Contracts as let by Head Office, but carried out by Local Officers	65	60,772
3. Aggregate Number and Amount of Contracts as let	1,949	241,920
4. Amount of smallest Contract	.....	3
5. Amount of largest Contract	.....	9,000
6. Average value of Contracts let by Road Superintendents	.....	96
7. Contracts as completed during 1902–3, including those let prior to 1902–3, Number and Value	2,049	234,095
8. Contracts incomplete on 30th June, 1903, and Amount due thereon	350	68,775

Table F.—Travelling and Cost thereof, 1902–3.

Officer.	Miles travelled.			Total Amount of Travelling Expenses Vouchers for above period.
	Road.	Rail.	Total.	
				£ s. d.
1. Road Superintendents	269,292	86,043	355,335	4,725 17 3
2. Assistants	74,169	22,697	96,866	
3. Foremen, Overseers	47,450	7,473	54,923	
Totals	390,911	116,213	507,124	4,725 17 3

Table G.—Labour Statistics. (Monthly Average.)

Classification of Labour.	Permanent.	Temporary.	Total.
By Department.			
Foremen, Overseers	47·28	55·63	102·91
Road Maintenance Men	940·33	528·91	1,469·24
All others (Ferrymen, Caretakers, &c.)	122·76	1,707·28	1,830·04
Totals	1,110·37	2,291·82	3,402·19
Contractors and Contractors' Men			3,253·89

Table H.—Reports, Minutes, Returns, &c.

Official Papers, including Reports, Minutes, and Returns (other than Vouchers) registered from 1 July, 1902, to 30 June, 1903.
By Local Officers, No. 39,727.

Table I.—Summary of Work Executed.

Showing Work completed (inclusive of Contracts in progress on 1 July, 1902, but not including Contracts in progress on 30 June, 1903) on Roads under Road Superintendents during the year 1 July, 1902, to 30 June, 1903, and carried out under Contract or by day-labour. Ordinary maintenance not to be included.

Class of Work.	Unit.	Scheduled Roads outside Municipality.	Scheduled Roads within Municipality.	Unclassified Roads outside Municipality.	Unclassified Roads within Municipality.	Totals.
1. Road construction, including formation, metalling, gravelling, ballasting, or corduroying, exclusive of clearing or draining	chains	17,009	1,353	2,006	509	20,877
2. Formation, including cuttings, embankments, not metalled, gravelled, &c., exclusive of clearing or draining	chains	17,582	483	5,574	595	24,234
3. Clearing, any width	chains	34,947	1,088	18,975	171	55,181
4. Draining, one or both sides of road	chains	17,564	145	2,709	239	20,657
5. Maintenance metal, gravel, or ballast obtained	cub. yds.	274,067	47,150	2,551	2,045	325,813
6. First-class timber culverts, any span	No.	27	1	3	1	32
7. Second-class timber culverts, „	No.	83	2	26	1	112
8. Other timber culverts	No.	591	15	106	13	725
9. Pipe culverts	No.	184	12	77	18	291
10. Causeways, any class	No.	590	15	193	8	806
11. Stone, brick, concrete, or Monier culverts	No.	7	.....	16	5	28
12. „ „ „ walls with timber deck	No.	.....	.....	3	.....	3
13. „ „ „ „ iron „	No.	.....	.....	.....	.....	.....
14. Split fencing	rods	4,867	22	107	.....	4,996
15. Ordnance fencing	rods	135	42	.....	6	183
16. Punts built	No.	1	.....	.....	.....	1
17. Boats—new, built, or supplied	No.	5	.....	2	.....	7
18. Punts overhauled and repaired	No.	59	.....	.....	.....	59
19. Boats „ „	No.	75	.....	.....	1	76

	No.	In Progress.	Completed.
20. Tanks	32	12	20
21. Wells	19	3	16
22. Dams	7	2	5
23. Artesian Bores	22	15	7

Bridges Constructed (20-ft. Span or over) under the Superintendence of Departmental Officers.

Totals.	Details of Spans.	No.
	With iron or steel superstructure	2
Number of Bridges built 67	Opening spans—swing, lift, bascule, or traverse	1
	Suspension	2
	Composite truss	12
Number of Spans of all kinds 213	Timber beam, plain or compound	195
	Stone, brick, concrete, or Monier arched spans	1
Overall length of Bridges built, 8,791 feet.	Totals	213

The particulars relating to new bridges are given in the schedules in the body of report.

Table J.—General Summary of Work Executed to 30 June, 1903.

Irrespective of time or date of effecting same.

ROADS.

Classification.	Metalled, Gravelled, Ballasted, or Corduroyed.		Formed.		Cleared or Drained.		Bush or Untouched Road.		Total Mileage (of all the preceding columns).	
Under Road Superintendent.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
1. Scheduled; outside Municipalities*	8,217	67	5,349	14	12,469	16	5,417	24	31,453	41
2. Scheduled; within Municipalities	685	21	112	34	266	65	53	40	1,118	00
3. Unclassified; outside Municipalities	358	78	1,077	51	3,974	29	8,012	76	13,423	74
4. Unclassified; within Municipalities	41	02	34	59	48	35	90	24	214	40
Totals	9,303	08	6,573	78	16,758	65	13,574	04	46,209	75
5. Works superseded by deviations	16	17	37	71	27	60	8	50	90	38

CULVERTS.

Classification.	Number.	Total Length in feet.*
Stone, Brick, or Concrete Arched	803	6,490
Stone, Brick, or Concrete Walls, with Iron or Timber Deck	350	3,893
Timber, all classes, under 20 ft. span	27,137	246,978
Total No. and length	28,290	257,361
Monier Pipe	17	1,414
Stoneware Pipe	12,979	326,164
Total No. and length	12 996	327,578

* Length of deck, measured along line of traffic, except in case of pipe culverts, which represents length between inlet and outlet.

BRIDGES.

Classification of Spans.	No. of Spans.	Total Length of spans in feet.
With Iron or Steel Superstructure	342	22,884
Opening Spans, Swing, Lift, &c.	34	2,195
Suspension	2	479
Composite	27	2,900
Timber Truss or Arched Spans	526	41,917
Timber Beam, plain or compound	8,178	234,125
Stone, Brick, Concrete, or Monier Arched	31	1,229
Foot Bridges (beam or suspension)	310	8,569
Totals	9,450	314,298

Total No. of Bridges, 3,446; total overall length of bridges, 327,384.

CAUSEWAYS.

Number.	Total Length in feet along line of traffic.
23,107	513,041

BUILDINGS.

Ferrymen's, Bridge Caretakers' or other houses, or buildings, the property of the Department, Number, 257.

PUNTS, BOATS, FERRIES.

Classification.	How Worked. Oars only.	Wire Rope without Gearing.	Hand Gearing and Wire Rope.	Steam or Oil and Wire Rope.	Total No.	Total Width between Mooring Posts.
Ferries operated by punts	...	8	90	9	107	81,709
Ferries operated by horse boats	...	1	1	...	2	845
Ferries operated by boats only	17	...	1	...	18	4,215
Total No. of Ferries	17	9	92	9	127	86,769

Class of Punt or Boat.	Iron or Steel.	Timber.	Total.
Steam or Oil Punts	8	3	11
Hand Punt	2	107	109
Horse-boats	...	2	2
Ferry-boats	1	110	111
Flood-boats	1	90	91
Launches	...	3	3

Punt slips for execution of Repairs, No. 11.

Table K.—Water Supply and Conservation Works.

	Completed.	In progress.	Total.
Tanks	266	12	278
Wells	94	3	97
Dams	55	2	57
Artesian bores	94	15	109
	Number.		
Steam Pumps	90	...	...
Horse „	84	...	...
Hand „	82	...	...
Windmills	18	...	...

Return of Expenditure on Public Works by Roads and Bridges Branch, from 1 July, 1902, to 30 June, 1903.

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Abbot Road, Toongabbie	1900	199 10 2	224 0 7
Aberdeen to Upper Rouchel, at M'Phee's	1882	319 13 0	6,551 4 0
Aberdeen to Segenhoe and Gundy Road	1898	90 0 0	219 12 7
Aberdeen to St. Helier's	1902	152 9 0	152 9 0
Acacia Creek to White Swamp	1898	390 0 0	4,348 8 11
Adaminaby to Billylingra	1890	230 0 0	3,569 11 0
Adaminaby to Gabramatta	1899	69 0 0	262 0 3
Adaminaby to Jindabyne	1888	192 19 6	2,216 2 5
Adamstown to Swansea	1885	1,524 18 8	10,571 18 5
Adelong to Hillas Creek	1895	110 0 0	1,411 9 8
Adelong to Sharpe's Creek	1900	200 0 0	479 11 1
Adelong Crossing to Bago	1892	759 18 9	6,388 7 1
Albury Relief Works	1902	584 2 8	584 2 8
Albury to Boomanoomana	1864	1,442 4 5	82,226 18 11
Albury to Cookardinia	1892	213 3 0	3,629 12 4
Albury to Urana	1872	779 18 9	32,820 8 3
Albury and Corowa Road to Urana	1874	789 19 11	24,829 9 9
Alick's Creek, *via* Bloom Hill, to Campbell's River	1892	50 0 0	531 8 10
Allandale Road to Rothbury	1893	151 0 0	395 2 8
Alstonville to Pearce's Creek	1895	341 19 3	2,558 16 11
Alstonville-Booyong Road to Napier's	1897	32 12 4	255 11 4
Alstonville-Booyong Road to Teven Junction	,,	192 7 8	1,663 6 2
Amosfield to Acacia Creek	1890	390 0 0	6,912 5 6
Angledool towards Hebel	1898	48 6 0	269 5 10
Apple-tree Flat to Cangi	1902	200 0 0	200 0 0
Apple-tree Gully to Grafton-Inverell Road, at Bell's	,,	98 0 1	98 0 1
Appin to Appin Falls Reserve	1901	70 19 3	100 17 4
Appin to Brook's Point	1896	40 0 0	332 19 7
Appin, *via* Wilton, to Maldon	,,	199 0 0	1,537 5 9
Araluen, *via* Bettowynd, to Back Creek	,,	48 14 4	325 7 3
Araluen Creek, at Upper Araluen, to Harrison's	1901	20 0 0	22 11 0
Arcadia Roads	,,	349 18 2	642 4 2
Armidale to Castle Doyle	1886	60 0 0	1,455 4 2
Armidale to Duval	1890	.....	631 1 9
Armidale to Gostwyck	1884	83 8 0	2,550 1 0
Armidale to Kangaroo Hills	1886	231 10 9	6,170 18 3
Armidale to Long Swamp	1887	10 1 6	1,118 15 1
Armidale to Mihi Creek	1879	43 13 3	4,970 10 7
Armidale to Yarrowyck	1884	194 0 4	3,484 8 6
Armidale towards Inverell	1888	144 15 6	4,053 12 3
Armidale, *via* Kelly's Plains, to Bald Knob	1894	88 17 0	960 8 9
Armidale Road to Head of Hickey's Creek	,,	109 6 0	2,145 15 3
Armidale Road to Taylor's Arm	,,	279 13 10	3,864 15 0
Armidale Road to Upper Five-day Creek	1895	59 5 9	967 14 3
Armidale Road to Wabro	1899	12 12 0	603 12 7
Armidale Road up Mungay Creek	1896	69 15 6	544 6 1
Armidale Road up Nulla Creek	,,	79 19 10	445 17 10
Armidale Road, *via* Timagog, to Willi Willi	1895	7 0 0	611 1 1
Armidale-Glen Innes Road at 19 M.P., to Guyra	1901	.....	.....
Armidale-Mihi Creek Road to Dangar's Falls	1902	72 10 0	72 10 0
Arnold's to Apple-tree Flat	1874	834 7 3	25,015 11 0
Ashford to Egerton	1902	12 0 0	12 0 0
Ashford to Glen Innes	1901	.....	.....
Ashlea to Upper Dingo Creek	1892	263 7 9	3,082 4 1
Ashlea-Upper Dingo Creek Road to Lewis' Selection	1901	7 16 0	40 0 0
Attunga to Hall's Creek	1895	.....	450 9 6
Attunga to Somerton	1887	47 9 4	1,655 4 3
Avisford to Maitland Bar	1899	2 1 4	52 0 9
Awaba to Freeman's Waterholes	1895	198 16 11	2,058 19 1
Baan Baa to Tulla Mullen	1902	94 13 8	94 13 8
Back Creek Road, Casino District	1901	4 7 0	16 18 0
Back Creek Road to Stanley	1899	20 0 0	58 12 6
Badajoz Road, Field of Mars	1902	113 7 0	113 7 0
Baerami Creek, Road up	1899	20 0 0	28 0 0
Baker's Creek, Road up	1902	79 19 0	79 19 0
Baker's Creek, *via* Herbert Park, to Lochabar	1896	78 10 0	604 19 1
Balala to Kingstown	1881	77 16 0	4,062 6 0
Bald Knob towards Emmaville	1895	49 9 0	850 6 0
Balgowlah, *via* French's Forest, to Gordon	,,	527 5 6	2,079 16 2
Ballengarra Wharf to Glen Esk	,,	125 13 0	1,184 15 7
Ballina to Bangalow	1883	212 7 5	20,495 8 7
Ballina to Byron Bay, *via* North Creek	1887	186 10 4	5,990 2 4
Ballina to East Ballina	1902	240 0 0	240 0 0
Ballina to Tenterfield	1891	5,194 6 4	131,900 3 8
Ballina-Tenterfield Road to Ironpot and Peacock's Creeks	1902	73 0 0	73 0 0
Ballina-Tenterfield Road to Saville's	1896	39 15 0	397 16 1
Balmain, over Iron Cove and Parramatta River Bridges, to Ryde	1893	265 0 0	7,713 13 0
Balranald Municipality Relief Works	...	100 0 0	100 0 0
Balranald to Oxley	1887	98 13 0	998 13 0
Balranald to Swan Hill Bridge	1897	133 10 8	3,156 6 8
Bamarang Gap to Mottram's and Strong's	1902	29 19 9	29 19 9
Bandon Grove to Malconda	1899	.....	.....
Bandon Grove Road up Sugarloaf Creek	1902	25 0 0	25 0 0
Bannister's to Gorman's	1899	20 5 11	325 9 7
Baradine to Goorianawa	1901	1 15 0	2 16 0
Baradine to Teridgerie	1894	63 2 0	356 6 8
Barber's Creek to White's C.P.	1896	40 0 0	2,711 0 6
Bargo Bridge to Aylmerton	,,	159 14 3	1,613 10 0
Bargo, *via* Rockford, to Pheasant's Nest	,,	107 0 11	736 17 6
Barham to Moulamein	1894	82 10 6	1,344 18 9
Barlow's Mill to Wood's	,,	40 11 0	365 5 7
Barmedman to Buddigower	1901	15 10 10	50 0 0
Barnett Road, Parramatta	1902	149 4 0	149 4 0
Barney Downs to Lionsville	1883	139 0 0	4,133 3 0
Barraba to Bundarra	1894	114 7 10	3,891 1 9
Barraba to Crow Mountain	1902	20 0 0	20 0 0
Barraba to Burindi	1898	40 0 0	224 9 7
Barraba to Horton River	1893	65 0 0	1,940 17 2
Barratta to Moulamein	1896	11 18 0	823 18 0
Barragan to Darowen	1902	24 3 6	24 3 6
Barrengarry to Moffitt's and Rutledge's	1901	.....	.....
Barrengarry to Nelson's	1896	223 6 8	1,037 6 8
Barrengarry to Yeola	,,	61 7 0	1,259 7 10
Barrenjoey Road to McGarr's Creek	1895	438 19 5	1,984 16 4
Barrington to Cobark Road	1892	104 3 1	1,652 17 4
Barrington to Little Manning River	1896	70 0 0	584 15 9
Barry to Hanging Rock	1890	310 13 7	392 13 7
Barton's to Combo	1901	1 1 0	35 9 0
Bathurst-street to Sodwalls-street, Rydal	1902	19 16 0	19 16 0
Bathurst to Bellevue	1895	30 0 0	663 7 4
Bathurst to Icely	1893	198 10 9	1,911 15 3
Bathurst to Rockley	1895	699 15 9	5,389 15 11
Bathurst, *via* Blayney and Cowra, to Grenfell	1870	2,039 11 9	132,325 8 8
Baulkham Hills to Round Corner at Dural	1894	160 0 0	4,293 9 1
Baulkham Hills to Seven Hills Road (Chapel Road)	1895	39 19 9	239 15 9
Baulkham Hills School to Toongabbie	1896	62 11 9	615 6 3
Bayldon's Creek to Riverbank	1901	15 14 9	59 8 9
Beaumont towards Huxley's and others' farms	1902	40 0 0	40 0 0
Beaconsfield to Swatchfield	1895	110 9 6	1,937 13 4
Beechwood to Rolland's Plains	1885	157 2 3	2,496 8 5
Bega to Bermagui	1877	480 0 0	10,582 0 7
Bega to Brianderry	1895	40 0 0	333 8 0
Bega to Brogo	1890	152 0 0	2,072 14 4
Bega to Nimitybelle	1892	1,039 0 2	10,925 15 10
Bega to Pambula	1895	103 12 0	1,587 14 9
Bega to Tathra	1873	222 15 0	15,649 17 8
Bega-Nimitybelle Road to Numbugga	1902	25 0 0	25 0 0
Bega-Tathra Road to Brickyards to Wallagoot	,,	20 0 0	20 0 0
Bega, *via* Daisy Hill, to Meringola	,,	30 0 0	30 0 0
Beh's to Sallaway's	1901	44 8 0	144 8 0
Belah to Tannabah	1895	26 3 0	722 7 7
Belah to Tooraweenah	1901	323 16 2	526 5 3
Belford to Lower Belford and Kelman's Gate	1898	30 0 0	350 7 10
Bell Bird to Mount View	1896	247 12 11	860 12 9
Bell to Mount Wilson	,,	135 10 8	1,126 9 7
Bell's Line to Putty	1871	358 1 3	17,712 8 10
Bellingen, *via* Bowra, to Congarini	1895	636 17 11	4,484 1 9
Bellingen Road up Missabotti Creek	1882	71 5 9	9,508 17 4
Bellingen Road up South Arm	1896	279 19 6	1,409 17 5
Belltrees to Stewart's Brook and Top Camp	1899	154 7 6	2,987 1 2
Belmont, *via* Box Hill, to Bell's Lane	1896	155 17 4	1,110 0 11
Bemboka, *via* Sam's Corner, to Mogulla	1899	17 19 6	174 19 8
Ben Lomond, *via* Moredun, to Querra Creek	1898	24 0 0	190 19 3
Bendeila Road to Jack's Corner	1896	45 10 9	383 18 11
Bendemeer to Retreat	,,	9 12 0	286 11 6
Bendick-Morell to Marengo, and Branch to Windermere	1897	95 2 6	766 3 5
Bendolba to Upper Wangat	1896	179 6 6	7,144 11 10
Bermagui to Cobargo	1895	550 0 0	4,143 17 0
Bermagui to Quaama	1895	60 0 0	1,317 10 1
Bermagui to Tilba Tilba	1895	80 0 0	1,610 18 7
Berowra Station to Dust Hole Bay	1900	592 10 5	4,332 12 6
Berridale, towards Dalgety	1891	67 8 3	379 19 0
Berrigan to Boomanoomana	,,	143 19 8	1,668 10 4
Berrigan to Cottadidda	1898	62 9 3	156 13 11
Berrigan to Momalong	1896	140 0 0	1,067 3 2
Berrigan to Savernake	1895	80 0 0	716 2 5
Berrigan to Tocumwal	,,	73 16 0	1,128 11 6
Berrigan-Mulwala Road to Barooga	1897	180 6 10	820 15 6
Berrima to Soapy Flat	1890	85 16 5	1,780 16 9
Berry to Kangaroo Valley	1893	349 17 3	5,753 14 0
Berrybanglo Road, *via* Margules, to Jerriwa	1891	115 15 5	1,265 16 9
Beryl to Hill's	...	10 0 0	10 0 0
Bethungra to Cooba Creek	1895	49 19 8	188 9 8
Bettington's Lane, Dundas	1891	32 0 0	382 10 0
Bexhill to Monticollum Road	1884	195 12 11	10,494 0 8
Bexhill to Numulgi	1890	34 6 0	1,212 13 1
Bexhill to Pearce's Creek	1896	129 13 10	1,424 4 3
Bibbenluke to Moore's Springs	...	27 0 0	27 0 0
Bexhill-Monticollum Road to Hick's	1901	.....	.....
Bigga to Greenmantle	...	20 0 0	20 0 0
Big Ridge Road	1900	18 4 0	46 4 0
Billyard Avenue, Turramurra	...	369 16 7	369 16 7
Bilumbil to Cowan's	1896	108 0 0	1,537 4 4
Binalong, *via* William's Selection, to Rye Park	...	42 0 0	42 0 0
Binda to Tuena	1895	77 17 9	926 18 5
Binda towards Goonigaldoorigang	1902	9 0 0	9 0 0
Bingal Creek to Long Point	1900	15 13 2	104 11 5
Bingara to Barraba	1891	1,244 15 10	15,733 12 4
Bingara to Bora	1896	20 0 0	146 16 0
Bingara to Bundarra	1878	221 8 9	7,343 9 3
Bingara to Rocky Creek	1896	114 8 0	936 10 2
Bingara, *via* Pallal, to Eulowrie	1888	77 6 6	1,737 0 8
Bingara Road to Top Bingara	1895	21 5 6	288 5 1
Bingara Road, *via* Gineroi, to Yagobie	,,	145 9 11	1,717 13 5
Bingie to Dwyer's Creek	,,	20 0 0	162 14 8
Binna Burra to Byron Bay	1896	334 0 3	2,675 16 4
Binnaway to Merrygoen	1898	23 2 0	203 16 9
Black Creek, Road up Port Macquarie District	1898	99 4 0	188 2 0
Black Creek to Easson's	1891	50 0 0	859 7 6
Black Creek to Pokolbin	1895	160 0 0	1,549 5 7
Blackheath to Govett's Leap	1896	42 15 0	300 19 11
Blackheath to Hat Hill	1895	53 5 5	548 9 8
Blackheath to Megalong	1895	65 0 0	1,269 4 1
Black Mountain to Guyra	1895	55 4 0	527 11 3
Blackman's Point to Ennis Ferry	1895	60 0 0	470 0 0
Blacktown Road, *via* Mount Capicure, to Chatsworth	1891	770 1 8	3,272 14 11
Blacktown Road, *via* Seven Hills Station, to Windsor Road	1895	160 0 0	1,605 2 8
Blakebrook, *via* Kerong to Dunoon	1890	215 13 0	2,082 1 10
Blakebrook to Pinchin's	1894	143 4 3	1,467 7 8
Blanch's to Burns' Point Ferry	1896	255 3 10	2,309 0 10
Blandford Railway Station to Box Tree Hill	1895	76 7 6	719 17 11
Blaxland's Flat Road	1894	53 15 0	718 16 11
Blaxland's Ridge, *via* Moran's Rock, to Upper Colo	1888	252 8 0	3,220 6 4
Blayney to Brown's Creek	1880	80 0 0	5,568 12 0
Blayney to Guyong	1881	160 0 0	4,172 17 2
Blayney to Hobby's Yard	1883	230 0 0	3,234 14 7
Blayney and Hobby's Yards Road, towards Moorilda	1901	120 0 0	438 2 11
Blayney to Millthorpe	1883	181 4 0	4,549 2 1
Blayney to Neville	1877	230 0 0	12,889 15 11

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Blayney to Newbridge	1895	159 15 3	1,694 18 11
Blayney, *via* Greghamstown, towards Millthorpe	1897	102 4 0	682 12 5
Blenkinsopp's to Wilde's Meadows	1890	56 14 9	1,417 9 4
Bligh Road, East Hills	1902	12 0 0	12 0 0
Blood Tree Road to Somersby Waterfalls	1898	25 0 0	352 11 5
Boat Harbour to Ballina Road	1891	79 19 0	1,172 4 4
Boat Harbour to Cowlong	1887	20 0 2	3,114 18 4
Boat Harbour Road to McKenzie's Ridges	.....	2 2 0	2 2 0
Bobbiwoa Creek to Rocky Creek	1893	159 11 7	1,906 8 6
Bobundarah to Adaminaby	1880	172 6 0	4,999 15 10
Bodalla to Dignam's Creek	1893	466 0 3	4,567 0 2
Bodalla, *via* Noorooma, to Tilba	,,	155 14 2	3,584 9 2
Bogan Gap to Fifield	1897	452 3 0	2,723 10 4
Bogan Gate to Gunning Gap	1898	22 8 6	335 5 7
Boggabri to Blairmore	1900	50 0 0	159 19 11
Boggabri to Curracabah	1899	40 0 0	301 2 7
Boggy Creek to Cottee's	1892	43 2 4	683 2 11
Boggabri towards Manilla	1900	80 0 0	199 15 0
Boggabri to Thoroughbri	1902	31 10 0	31 10 0
Boggy Flat to Holmes' Creek	1896	110 0 0	683 6 5
Boggy Flat Crossing towards Dight's Ford	,,	20 0 0	147 10 0
Boloco to Paupong	1895	40 0 0	238 19 2
Bolong Road (Nowra District)	1900	447 12 6	744 17 1
Bolwarra Flat Road	1902	289 3 8	289 3 8
Bolwarra to Rosebrook and Branch	1887	120 2 9	3,421 17 4
Bombala to Buckey Springs	1889	60 0 0	537 14 6
Bombala to Burrumbooka	1899	8 11 0	267 15 10
Bombala to Delegate	1871	837 11 9	17,977 0 8
Bombala to Nimitybelle	1892	904 8 9	13,449 7 11
Bombala, *via* Gunningrah, to Bobundarah	1891	145 0 0	2,211 16 9
Bombala, *via* Mila, to Delegate	1899	43 17 0	2,516 11 10
Bombala, *via* Tantawanglo, to Merimbula	1864	1,339 11 4	107,209 16 4
Bondi Beach, roads across; and Bondi Sand-drift	1899	459 4 10	4,051 8 1
Bond's Road (Goulburn District)	.....	69 10 3	69 10 3
Bongongolong to Muttama Siding	1899	59 16 6	310 13 9
Bonshaw Road to Mingoola	1902	120 0 0	120 0 0
Bonshaw, *via* Strathbogie, to Emmaville	1902	41 0 0	41 0 0
Boogaldi to Pilliga	1893	93 2 6	836 16 11
Bookham to Chidowla	1885	13 6 3	1,452 1 8
Bookham to Cooradigbee	1881	120 0 0	2,387 7 8
Bookham to Illalong	1884	130 0 0	1,166 3 0
Boolaroo to Toronto	1900	135 3 0	1,736 13 3
Booligal to Hillston	1880	3 10 6	4,259 2 7
Booligal to Ivanhoe	1892	50 1 0	3,084 0 3
Boolooroo Bridge to Goondiwindi	1895	481 18 0	2,956 10 9
Booral to Bulladelah	1876	389 5 7	14,160 12 1
Booral, up right bank Kuruah River	1897	62 9 0	979 3 0
Boorie Creek Bridge, up Boorie Creek, to Bruggy's	1900	116 0 6	246 5 0
Booroobanilly to Jerilderie	.....	20 0 0	20 0 0
Border to New Koreelah, River-tree and Tooloom Road	1898	90 0 0	575 8 8
Boree to Manildra	1895	135 17 10	1,079 7 4
Boronia Avenue, Beecroft	1002	71 12 10	71 12 10
Boro to Long Swamp	1901	39 2 0	59 2 0
Boundary-road, Centennial Park	,,	245 4 9	1,178 10 3
Botanical Gardens, Extension and Roadway	,,	1,002 12 4	3,489 9 8
Botany Sand-drift, Fascine Fencing	1902	95 8 4	95 8 4
Botobolar P.O. towards Pettit's	,,	15 0 0	15 0 0
Bourbah to Gulargambone	1897	159 2 6	286 16 6
Bourke to Barringun	1883	383 16 2	983 13 8
Bourke, up Culgoa River	1897	150 4 0	151 12 0
Bourke to Hungerford	1895	386 15 2	1,109 12 11
Bourke to Louth	1897	108 6 2	198 9 5
Bourke to North Bourke	1901	256 7 3	886 5 7
Bourke to Toorale	1900	208 5 4	233 9 4
Bourke to Wanaaring	1885	543 7 4	1,430 14 11
Bourke towards Cobar	1895	8 14 6	10 2 6
Bow to Idaville	1893	10 0 0	352 12 7
Bow towards Wollar	1902	28 16 0	28 16 0
Bowenfels to Stony Point	1895	90 0 0	943 4 9
Bowenfels to Tarana	1896	160 0 0	1,252 14 11
Bowman to Cobark, *via* Upper Bowman	1902	30 0 0	30 0 0
Bowning to Binalong	1896	69 17 0	913 0 8
Bowral to Berrima	1882	55 0 0	269 18 3
Bowral to Briars	1892	68 5 6	1,323 1 7
Bowral to Robertson	1874	422 7 0	21,809 1 5
Bowraville to Upper North Arm	1879	110 1 0	7,121 19 9
Bowraville to Upper South Arm	1890	307 16 0	2,422 0 11
Box Tree Road to Sandy Creek	1869	30 0 0	110 0 0
Box Tree Hill Road, *via* Timor Gap, to Isis River	1882	124 17 0	3,399 19 1
Boyce's to Penshurst	1899	120 0 0	604 16 0
Brady's Creek to Tweed Heads	1902	50 0 0	50 0 0
Braidwood to Animbo	1893	206 17 10	4,026 15 7
Braidwood to Elrington	1872	207 0 7	6,758 10 7
Braidwood to Euradux	1892	49 6 9	278 12 8
Braidwood to Mongarlowe	1881	145 8 0	4,130 6 8
Braidwood to Nelligen	1863	721 14 8	36,085 10 2
Braidwood to Nerriga	1872	364 11 2	5,646 10 3
Braidwood towards Queanbeyan	1890	135 16 7	4,992 3 3
Braidwood to Sandholes	1900	19 16 0	29 16 0
Braidwood, *via* Bell's Creek, to Araluen	1864	423 11 6	23,615 4 9
Braidwood *via* Glenmore Road, to Breen's	1900	35 0 3	45 0 1
Braidwood, *via* Reidsdale, to Bell's Creek	1872	40 0 0	3,947 6 7
Braidwood-Tarago Road, *via* Larbert, to Tarago	1881	161 5 3	3,694 3 0
Branxton to Dalwood	1895	80 0 0	835 1 9
Branxton to Deep Creek	1896	557 5 6	1,398 3 3
Branxton to Gresford	1895	618 19 9	2,626 7 2
Branxton to McMullan's	1896	40 0 0	305 10 6
Braunstone to Coutt's Crossing	1896	145 19 2	792 8 8
Bredbo to Nimbo	1890	224 0 0	22,492 18 8
Brewarrina to Enngonia, *via* Ledknapper	1902	276 9 0	276 9 0
Bridge Road, Flemmington	1902	175 0 0	175 0 0
Bridger's to Laverty's Gap	1892	20 0 0	626 13 11
Bridgewater to Yeoval	1895	309 19 0	2,823 7 8
Bringelly to Luddenham	1892	459 10 8	2,195 14 6
Broke, *via* Nine-mile, to Singleton Road	1896	109 4 6	805 1 11
Broken Back Bridge to Pennant Hill's Road	1891	358 7 3	2,426 16 6
Broken Hill Relief Works (Roads)	1900	455 16 10	2,635 16 9
Broken Hill to Menindie	1892	120 0 0	1,419 18 7
Broken Hill towards Cobham	1887	442 0 6	4,051 4 6
Brolgan Siding to Bell's	1901	23 4 5	71 18 5
Brookstead to Gara	1895	13 2 0	230 5 11
Brooman to Nelligen	1893	135 3 0	2,375 2 8
Brown's Creek to Carcoar-Millthorpe Road	1901	86 6 11	366 6 11
Brundah and Monteagle Platform	1890	198 18 6	2,350 6 0
Brungle to Wyangle	1899	300 0 0	3,516 14 5
Brungle Bridge to Gobarralong	1888	189 10 0	3,057 12 7
Brunker Road, Kahibah	1902	20 0 0	20 0 0
Brushy Hill, at Wilkinson's, to Scone-Gundy Road	,,	30 0 0	30 0 0
Buckety to Pemberton's	1896	125 16 4	991 15 6
Buckra-Bendinni Road	1891	40 0 0	989 5 10
Budgeon to Gilgandra	1896	80 0 0	475 11 1
Budgong Gap to Gerrey's and others' farms	1902	35 0 0	35 0 0
Buggy Hill to Oaks Road (Bob's Range Road)	1897	184 16 4	560 17 4
Bulga Road to West Portland	1896	73 12 1	398 7 7
Bull Ridge to Isabella River	1895	50 0 0	409 15 7
Bulladellah to Bungwall	1878	254 7 6	12,363 4 6
Bulladellah to Coolongoolook	1895	413 19 3	4,565 11 7
Bulladellah to Larry's Flat	1892	518 4 6	6,321 12 9
Bulladellah, down Myall River	1891	80 0 0	872 9 4
Bulli, *via* Coal Cliff, to Blue Gum Forest	1882	600 0 0	7,241 9 4
Bulli Pass to Cataract River	1880	50 0 0	2,157 19 7
Bullock Wharf to Coolongoolook	1894	210 0 0	2,620 5 5
Bullock Wharf, down west side of Mangrove Creek	1893	64 8 5	114 8 5
Bumbowlee Creek to Billapaloola	1901	.....	.....
Bull's Hollow Road	1899	26 16 0	46 16 0
Bundanoon to Ferndale	1888	119 0 6	1,887 13 6
Bundarra to Crow Mountain	1899	20 0 0	95 0 0
Bundarra Road to Howell	1899	177 7 2	1,428 18 7
Bundewalla Road (Nowra District)	1902	16 13 9	16 13 9
Bungawalbin Ferry to Myall Creek	1892	83 4 1	2,225 5 7
Bungendore to Black Range	1881	102 10 9	1,494 8 2
Bungendore to Doughboy	1888	124 13 5	5,152 4 7
Bungendore to Upper Gundaroo	1893	202 11 0	1,489 8 6
Bungendore, *via* Captain's Flat, to Braidwood and Cooma Road	1889	614 9 4	19,857 8 0
Bungendore-Doughboy Road, near Simpson's to the "Gib" Common	1902	30 0 0	30 0 0
Bungonia to Inverary Park	1901	19 17 0	59 17 0
Bungonia to Look-down	,,	50 1 9	82 2 9
Bungwall to Forster	1896	200 6 11	1,464 17 2
Burns Road, Wahroonga	1899	228 13 3	1,010 7 8
Burradoo to Kangaloon Road	1896	29 14 0	559 7 8
Burraga to Swashfield	1898	289 17 11	890 5 5
Burrangong to Emu Creek	1898	80 14 3	1,009 16 10
Burrawang to Robertson Road	1884	55 1 0	1,696 13 8
Burril Creek to Kimbriki	1890	120 5 0	2,003 1 0
Burringbar to Cudgera	1895	168 18 0	1,730 3 11
Burringbar to Mooball	1888	100 0 0	2,060 11 11
Burringbar to Upper Burringbar	1894	85 9 1	836 0 6
Burrowa to Binalong	1887	291 13 5	16,275 12 11
Burrowa to Breakfast Creek	1892	125 1 0	1,805 12 10
Burrowa to Cunningbar	,,	99 6 8	2,735 2 4
Burrowa to Kenyu	1885	99 17 0	3,025 7 5
Burrowa to Narrawa	1892	277 19 2	3,785 8 5
Burrumbuttock Tank, Fencing	1901	6 10 0	35 0 0
Burrumbuttock to Brocklesby Railway Station	,,	72 3 6	131 12 0
Burwood Road, Burwood	1902	300 0 0	300 0 0
Byangum to Dunbible	1892	62 0 0	640 1 0
Byangum to Upper Middle Arm	1894	32 2 0	984 7 6
Byron Bay to Broken Head	1897	396 13 4	848 1 5
Cabramatta to Cowpasture	1901	56 4 4	298 16 11
Cabreras to Scroggie's	1902	60 0 0	60 0 0
Cadgangarry to Upper Brogo	1895	135 13 2	831 10 2
Cadangarry to Donaldson's	1902	40 0 0	40 0 0
Cadia Gate to Long Swamp	1901	.....	.....
Calabash P.S. to Young-Burrowa Road	1899	11 14 0	21 14 0
Caloola to Trunkey	1894	50 0 0	607 4 8
Caloola to Wamboota	1900	41 12 0	187 4 6
Caloola Road, *via* Wimbledon, to Newbridge	1878	50 0 0	2,693 15 7
Camberwell, *via* Kermode's, to Carrowbrook Road	1890	75 10 1	1,292 10 6
Cambewarra Road to Brown's Mountain Road	1902	33 17 2	33 17 2
Cambewarra to Lumsden's Corner	1895	78 11 0	934 13 4
Cambewarra Cemetery to Bangella Wharf	1902	14 10 1	14 10 1
Cambewarra Mount to Anderson's Farms	1901	25 0 0	65 4 9
Cambewarra Mount towards Woodhill	1897	79 8 6	764 11 10
Camboon, *via* Pyangle, to Dungaree	1890	40 0 0	329 11 9
Camden to Cox's River	1890	758 13 7	9,487 18 0
Camden to Werombi	1889	237 13 0	2,513 19 6
Campbell's Woolshed to Narraburra	1902	29 18 6	29 18 6
Campbelltown to Narellan	1892	60 0 0	1,106 18 2
Campbelltown to Picton	,,	195 3 3	2,410 16 0
Canberra Post Office to Uriarra Road	1895	38 6 2	170 5 4
Candelo to Bemboka	,,	113 9 11	1,254 16 11
Candelo to Wyndham	1882	55 0 0	5,141 14 4
Canowindra to Eugowra	1876	275 8 2	7,723 8 10
Canowindra to Goolagong	1890	194 5 6	1,476 17 1
Canowindra to Long's Corner	1895	58 18 0	453 6 3
Capertee to Glen Alice	1890	236 16 2	1,551 13 2
Capertee-Glen Alice Road to Torbane	1902	199 19 10	199 19 10
Capper's to Deep Creek	1897	119 9 11	519 17 5
Captain's Flat to Norongo	1892	78 7 6	1,173 3 5
Carabost to Kyamba	1880	45 6 0	5,151 3 9
Caramana to Orara Junction	1890	185 7 9	1,261 5 4
Caramana to Seeland's	1890	120 0 0	690 14 7
Carcoar to Felltimber Creek	1896	119 13 2	868 11 10
Carcoar to Flyer's Creek	1879	150 12 3	3,054 0 2
Carcoar towards Barry	1894	80 0 0	1,052 5 11
Carcoar towards Millthorpe	1895	200 0 0	1,725 9 4
Cardinal Avenue, Beecroft	1902	22 12 3	22 12 3
Cargo to Manildra	1883	199 9 5	4,373 14 5
Carinda to Nine-mile Dam	1895	.....	.....
Carne's Hill, *via* Bringelly, to Greendale	1895	540 0 0	2,432 14 1
Carrathool Relief Works	1902	50 12 0	50 12 0
Carrathool to Hillston	1881	26 7 10	9,745 13 4

RETURN of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.			If Unfinished, amount of Expenditure to 30 June, 1903.		
		£	s.	d.	£	s.	d.
Carrington Road, Narrara	1902	30	0	0	30	0	0
Carr's Creek to Deep Gully Road	,,	10	0	0	10	0	0
Carter's Road, Galston, near Fagan's	1900	144	18	1	189	14	3
Carter's to Pomeroy	1896	100	0	0	456	16	2
Carwoola to Tinderry	1899	78	0	6	137	8	0
Casino to Coraki	1886	510	18	6	10,135	1	6
Casino to Ellangowan	1890	233	0	0	3,090	6	6
Casino to Mount Lindsay	1876	1,178	3	10	23,383	10	7
Casino to Myall Creek	1873	192	4	1	32,113	5	7
Casino to North Codrington and Wharf at Ranken's	1892	565	10	1	6,257	4	2
Casino-Ellangowen Road to Tatham-Myrtle Creek Road	1900	7	14	0	168	6	6
Casino-Ellengown Road to Casino-Myall Creek Road	1902	53	8	9	53	8	9
Casino-Mount Lindsay Road to Reynolds'	1896	47	19	0	316	3	9
Casino-Mount Lindsay Road at New Park to Collins' Creek	1899	30	0	0	116	18	3
Casino-Mount Lindsay Road through Currie's Gap towards Lismore	1902	41	5	0	41	5	0
Casino-Myall Creek Road to Tabulam-Myall Creek Road	1901	.....			.....		
Casino-North Codrington Road via Canaiba, to South Gundurimba	1900	66	17	0	565	16	9
Casino-North Codrington Road via Tomki Public School, to Tatham	1890	159	6	0	1,036	2	3
Castle Hill, to Main Windsor Road	1895	50	0	0	310	18	0
Castle Hill Hall to Banks'	1893	20	0	0	230	14	11
Castlemount, via Brodie's, to the Great Northern Road	1902	65	0	0	65	0	0
Cathcart to Bibbenluke	1888	39	17	9	1,680	0	8
Cathcart Junction, via Pambula, to Eden	1875	582	11	7	43,653	18	6
Cattai Creek at Clarke's, to Fisher's	1896	33	13	2	258	13	2
Cawdor to Westbrook	1894	50	0	0	427	2	7
Cedar Creek to Nambucca Heads	1893	21	2	8	815	1	11
Cedar Party Road to Taree-Wingham Road	1891	70	5	0	1,587	18	10
Cedar Party Creek Road, up Killabakh Creek	1890	59	7	0	1,556	11	7
Cessnock to Harper's Hill	1879	586	17	8	4,520	3	3
Cessnock to Josephson's	1884	79	11	3	2,871	0	11
Cessnock, via Mount View, to Millfield	1891	393	7	6	3,940	1	4
Chandler Bridge to foot of Jeogla Mountain	1872	253	5	8	30,427	13	9
Charlestown to Dudley	1889	107	11	5	2,978	19	6
Charlestown to Kahibah	1901	61	14	8	629	4	11
Charlestown, via Warner's Bay, to Boolaroo	1897	1,006	12	6	3,536	12	3
Charleyong to Mayfield	1894	46	1	3	345	2	6
Chasehng's Corner, via Wyong, to Alison's	1896	189	8	8	1,355	14	6
Chatham to Taree—Wingham Road	1891	30	0	0	389	0	4
Cheer's Hill to Allgomera and branch road to School	1890	142	6	5	2,524	19	10
Cheetham Flat to Cox's River	1902	96	6	11	96	6	11
Cherry-street to Fenwick's property, Ballina	1902	100	0	0	100	0	0
Cheshire Creek to Turon River at Wild's	1898	39	7	0	288	16	9
Chiver's Bridge towards Kangarooby	1900	42	12	0	145	6	9
Churchill's Wharf to Page's Ferry Road	1895	7	0	0	513	13	6
Clanville Road, Lindfield	1895	70	12	2	70	12	2
Clarencetown to Limeburner's Creek	1884	107	1	0	5,338	2	7
Clarencetown to Thalaba	1896	121	16	4	1,168	13	10
Clarencetown, via Glen William, to Brookfield	,,	383	9	0	1,439	19	0
Clarendon to Cornwallis	1884	30	0	0	967	2	5
Clarenza to Clarenza Wharf	1902	48	12	0	48	12	0
Clarke's Creek Bridge to the Mines	,,	30	0	0	30	0	0
Clear Hills to Daysdale	1900	44	4	4	177	5	6
Clifton to Caragabal	1895	115	7	5	2,630	18	11
Clissold's Road to Tarramurra	1902	24	6	9	24	6	9
Clune's to Binna Burra	1887	123	15	10	8,157	3	8
Clune's to Booyong	1902	46	19	9	46	19	9
Clune's to Dunoon	1896	86	7	0	863	8	0
Clune's to McKenzie's	1890	10	1	6	1,650	14	0
Clune's to Rosebank	1887	94	12	9	2,193	11	4
Clune's-Binna Burra Road to Nashua	1899	.....			97	6	3
Coast Road to Perrett's	1878	1,107	10	4	27,364	16	3
Coast Road to Rolland's Plains	1894	60	13	0	958	13	5
Coast Road to Sullivan's	1895	70	0	0	1,378	5	1
Coast Road, via South Arm, to Marx Hill	1889	70	0	0	2,032	10	2
Cobark to Moppy	1902	30	0	0	30	0	0
Cobar Relief Works	1902	812	11	3	812	11	3
Cobar to Balarabon	1896	106	0	0	662	12	10
Cobar to Jacob's Well	1895	29	12	3	2,369	19	10
Cobar to Louth	1893	132	17	9	741	7	10
Cobar to New Gilgunnia	1889	58	5	1	2,914	8	0
Cobar to Nyngan	1887	16	0	0	2,318	4	4
Cobar towards Bourke	1895	34	16	4	3,872	13	7
Cobargo to Wadbilliga	1888	51	9	0	3,975	6	6
Cobbedah to Gulf Creek	1900	263	12	1	1,905	2	3
Cobbedah to Rocky Creek	1874	145	18	5	14,412	14	8
Cobborah to Denison Town	1895	18	7	0	563	5	4
Cobborah to Gilgandra	1893	448	18	0	5,624	2	10
Cobborah, via Dapper Post Office, towards Goolma	1902	4	12	0	4	12	0
Cochran's to Duncan's	1892	55	0	0	569	8	5
Cockburn towards Wilcannia	1890	372	15	7	5,045	9	5
Coff's Harbour to Sharpe's	,,	317	10	0	13,809	7	7
Colac to Gobarralong	1902	209	1	0	209	1	0
Colah Station, Approach to	,,	245	18	4	245	18	4
Collarendabri to Angledool	1892	259	9	0	7,029	14	2
Collarendabri towards Narrabri	1893	118	10	0	1,263	12	8
Collector to Breadalbane	1881	77	2	10	3,231	17	5
Collector to Gundaroo	1895	64	7	0	958	6	0
Collector, via Bohara, to Gunning	1890	105	13	0	4,531	0	2
Collector, via Luckie's Pass, to Tirranna	1882	147	17	9	6,534	6	1
Comleroy to Sackville Ferry	1895	52	19	4	1,068	12	0
Commandant Hill to Port Macquarie Road	1894	4	4	0	342	4	11
Conargo towards Moonbria	1892	60	0	0	1,086	11	3
Condobolin towards Nymagee	1894	240	0	0	2,051	11	1
Condobolin to Palisthan	1900	31	13	4	90	0	0
Condobolin to Ungarie	1897	120	0	0	467	8	3
Condobolin—Ungarie Road, via Bena, to Wamboyne Post Office	1901	63	5	0	72	0	0
Condong to Duranbah	1895	350	17	9	2,586	10	1
Condong to Palfrey's	1901	30	0	0	495	7	3
Coneac to Gloucester	1902	24	17	0	24	17	0
Congarini to Rolland's Plains (North Coast Rd.)	1894	915	14	1	13,779	13	10
Congarini, up Taylor's Arm	1885	777	14	10	8,969	13	3
Congarini, up North Bank, Taylor's Arm	1897	40	0	0	521	13	6
Conn's to Morangarell	1887	187	8	1	7,287	19	1
Cook's to Cochrane's	1902	60	0	0	60	0	0
Cook's River Road to Bunnerong Road	1898	981	10	1	2,702	2	10
Coolac to Gobarralong	1887	364	9	0	3,957	5	10
Coolah to Cassilis	1895	27	14	0	712	3	6
Coolah to Merrigoen	1902	7	0	0	7	0	0
Coolamon to Currawarna	1897	59	15	6	414	18	11
Coolamon, via Cowabbie, to Warri	1892	311	6	2	3,291	6	7
Coolamon, via Kindra, to North Berry Jerry	1896	138	8	8	1,296	16	10
Coolamon, via Springwood, to Beaconsfield	,,	267	2	0	2,139	17	10
Coolatai to Wallangra	1884	20	0	0	838	5	7
Cooloongalook Road to Glenora	1902	19	18	0	19	18	0
Cooloongalook to Bungwall	1901	.....			.....		
Cooloongalook to Bunya	1902	100	0	0	100	0	0
Cooloongalook to Upper Cureeki Creek	,,	15	0	0	15	0	0
Coolringdon to Dalgety	1896	121	8	1	1,191	4	11
Cooma Road, at 8 M.P., to Farringdon	1902	5	0	0	5	0	0
Cooma to Big Badja	1879	182	16	8	5,451	2	1
Cooma to Bobundarah	1880	278	6	6	6,707	18	1
Cooma, via Dry Plain, to Adaminaby	1887	150	0	0	3,675	3	3
Cooma to Jindabyne	1881	1,053	9	9	15,538	14	7
Cooma to Kiandra	1879	841	13	1	24,437	8	5
Cooma to Murrumbucca	1895	119	19	3	1,902	6	1
Cooma to Nimitybelle	1892	348	11	1	8,586	13	7
Cooma to Kydra	1895	230	0	0	1,841	19	11
Cooma, via Green Hills, to Numeralla	1887	126	17	2	1,899	4	6
Cooma, via Myalla, to Bobundarah Road	1897	122	8	9	967	18	6
Cooma to Little Plain	1889	186	11	6	1,898	3	1
Coonabarabran to Black Stump	1892	142	6	0	4,582	11	4
Coonabarabran to Bomera	1891	51	4	0	3,406	16	2
Coonabarabran to Mullaley	1887	605	16	6	9,683	1	5
Coonabarabran to Mundooran	1891	752	3	11	10,923	17	8
Coonabarabran to Tenandra	1895	348	1	0	3,373	1	8
Coonabarabran to Timor Rock	,,	89	11	9	642	16	11
Coonabarabran, via Madderty, to Ulamambri	,,	89	12	6	657	13	11
Coonamble Railway Station, Road to	1902	97	13	6	97	13	6
Coonamble to Combogolong	1892	276	2	4	2,996	0	3
Coonamble to Coonimbia	1897	120	11	6	422	15	6
Coonamble to Gilgandra	1891	110	4	0	5,385	3	5
Coonamble to Pilliga	1897	103	10	11	607	14	7
Coonamble to Quambone	,,	429	19	0	942	18	7
Coonamble to Teridgerie	1894	56	4	0	698	12	7
Coonamble to Tooraweenah	1895	60	14	0	916	9	11
Coonamble to Warren	1892	195	0	0	4,898	12	10
Coonamble towards Billeroy	1895	61	11	4	386	7	10
Cooney to Metz	,,	29	3	0	470	0	0
Coonong Siding to Urana	1885	423	17	2	9,675	9	5
Cooper's to Mullumbimby Main Arm Road	1901	.....			.....		
Cooper's Flat Road	1902	40	0	0	40	0	0
Cooper's Flat Road, up Karakora Creek	1896	50	0	0	255	0	0
Coopernook to Harrington	1884	365	13	9	3,314	10	2
Cooranbong to Freeman's Waterholes	1893	162	6	9	2,288	12	11
Cooranbong to Wattagan Mountain, Wollombi Road	1893	332	6	1	3,049	1	0
Cooranbong Road to Dora Creek Platform	1887	209	19	8	1,626	11	7
Cooranbong Road to Killingworth	1900	233	3	9	1,191	8	6
Cooranbong, via Rhondda, to Teralba	,,	199	10	7	738	18	1
Cooranbong Road, via Wakefield, to Fassifern	1902	91	12	10	91	12	10
Cooranbong-Wattagan Mountain Road to Humphries' Conditional Purchase	1897	103	18	2	917	3	11
Cooranbong-Wattagan Mountain Road to Pringle's	1900	8	11	6	81	17	11
Cootamundra to Binalong	1892	324	16	3	4,145	5	1
Cootamundra to Coolac	1875	72	12	0	8,057	4	2
Cootamundra to Junee	1892	329	19	6	2,808	0	0
Cootamundra to Stockinbingal	1885	25	0	0	2,496	12	7
Cootamundra to Suburban Areas	1896	12	0	0	81	16	10
Cootamundra to Temora	1882	242	19	8	18,205	6	2
Cootamundra to West Jindalee	1895	8	15	0	427	1	11
Cootamundra, towards Berthong	1891	36	6	1	1,000	16	0
Cootamundra, via Cowong's, towards Jugiong	1897	43	3	9	288	8	7
Cootamundra, via Ironbong, to Bethungra	1891	129	19	1	1,940	2	9
Cootamundra, via Kilrush, to Wallendbeen	1892	68	9	3	1,312	7	10
Cootamundra-Temora Road, near Seven-mile Post, to Freeburn's	1901	28	15	11	53	19	11
Cooyal Roman Catholic Church to Oakley's	1902	19	18	6	19	18	6
Copeland to Cobark	1901	149	8	6	198	18	6
Copemanhurst to Coledale	1902	50	0	0	50	0	0
Copmanhurst to Upper Smith's Creek	1896	27	7	9	708	18	9
Coppabella Creek to Bowler's Gap	1886	147	17	9	6,295	14	10
Coraki to Broadwater	1889	130	0	0	2,361	3	8
Coraki to Buckendoon	1895	70	0	0	1,023	2	8
Coraki to Swan Bay	1893	47	0	0	871	2	2
Coraki to Tuckurimba	1891	160	0	0	1,479	12	11
Coraki to Wyrallah and Branch to North Codrington Wharf	1888	247	17	2	3,728	5	7
Coraki-Myall Creek Road to Harwood	1899	0	15	0	60	19	6
Corndale to Duraby	1899	111	9	11	438	9	11
Corowa to Coreen and Jerilderie Road at Momalong	1892	462	9	4	5,528	0	0
Corowa to Piney Range	1885	163	18	6	6,403	14	7
Corowa, via Merton to Mulwala	1898	80	0	0	426	4	1
Cotta Walla to Roslyn	1892	21	18	5	1,135	5	4
Cottage Creek Bridge, via Wickham Council Chambers, to Islington	1900	30	0	0	75	0	0
Cottee School to Warren Church	1902	17	2	0	17	2	0
Courabyra to Oberne	1895	50	9	0	747	8	5
Cowan's Creek to Waterview	1895	20	0	0	159	9	1
Cowan Creek Road	,,	153	11	7	479	12	5
Cowan Platform to Jerusalem Bay	1902	18	14	8	18	14	8
Cowlong to Marom Creek	1890	158	10	0	3,264	1	8
Cowra to Breakfast Creek	1888	126	5	2	5,184	8	7
Cowra to Canowindra	1886	796	9	10	9,561	16	1
Cowra to Glen Logan	1890	15	0	0	524	15	2

RETURN of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Cowra to Goolagong	1878	217 4 8	8,130 3 11
Cowra to Koorawatha	1875	48 1 8	6,600 5 9
Cowra, via Binni Creek, to Walli	1886	37 0 0	2,841 6 3
Cowra, via Darby's Falls, to Hovell's Creek	1883	236 2 7	4,130 6 4
Crabbe's to Lloyd's	1894	80 4 7	813 10 1
Craigie, via Quinburra, to Border	1895	48 15 5	233 6 11
Cregan's to Rocky River	1886	46 11 0	948 15 11
Croki Punt to Main Road	1894	40 0 0	337 3 6
Croki Punt to Pelican Point (Mitchell's Island)	1902	35 0 0	35 0 0
Croki Wharf to Public School	,,	22 17 0	22 17 0
Cronulla Beach Road	,,	200 1 2	200 1 2
Cronulla Beach to Gunnamatta Bay	1898	142 0 11	312 7 8
Crooked Lane to Aliford's	1902	31 17 10	31 17 10
Crookwell to Bigga	1896	371 0 11	4,114 16 5
Crookwell to Gullen	1882	110 0 0	5,501 6 2
Crookwell to Gunning	1895	120 18 0	1,987 1 6
Crookwell to Laggan and Binda Road	1883	15 8 0	1,472 4 9
Crookwell to Mount Wayo	1892	118 4 10	6,527 5 2
Crookwell to Taralga	1874	499 12 5	14,088 1 4
Crossland's Cemetery Road	1900	.....	.....
Crossing at Monkstadt (Inverell district)	1902	40 0 0	40 0 0
Cross Keys to Kangaroo Flat	1902	62 15 2	62 15 2
Crowther to Warrangong	1902	33 0 0	33 0 0
Cucumbark to Upper Myall Road	1902	.....	.....
Cucumbark, up Brown's Creek	1899	.....	.....
Cudal to Barragan Hall	1895	125 15 0	717 14 9
Cudgegong Relief Works	...	50 0 0	50 0 0
Cudgegong to Denison Town	1893	1,014 16 6	12,913 16 1
Cudgegong to Hill End	1873	357 16 3	30,300 11 1
Cudgegong to Home Rule	1881	87 12 6	2,357 18 9
Cudgegong to Merendee	1896	122 2 7	868 9 8
Cudgegong to Piambong	1901	50 0 6	80 12 0
Cudgegong to Rylstone	1883	219 10 7	6,276 12 1
Cudgegong to Wollar	1891	358 7 7	4,668 0 5
Cudgegong Village to Rylstone	1885	180 0 0	4,803 1 11
Cudgellico Relief Works	1902	50 4 9	50 4 9
Cudgellico to Condobolin	1898	241 2 1	1,443 7 5
Cudgellico to Euabalong	1899	80 0 0	415 3 0
Cudgellico to Hillston	1895	181 2 0	1,532 18 7
Cudgellico to Pullitop	1892	159 18 3	4,501 9 10
Cudgellico to Wyalong	1900	240 1 11	408 7 5
Cudgen to Norrie's Head	1895	37 14 9	441 18 3
Culcairn to Germanton	1882	230 11 4	14,439 8 10
Culcairn to Walbundrie	1895	233 11 11	1,764 2 11
Cullenbone to Cobborah	1890	780 14 2	16,035 1 10
Cummins to Four-mile Creek	1896	117 19 8	897 0 4
Cumnock to Bolderogery	1888	229 19 1	2,892 11 0
Cundle, via Saville's to Coopernook	1895	208 0 0	2,170 6 11
Cupitt's Road, near Cooyal	1900	20 19 0	45 9 0
Curlewis towards Breeza	1902	44 19 7	44 19 7
Curlewis towards Goran Lake	1898	30 14 0	145 14 0
Curra Creek to Arthurville	1880	159 18 10	3,796 4 4
Curra Creek to Bolderogery	,,	249 11 10	11,291 12 8
Currabubula to Piallaway	1891	70 0 0	1,044 13 3
Dagworth to East Maitland Road	1887	50 0 0	1,656 13 7
Dairy Creek to Galley Swamp	1895	78 16 0	849 14 1
Dalgety to Jimenbuen	1889	113 10 0	777 8 11
Dalgety to Jindabyne	1883	93 15 10	3,503 6 6
Dalgety to Maffra	1889	40 0 0	576 14 4
Dalton to Narrawa	1882	298 11 5	5,946 6 11
Dangelong Road to Nimitybelle	1894	58 8 6	633 10 2
Darke's Forest to Heathcote Road	1892	90 0 0	1,053 19 7
Darkwater Bridge, up Left Bank Belmore River	1888	25 9 0	1,950 1 0
Darkwater Bridge, up Right Bank Belmore River and Branch	1892	38 9 0	867 5 8
Death's, towards the Pinnacles	1900	26 8 0	107 9 0
Deegan's to Irvine's	1896	44 0 0	228 8 3
Deep Creek to Busby's Flat	1890	327 13 10	3,103 2 6
Deep Creek-Busby's Flat Road to Wian	1900	16 0 0	104 12 0
Deepwater, via Nine-mile to Tent Hill	1888	390 6 3	7,605 5 4
Defence Road to Pittwater Road	1888	1,309 11 10	5,880 7 11
Delegate to Border, near Bendock	1887	40 0 0	1,189 1 10
Delegate to Border, near Kirkanong	1895	63 5 0	447 11 6
Delegate to Tombong	1900	40 0 0	122 9 0
Delegate to Merambego	1891	87 7 6	1,798 8 8
Delhi Road, Field of Mars	1902	41 12 11	41 12 11
Denham Court Road, Ingleburn	1902	75 0 0	75 0 0
Deniliquin Relief Works	1902	299 19 7	299 19 7
Deniliquin to Berrigan	1892	153 5 0	1,453 8 7
Deniliquin to Boomanoomana	1895	270 11 8	3,598 9 2
Deniliquin to Colimo	,,	100 0 0	1,347 0 4
Deniliquin to Moama	1891	117 12 6	2,123 16 1
Deniliquin to Narrama	1895	60 0 0	913 0 5
Deniliquin to Urana	1874	309 13 5	24,102 8 5
Deniliquin to Wakool Lane	1892	79 1 0	2,213 11 4
Deniliquin to Wangonilla	,,	105 12 5	3,119 1 1
Deniliquin towards Morocco	1893	42 7 6	1,340 5 8
Deviation at Chowan's Creek, (Murwillumbah District)	1902	31 17 4	31 17 4
Devlin's Gate, via Junction Hotel, to Mandemah	1897	168 3 1	1,358 15 2
Diamond Swamp to Tarana	1894	140 10 5	1,282 19 10
Dill Dilly Mountain towards Kerbin-Nargan Creek	1902	33 0 0	33 0 0
Dirty Creek to Glen Elgin	1888	15 0 0	15 0 0
Dolly's Flat Road to Main Dingo Road	1902	44 1 0	44 1 0
Doran's to Risley's	1895	429 15 2	2,559 13 5
Doran's to Upper Mullumbimby Creek	,,	66 1 3	990 1 3
Double Gates to Tent Hill	1891	9 2 0	209 2 0
Doughboy Hill towards Bungendore	1895	69 17 10	667 1 10
Dougherty's to Sally's Flat	1901	6 14 0	50 0 0
Douglas Park to 13-mile peg on Mt. Keira Road	1896	110 0 0	725 0 11
Dover Point Ferry to Heathcote	,,	381 6 7	2,371 2 5
Drake, via Lunatic, to Tooloom	1891	745 11 0	5,092 2 6
Dripstone to Newrea	1895	169 9 2	1,629 1 9
Dry Creek to Tomalla	1902	100 0 0	100 0 0
Dubbo to Gilgandra	1891	1,123 1 2	13,459 3 8
Dubbo to Mundooran	1900	395 15 0	600 10 0
Dubbo to Peak Hill	1895	310 17 0	2,992 3 11
Dubbo to Yeoval	1878	192 0 0	7,474 1 11
Dubbo towards Cobborah	1890	398 13 0	6,612 0 0
Dundas Wharf, Approach to	1902	351 9 3	351 9 3
Dudley Road to Swansea Road	1900	40 0 0	181 9 3
Dunedoo to Stoll's	1896	40 0 0	296 1 3
Dungay to Skinner's and Knight's	1895	156 10 0	1,230 17 5
Dungog to Fosterton	1897	153 0 0	3,882 0 10
Dungog to Thalaba	1896	24 2 0	1,404 19 0
Dungog to Underbank	1892	211 5 0	9,585 3 0
Dungog to Weismantel's	1883	159 3 3	20,396 0 4
Dungog-Underbank Road up Myall Creek	1902	10 0 0	10 0 0
Dungog, via Harley's Creek to Cox's Creek	,,	50 0 0	50 0 0
Dungowan to Swamp Oak	1893	257 9 6	2,647 7 4
Dungowan Creek, south bank, to Cadell's	1892	30 0 0	1,139 15 4
Duramana to Peel	1895	30 0 0	404 7 8
Dural Quarry, Road to	1902	643 8 1	643 8 1
Dural to Rouse Hill	,,	300 0 3	300 0 3
Duri to Gowrie	1897	399 5 11	1,944 12 4
Duri towards Woodlands	1900	nil.	85 0 0
Duri, via Colly Blue, to Bomera	1894	622 18 6	6,193 13 11
Duri, via T.S.R. to Currabubula	1902	27 4 0	27 4 0
Duri, via west side of Railway to Currabubula	,,	178 12 9	178 12 9
Durran Durran Road to Cookamulla	,,	48 19 10	48 19 10
Dutton's to Marom Creek	1890	183 4 0	2,179 13 0
Duval to Pearson's	1895	10 2 0	266 0 0
East Kempsey to Crescent Head	1889	181 3 10	3,298 13 10
East Kempsey to Sherwood, and Branch to Dondingalong	1880	148 15 0	4,235 6 3
East Kempsey to Spencer's Creek and Branch Roads	1877	647 6 11	11,091 10 3
East Kempsey, via Verge's Swamp to Austral Eden	1895	7 0 0	349 11 3
East Maitland to Freeman's Waterholes	1891	682 12 6	10,468 5 7
East Maitland to Minmi Road	1897	280 0 0	990 2 2
East Maitland to Raymond Terrace	1894	413 7 6	6,618 4 4
Eastern Road, Turramurra	1902	235 5 11	235 5 11
Eaton Road, Belmont	,,	50 0 0	50 0 0
Eatonswill to Copmanhurst	,,	56 11 1	95 11 1
Eatonswill to Seeland's Creamery	1901	.....	.....
Eccleston Road to Archimel's	1902	10 0 0	10 0 0
Eccleston to Upper Alleyn	1896	50 0 0	425 0 0
Eden to Towamba	1879	241 6 11	10,268 11 2
Eden, via Kiah and Timbillica, to the Border	1896	244 3 3	1,314 4 3
Eight-mile to Puddledock and Spring Mount	1895	50 0 0	278 17 11
Eldridge's towards Wheeo Post Office	1898	10 0 0	200 0 0
Ellalong to Wallaby Gully	1895	20 0 0	306 7 5
Ellenborough Bridge, Jackey's Bulga	1890	85 10 0	534 10 0
Elrington to Araluen	1870	99 17 0	4,076 5 3
Elsmore to Kangaroo Camp	1895	242 2 5	1,201 7 6
Elsmore-Kangaroo Camp Road to Newstead Mines	1900	10 0 6	57 8 0
E. McGuire's to Pitt Town Bottoms	1893	67 0 0	902 7 1
Emery's Corner to Brown's Mountain	1896	48 8 6	633 15 4
Emery's Corner-Brown's Mountain Road to Barclay's	1902	20 0 0	20 0 0
Emmaville to Deepwater	1895	204 9 0	3,348 17 8
Emmaville to Strathbogie	1885	111 12 3	3,393 14 0
Emmaville to Webb's	1897	6 16 0	228 17 6
Enfield to Reiby's Grant	1896	83 10 0	703 14 3
Ennis to Carney's, and Branch to Sommerville's	1895	136 8 10	2,161 18 8
Ennis Road to Ballengarra Road	,,	18 4 0	969 14 5
Epping Roads and Streets	1901	181 11 11	368 1 11
Erina Creek, via Kincumber, towards Terrigal Haven and Branch	1893	305 9 9	2,742 17 8
Erskine's Corner towards Coolamon	1900	20 19 4	52 2 10
Eslick's towards Four-mile Creek	1895	79 13 9	509 19 7
Euabalong to Condobolin	1900	116 9 10	297 6 10
Euabalong to Mount Hope	1902	273 14 0	273 14 0
Euabalong to New Gilgunnia	1897	160 0 0	978 11 4
Euabalong to Willanthry	1898	80 0 0	401 10 4
Eugowra to Bindogundra	1895	158 19 7	1,400 1 11
Eugowra to Goolagong	1889	241 6 3	418 8 3
Eureka to Duraby	1888	68 9 3	2,293 17 6
Eurobodalla to Billa Bilbow	1897	5 0 0	170 16 4
Eurobodalla to Nerrigunda	1889	34 0 0	1,587 2 5
Eurona to Glanmire	1902	30 0 0	30 0 0
Evan's Plains to Perth	1895	30 0 0	624 15 7
Exeter to Bundanoon	1902	67 2 0	67 2 0
Exeter's to Great Southern Road	1895	89 15 0	1,334 14 4
Fall's Creek to Jervis Bay	1896	130 9 5	631 13 0
Farley's Gate, via Rocky Crossing, to Barrington Bridge	1898	37 0 0	297 14 1
Farlow's to Towell's	1900	11 16 0	101 17 6
Farringdon Road, at Hazler's, to Louis'	1901	10 0 0	20 0 0
Favell's towards Byng	1884	159 5 6	2,418 19 11
Federal Factory to Binna Burra	1899	85 0 7	1,098 0 7
Federal Paper Mills, Botany—Road to	1901	190 13 2	716 3 5
Fencing, approaches to Balranald Bridge	1902	56 12 0	56 12 0
Fencing, approaches to Tucker's Creek Bridge	,,	25 0 0	25 0 0
Fencing at Rugby Hill, New Lambton	,,	10 0 0	10 0 0
Fernleigh to Hogan's	1832	255 6 0	2,385 6 2
Fernmount to Tyson's	1894	Nil.	269 6 8
Fidden's Wharf Road	1893	206 8 2	765 6 5
Fitzpatrick's Hill to Buttai	1901	24 10 2	194 16 8
Flanagan's Swamp to Orundumby and Upper St. Leonards	1891	335 6 5	1,875 1 3
Fleming's Hill to Grono's Farm	1896	21 6 3	240 18 7
Flood damage, Kempsey District	1902	99 0 10	99 0 10
Flood damage within Tenterfield Municipality	,,	149 19 0	149 19 0
Flyer's Creek to Dorney's	1884	252 0 11	5,612 12 0
Foot of Mountain up Wollondilly River	1882	160 0 0	3,366 13 3
Forbes District Relief Works	1902	123 6 0	123 6 0
Forbes to Condobolin	1879	115 14 3	13,492 13 5
Forbes to Goolagong	1896	288 5 6	1,767 10 0
Forbes to Gunningbland	1883	142 11 10	6,505 9 1
Forbes to Marsden	1899	198 4 6	564 8 11
Forbes to Parkes	1878	50 11 0	3,369 9 0
Forbes to Pinnacles	1899	417 8 0	462 16 2
Forbes to South Condobolin	1882	657 3 4	17,286 18 8
Forbes towards Grenfell	1900	307 6 8	433 14 6
Foster's Gates to Wingello	1902	10 0 0	10 0 0

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Foster's Waterhole, approach road	1902	185 10 3	200 1 3
Four-mile Tree to Charlton	1890	179 19 7	2,629 0 2
Fox's to McCormack's	1892	88 1 4	1,582 0 4
Fox Valley to Thornleigh Station	1897	20 0 0	578 2 7
Frampton Platform to Ironbong Road	1902	12 0 0	12 0 0
Franklyn Road, Pennant Hills	1899	96 7 8	106 7 8
French's Forest Quarry	1900	183 6 5	744 6 1
French's Forest to Greendale	1890	517 18 8	3,605 19 0
Frashford to Lake Tiernans	1902	12 0 0	12 0 0
Gainen's towards Barraba	1899	28 0 0	117 7 0
Gallop's Creek to Bowning	1902	80 0 0	80 0 0
Galong to Binalong	1897	39 9 0	243 7 8
Galong to Marengo	1892	156 9 8	2,283 7 8
Galong towards Burrowa	1890	27 19 0	1,726 2 7
Galston to Dural	1896	462 13 4	2,333 3 5
Galston to Dusthole Bay	,,	793 6 3	4,171 13 10
Galston to Middle Dural	1898	20 0 0	617 9 9
Galston Road to Berowra Creek	1896	177 0 9	480 9 1
Garah to Kunopia	1895	198 3 8	937 10 8
Gaspard to Wallabadah	1901	50 0 0	108 11 10
Gear's to Coval-lane and Deep Gully Road	1897	101 11 1	826 19 5
George's Plains to Caloola	1894	60 0 0	1,082 10 7
German's Hill to Boree	1896	108 12 4	753 3 1
German's Hill to Kite's Swamp	,,	160 15 10	999 6 9
Germanton to Bowler's Gap	1895	203 2 6	976 7 3
Germanton to Cookardinia	1883	21 16 9	2,641 3 9
Gerogery to Howlong	1881	205 9 10	13,661 16 2
Gerogery, via Jindera, to Bungowannah	1876	129 10 7	7,182 14 11
Gerogery Station to Walla Walla	1876	90 0 0	8,112 2 8
Gerogery-Howlong Road, at Major's Plains P.S. to Howlong-Walbundrie Road	1902	18 13 0	18 13 0
Gerrybong Creek to Bowan Park	1902	24 0 0	24 0 0
Gilbert's Creek to Burke's Crossing	1900	24 1 9	43 1 9
Gilgai to Bundarra Road	.....	79 15 0	79 15 0
Gilgandra to Tooraweenah	1900	109 13 0	320 7 0
Gilgandra to Warren	1897	179 0 3	807 8 0
Gillenbah to Darlington Ferry	1898	200 0 0	268 0 0
Gillenbah to Old Man Creek	1892	516 0 8	2,385 6 6
Gilmore, via Batlow to Bago	1872	899 15 0	7,288 1 9
Ginninderra towards Gundaroo	1892	24 14 0	537 19 4
Gladesville, via Gordon, to Pittwater	1890	1,368 11 3	4,070 3 11
Glasson's Woolshed to Moorilda	1895	50 0 0	436 11 2
Glebe Island Bridge to Petersham	1885	605 3 5	13,484 13 0
Glen Innes to Bullock Mountain	1901	74 4 4	174 4 4
Glen Innes to Emmaville	1881	201 5 8	9,837 6 0
Glen Innes to King's Plains	1875	238 11 6	11,552 17 2
Glen Innes to Mount Mitchell	1888	193 1 7	2,400 2 4
Glen Innes to Red Range	1895	225 6 0	1,529 11 11
Glen Innes to Shannon Vale	1891	29 0 0	869 3 3
Glen Innes-Inverell Road, up Beaufort Creek	1902	10 0 0	10 0 0
Glen Innes, via Furracabad, to Ilparran	1901	3 0 0	102 3 9
Glenorie, via Cattai Creek to Pitt Town Common	1902	146 4 1	146 4 1
Glen Reagh up Tallawadga Creek	1898	100 7 0	270 6 4
Glenrock-Barry Road, at foot of Hungerford's Hill to Rosevale	1902	25 0 0	25 0 0
Glenrock-Barry Road, up Licking Creek	1902	25 8 0	25 8 0
Glenrock Road, at Rossington's to Fairview	1900	40 0 0	75 0 0
Glen Ugie to Pillar Valley	1899	125 3 0	625 0 9
Glencoe to Mount Mitchell	1890	171 5 0	2,370 8 4
Glenhaven Road, Castle Hill	1897	119 14 11	179 14 11
Glennie's, via Chilcott's Flat, to Goorangoola Road	1891	30 0 0	386 13 6
Glennon's Bridge to Yarra Yarra	1896	59 4 1	519 4 1
Glenquarry towards Macquarie Pass	1890	251 14 11	6,126 5 7
Glenroy to Mundaroo	1890	.....	943 8 8
Glenroy to Yarrara Gap	1896	19 9 3	452 19 3
Gloucester to Cobark	1885	202 4 9	5,490 19 1
Gloucester to Copeland	1880	61 19 3	6,825 10 11
Glynn's to Nymboida	1890	39 18 0	675 1 10
Gobarralong, via Bogongo, to Tomorrama Road	1899	160 0 0	623 15 5
Goddard's, *via* Torrington, to Tent Hill Road	1898	60 0 0	312 0 1
Golspie to Roslyn	1902	185 12 3	185 12 3
Golspie to Yalbraith	1900	13 5 0	56 5 0
Goodooga to Brewarrina	1865	25 0 0	916 1 1
Goodwin's to Glencoe (Glencoe to Graham's Valley)	1900	36 15 0	£6 15 0
Goomoorah Post Office to Howlong-Walbundrie Road	1902	10 17 0	10 17 0
Goonellebah to Rous	1895	202 3 0	1,683 6 2
Goonellabah-Rous Road to Ballina Road	1902	9 15 0	9 15 0
Goorangoola Road to Bower's and Bowman's Creeks	1895	40 0 0	395 0 0
Goorangoola Road to Carrow Brook	,,	159 19 11	1,138 9 0
Gordonville to McFadyen's	,,	53 1 1	1,175 2 1
Gosford to Cooranbong	1892	1,100 15 5	10,670 12 9
Gosford to Point Clare	1902	147 16 3	147 16 3
Gosford to The Blood-tree	1890	172 11 6	3,136 12 10
Gosford to Tuggerah Beach	1897	233 1 11	2,664 6 1
Gosford-Blood Tree Road to Bushell's	1902	18 4 0	18 4 0
Gosford-Tuggerah Beach Road to Homestead Selections	,,	60 0 0	60 0 0
Gosforth Road (Maitland District)	,,	25 0 0	25 0 0
Gostwyck to New Park	1882	230 0 0	9,057 0 3
Gostwyck to Vogel's	1896	30 0 0	261 7 10
Goulburn to Bungonia	1874	263 6 6	9,068 6 4
Goulburn to Chain of Ponds	1878	208 13 5	10,693 15 7
Goulburn District Relief Works	1900	275 10 0	357 10 0
Goulburn to Cooma	1874	1,069 1 11	137,732 12 5
Goulburn to Mount Wayo	1892	268 1 1	3,757 17 6
Goulburn to Mummel Bridge	,,	332 3 8	3,011 5 7
Goulburn to Pomeroy	1880	240 0 0	6,854 14 10
Goulburn to Taralga	1888	1,068 9 7	13,194 2 3
Goulburn to Windellama	1876	122 19 5	10,768 16 9
Goulburn, via Boxer's Creek, to Great Southern Road	1897	29 17 0	336 0 0
Goulburn-Cooma Road, at 24-mile post, to Currawang	1901	34 16 0	50 18 0
Goulburn-Rockley Road to Oberon-Swashfield Road	1899	.....	.....
Goulding's Hill, Camden Road, Campbelltown	1902	100 0 0	100 0 0
Grafton to Flying Horse	1830	325 9 4	12,542 6 8
Grafton to Southgate	1894	120 2 7	2,304 16 1
Grafton, *via* Glen Innes, to Inverell	1866	3,351 19 0	321,093 15 0
Granuaille to Bangalow	1889	152 1 10	3,236 11 1
Granville to Bankstown	1900	213 0 2	503 0 2
Grattai to Sally's Flat	1883	315 16 0	6,545 3 4
Gray's Lane to McGrath's Hill	1902	9 19 0	9 19 9
Great Northern Road	1857	5,573 2 8	738,276 2 4
Great Northern Road, near Rix's Creek, to Singleton-Jerry's Plains Road	1902	20 0 0	20 0 0
Great Northern Road to Tubbamurra	1899	222 4 3	308 1 5
Great Northern Road towards Stanthorpe	1894	127 2 0	3,053 8 11
Great Northern Road up Dry Creek	1896	24 4 0	198 16 2
Great Southern Road	1857	9,333 11 8	564,386 4 5
Great Southern Road, at 42 M.P., to Germanton-Cockardinia Road	1901	10 5 2	19 17 0
Great Southern Road, at Glenfield, to Campbelltown	1899	834 15 5	1,637 3 8
Great Southern Road to Burrowa	1895	287 6 1	1,876 7 4
Great Southern Road to Cobbitty	1896	140 0 0	821 1 11
Great Western Railway, near Woodford, to Barrow's and Saunder's	1902	25 0 0	25 0 0
Great Western Road	1857	10,341 4 6	690,904 13 9
Great Western Road, at Whylandra, to Burroway	1902	11 16 0	11 16 0
Great Western Road, at Yetholme, to Maccabee's	1902	60 18 6	60 18 6
Great Western Road to Blacktown (Flushcombe Road)	1836	80 0 0	757 10 2
Great Western Road to Lapstone Range	1895	50 0 0	461 7 10
Great Western Road to Prospect Reservoir	1893	60 0 0	1,361 19 11
Great Western Road to Seven Hills Road (Toongabbie Road)	1895	50 0 0	451 0 0
Great Western Road to Wentworth Falls Reserve	1896	37 15 2	704 8 4
Great Western Road to Wentworthville Railway Station	1902	25 0 0	25 0 0
Great Western Road, *via* Glenbrook, to Lucasville	1898	50 18 0	376 18 8
Grebert's to Solferino	1886	325 12 11	8,337 5 5
Green's-lane to Hartford Gully	1891	.....	373 19 4
Greenhills, *via* Sherwood Bridge, to Dungay Creek	1892	216 16 8	2,636 4 1
Greenhouse, via Key's, to King's Gate	1902	78 0 0	78 0 0
Greenwood Railway Station to Gum Flat	1901	15 0 8	36 0 8
Granville to Bankstown	.....	.....	.....
Grenfell to Bimbi	1882	159 17 9	6,400 7 8
Grenfell to Goolagong	1885	501 10 7	4,801 15 7
Grenfell to Marsden	1883	251 8 5	8,266 13 0
Grenfell to Weddin Gap	1890	50 0 0	1,361 17 11
Gresford to Carrabola	1896	275 10 10	2,834 10 7
Gresford, towards Dungog	1895	41 0 0	351 14 3
Greta to Earls	,,	60 0 0	460 0 0
Grong Grong to Warri	1895	496 7 10	2,515 17 4
Grosvenor Road, Wahroonga	1902	312 5 4	312 5 4
Gulargambone to Box Ridge	1901	65 0 0	131 0 0
Gulgong to Ulan	1896	30 0 0	289 2 4
Gulgong, via Barney's Reef, to Birriwa	,,	40 0 0	380 9 3
Gum Flat to Little Plain	1898	143 15 2	300 13 2
Gunbar Relief Works	1902	49 16 10	49 16 10
Gunbar to Whealbah	1899	22 2 11	227 11 6
Gundagai to Bongongolong	1883	169 19 6	3,923 4 2
Gundagai to Reno	1899	30 0 0	291 18 3
Gundagai to Wantabadgery	1892	249 3 8	2,330 5 1
Gundurimba to Rous Road	,,	141 15 4	1,317 8 4
Gundy to Timor Post Office	1896	29 4 0	221 11 11
Gundy Road, via Brushy Hill, to Rouchel Road	1897	110 0 0	334 16 6
Gunnary to Reid's Flat	1897	153 14 2	1,153 16 8
Gunnedah to Boggabri	1894	40 0 0	829 14 6
Gunnedah to Burburgate	1898	3 19 4	105 6 10
Gunnedah to Mullaley	1888	467 18 0	10,723 18 4
Gunnedah to Somerton	1890	196 2 6	3,325 10 3
Gunnedah towards Barraba	1901	.....	68 19 4
Gunnedah to Wandobah	1889	29 0 0	463 15 10
Gunnedah, via north side of Namoi, to Carroll	1893	10 0 0	606 17 4
Gunning to Upper Gundaroo	1893	204 4 7	4,160 18 11
Gunning, via Dalton, to Burrowa	1892	493 11 5	4,643 2 1
Gunnedah, via Biala, to Fish River	1898	13 2 0	166 2 0
Guntawang to Goolma	1878	239 13 0	14,282 11 8
Guy Fawkes to Serpentine Road	1902	34 14 2	34 14 2
Guyra to Glencoe	1895	317 19 3	2,888 2 0
Guyra to Kangaroo Camp	1893	359 16 0	5,010 10 10
Guyra to Oban	1889	35 0 0	3,119 16 4
Guyra to Aberfoyle	1899	78 15 6	326 14 6
Guyra to Sandy Creek	1890	40 1 0	890 9 3
Hainsville, via Mullimbimby, to Byron Bay	1894	385 4 8	6,285 12 1
Hall to Wallaroo	1900	30 0 0	60 18 9
Hall's Creek to Glen Barra	,,	20 0 0	120 0 0
Hampton to Ganbenang Valley	,,	50 2 4	50 2 4
Hampton to Irish Cornet	1901	49 17 7	69 17 7
Harden towards Marengo	1898	51 9 6	910 13 8
Hargraves to Triambil	1899	34 19 6	556 17 2
Hartigan's to Upper North Arm	1895	112 7 3	1,653 8 2
Hartley to Jenolan	1890	593 17 3	14,941 18 9
Hartley–Jenolan Road to Jenolan Caves Stables	1902	53 19 9	53 19 9
Hartwood to Deniliquin-Berrigan Road	1901	30 0 0	102 15 2
Harwood Mill to Wharf Reserve	1902	356 12 2	356 12 2
Harwood to Chatsworth	1883	84 19 1	2,003 12 11
Harwood to Woodburn	1890	1,124 10 1	8,645 3 7
Hawthorne Parade, Ashfield	1902	278 12 2	278 12 2
Hay Relief Works	,,	50 0 5	50 0 5
Hay to Oxley	1887	58 2 6	1,138 10 8
Hay to Booligal	1883	98 18 0	14,247 4 5
Hay to Darlington Ferry (north side)	1896	179 3 0	986 3 9
Hay to Darlington Ferry (south side)	1899	126 6 2	417 7 0
Hay to Gunbar	1879	120 0 0	7,588 8 6
Hay to Wanganella	1881	136 16 0	1,676 1 7
Head of Beardy River to Graham's Valley-Glen Innes Road	1902	170 1 6	170 1 6
Heathcote to Bulli Pass	1890	220 14 11	2,653 11 5

RETURN of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903. £ s. d.	If Unfinished, amount of Expenditure to 30 June, 1903. £ s. d.
Heazlett's Hotel, across Red Hill to Long Flat	1901	.....	.....
Heddon to Mulbring	1902	60 0 0	60 0 0
Heddon to Pelaw Main	,,	362 17 7	362 17 7
Henty to Pleasant Hills	1892	635 10 6	2,292 13 2
Heron's Creek Wharf to Waterloo Creek	1901	20 14 0	54 14 0
Herring Road, Field of Mars	1902	10 0 0	10 0 0
Hexham to Limeburner's Creek	1884	537 9 9	10,605 10 3
Hexham to Williamtown	1895	243 2 6	2,035 16 11
Hill End to Duramana	1897	140 0 0	2,235 6 10
Hillgrove to Long Point	1901	14 10 6	259 5 9
Hillston Relief Works	1902	100 0 0	100 0 0
Hinton to Nelson Plains Road	1887	95 0 0	2,584 7 6
Hodgkinson's to the Beach	1899	48 9 8	342 7 8
Holdsworthy, *via* Dead Man's Creek, to Little Forest	1902	67 0 0	67 0 0
Holmwood to Woodstock	1887	8 0 0	204 0 0
Holmwood towards Scrubby Rush	1897	60 6 0	273 8 9
Holt's Flat to Tantawanglo	1892	120 0 0	1,022 18 9
Homestead School to Wallangara	1888	122 10 0	3,002 4 6
Honeysuckle to Burragate	1882	30 0 0	1,381 15 9
Honeysuckle Hill to Meadow Flat Road	1902	1 10 0	1 10 0
Hornsby to Galston	1893	1,289 13 11	11,358 6 8
Hoskington to Harrold's Cross (Braidwood District)	1902	20 0 0	20 0 0
Hoskington, *via* Rossi, towards Lamkin's Sawmills	1890	111 17 6	920 10 4
Hoskington, Harrold's Cross Road, *via* White's, to Ballallaba	1902	49 4 6	49 4 6
Howlong to Goombargana	1896	62 19 0	515 3 2
Howlong to Walbundrie	1892	143 2 9	5,888 5 10
Hugh McCormack's towards Grabben Gullen	1899	50 0 0	451 0 0
Humula to Kyamba	1896	117 0 0	784 14 5
Humula to Tarcutta	1892	61 0 0	1,225 16 0
Humphrie's to Stoney Creek	1902	64 8 6	64 8 6
Illabo to Brabbin's	1901	10 0 0	44 15 6
Illabo to Eurongilly	1895	79 1 6	626 7 0
Illabo to Junee Reefs	1901	19 4 0	76 4 0
Inverell Road to Lightfort's	1899	267 14 6	326 16 2
Inverell to Bundarra	1892	437 19 4	2,772 0 11
Inverell to Dinton Vale	1885	23 19 0	2,545 9 6
Inverell to Gum Flat	1889	111 16 11	2,865 2 4
Inverell to King's Plains	1885	211 0 5	5,436 10 9
Inverell to Strathbogie	1894	420 0 0	4,435 11 8
Inverell to Texas	1878	474 18 5	16,933 12 8
Inverell to Wallangra	,,	727 4 1	24,036 17 10
Inverell towards Warialda	1877	660 13 11	17,286 11 11
Inverell, *via* Elsmore, to Glen Innes Road	1884	114 15 5	8,188 4 9
Inverell, *via* Tingha, to Kangaroo Camp	1893	300 2 0	3,344 14 3
Inverell Road, up Furracabad Creek	1898	7 8 0	67 0 0
Inverell Road, *via* Booralong, to Baldenleigh	1900	30 0 0	174 0 0
Inverell Road, *via* Gragin, to Yetman Road	1896	144 0 0	680 8 3
Inverell Road, *via* Ollera, to Tenterden	1895	60 6 0	540 11 5
Inverell Road, *via* Brushy Creek, to Tenderden	1900	17 17 0	39 4 0
Inverell Road, *via* Black Mountain, to Aberfoyle	1888	80 14 8	2,156 13 6
Ipswich Farm towards Quondong	1902	12 6 8	12 6 8
Irishtown to Wollun	1893	45 3 0	340 14 3
Jericho over Big Swamp	1890	50 15 10	1,570 0 2
Jerilderie to Berrigan	,,	34 8 0	3,750 13 2
Jerilderie to Daysdale	1895	90 0 0	2,877 9 2
Jerilderie to Goolgumbla	1891	60 10 10	1,596 8 1
Jerilderie to Tocumwal	1884	219 9 2	5,301 16 10
Jerilderie-Goolgumbla Road to Coonong Siding	1898	119 16 2	445 8 3
Jerilderie-Tocumwal Road to Curraghmohr Road	1901	4 5 0	29 5 0
Jerrabat Gully, at P. Kain's, *via* M. Kain's, to Snowball Road	1902	11 14 0	11 14 0
Jerry's Plains to Denman	1884	100 0 0	2,948 14 9
Jerry's Plains to Doyle's Creek and Mills	1896	30 0 0	374 10 8
Jerry's Plains to Oakhollow	1898	10 0 0	85 7 6
Jerrong to Wiarraborough Creek	,,	21 1 0	482 7 0
Jesswolgen to Uralba	1891	157 16 6	1,445 5 6
Jilliby to Little Jilliby	1895	101 7 8	1,194 17 8
Jindabyne to Ingebyrah	1832	139 3 10	1,148 14 11
Jindabyne to Wollondibby	1895	30 0 0	218 15 6
Jindera to Wagga and Albury Road	1897	26 19 0	124 5 0
Jindera to Walla Walla	1888	149 9 9	2,606 12 2
Jindera, *via* Hovel Dam, to Brocklesby	1900	.....	.....
Jingellic to Khancoban	1892	305 15 1	3,600 13 7
John McLeod's to Buchanan's	1891	40 0 0	1,293 10 0
John's River Wharf to Stewart's River Road	1890	251 13 3	2,736 0 9
John Well's Farm towards Temora	1902	178 4 2	178 4 2
Johnston's Bridge to Moonbi Railway Station	1892	40 0 0	643 7 4
Jugiong to Murrumburrah	1887	165 17 8	3,794 18 3
Junction, Barnard and Little Manning Rivers to Nowendoc	1896	90 0 0	657 0 0
Junction, Barry and Nundle Roads at Hanging Rock	1901	0 15 0	3 19 2
Junee to Cooba Creek	,,	89 8 6	1,261 16 1
Junee to Ganmain	1896	297 8 3	975 19 4
Junee Reefs, *via* Millbank, towards Junee	1901	105 8 10	179 5 10
Junee Relief Works	1902	150 0 0	150 0 0
Kameruka to Bemboka	1895	106 12 10	720 3 5
Kangaloon to Chalker's and Swan's	1896	96 3 0	469 4 11
Kangaroo Flat towards Quirindi	,,	39 0 11	483 10 4
Kangaroo Valley to Budgong Gap	1897	77 17 3	914 6 0
Kangaroo Valley, *via* Woodhill, to Berry	1899	319 3 7	1,107 13 5
Kanoona to Candelo	1895	125 0 6	1,113 6 3
Karuah Road, Turramurra	1902	234 12 11	234 12 11
Katoomba to Caves Road	1896	50 0 0	489 13 3
Katoomba to Megalong	1899	24 19 0	1,259 16 2
Kayuga, *via* Baxter's, to Aberdeen	1894	90 0 0	995 14 8
Kayuga Road to Castle Rock	1896	19 16 0	349 12 3
Kelloshiel to Gowan	1878	200 0 0	9,217 5 6
Kelly's to Moonbi	1902	20 0 0	20 0 0
Kellyville Roads	,,	146 10 11	146 10 11
Kelso to Kelloshiel	1895	39 19 7	328 8 5
Kelso to White Rock	1896	30 0 0	273 19 1
Kelso, *via* O'Connell, to Oberon	1876	390 0 0	21,333 10 10
Kelso, *via* Palmer's Oakey, to Sofala	1887	478 4 10	14,241 15 2
Kelso, *via* Sofala, to Monkey Hill	1895	849 14 2	8,501 2 2
Kempsey to foot of Jeogla Mountain	1872	1,472 11 6	61,064 15 9
Kendall School, *via* Logan's, to North Coast Road	1898	24 12 0	154 1 0
Kendall to Grass Tree Hill	1902	49 7 4	49 7 4
Kenthurst Post Office to Porter's	1896	30 0 0	90 0 0
Kermode's, *via* Goorangoola, to Dry Creek	1890	40 0 0	679 0 0
Kerrison's to Warragaburra	1902	20 0 0	20 0 0
Kew to Rolland's Plains Road	1895	1,131 10 6	10,197 10 2
Kew to Rolland's Plains Road up Cedar Creek	1896	46 1 0	371 17 7
Kialla to Pejar Hill	1898	8 3 0	292 8 0
Killara Station Approach	1902	121 5 1	121 5 1
Kinchela Creek to Fairweather's	,,	38 13 1	38 13 1
Kincumber to Little Beach	1898	28 15 3	48 3 8
Kincumber to Lloyd's Wharf	1896	80 0 0	474 6 1
Kincumber Road to Green Point Wharf	1902	23 0 0	23 0 0
Kingswood to Llandilo	,,	300 0 0	300 0 0
King's Table-land to Burragorang	1895	313 5 7	2,644 2 10
Kingston Road, at 14-mile Post, towards Bell's Swamp	1902	31 17 0	31 17 0
Kingston to Linton	,,	25 0 0	25 0 0
Kingsvale to Wallendbeen	1894	7 17 0	781 7 4
Kingswood to Luddenham	1901	249 8 11	1,276 7 4
Kippilaw to Breadalbane	1887	91 5 0	1,526 16 10
Kippilaw to Gurrundah	1888	179 7 2	3,673 2 7
Kirkconnell to Sunny Corner	1890	108 16 4	1,907 4 2
Kitty's Creek to Dog Trap Ford	1888	104 12 0	1,863 15 5
Klori Platform towards Somerton	1902	7 10 0	7 10 0
Knowles to Comobella	1900	82 0 0	422 2 9
Koorawatha towards Godfrey's Creek	1899	6 8 0	176 12 8
Koorawatha towards Warrangong	1897	10 0 0	342 14 3
Krambach to Kew (North Coast Road)	1893	1,021 2 8	15,353 15 7
Krambach to Khoribakh Bridge	1901	0 4 0	211 3 0
Krambach to Tuncurry	1895	443 7 6	5,136 11 10
Krambach-Kew Road to Bo Bo Church	1902	13 8 0	13 8 0
Krambach-Kew Road to Mooreland P.O.	,,	9 12 0	9 12 0
Krambach-Kew Road to Mott's Gates	,,	34 15 0	34 15 0
Krambach-Tuncurry Road, past Public School, to Khoribakh Creek	1894	.....	.....
Kuringai Chase Avenue, Turramurra	1902	449 8 3	449 8 3
Kurri Kurri Relief Works	,,	217 15 6	217 15 6
Kurrajong to The Hermitage	1894	27 10 6	243 17 4
Kynamboon to Nobby's Creek	1889	88 3 6	4,436 7 11
Lachlan Mines to Crooked Creek	1902	19 0 0	19 0 0
Lacmalac to Goobragandra	1900	25 10 6	255 2 1
Laggan to Binda	1875	183 0 0	3,857 8 2
Laggan to Golspie	1892	30 0 0	266 11 3
Laguna to top of Wattagan Mountain	1895	200 0 0	1,813 7 4
Lake Bathurst to Bronti	1898	59 6 0	225 12 9
Lambton to Charlestown	1883	7 1 5	3,107 14 6
Lambton, *via* Cardiff, to Lake Road	1894	432 0 0	1,795 14 10
Lane Cove Road to Cowan Creek, at Bobbin's Head	1884	88 8 8	2,001 8 4
La Perouse to Little Bay	1884	423 7 6	1,902 12 0
Larbert, *via* Reedy Creek, to Hallett's	1893	20 0 0	245 15 7
Largs, *via* Tocal, to Paterson Bridge	1896	140 0 0	1,124 14 6
Laurieton to Comboyne	1892	848 17 1	5,929 2 11
Laurieton-Comboyne Road to Upsall's Creek	1902	24 0 0	24 0 0
Lavis's to Toohey's Mill	1886	130 0 0	4,345 7 5
Lawrence to Myall Creek	1864	389 3 10	142,980 7 10
Leadville to Cassilis	1897	117 10 6	452 1 4
Leeholme to Tarana and O'Connell Road	1872	80 0 0	4,774 0 2
Leighwood to Stonequarry	1887	37 11 0	1,336 10 10
Levenstrath to Geergarrow	1895	110 17 0	528 11 9
Levenstrath to Green's	1890	156 11 3	1,869 12 4
Leycester Creek to Campbell's	1887	237 1 4	5,008 13 7
Leycester Creek to Nimbin Road	1896	80 17 8	553 17 7
Lidsdale to Wolgan	1893	216 17 6	1,067 1 8
Lillyville Roads and Drains	...	54 14 6	54 14 6
Limbri to Swamp Oak	1901	40 0 0	100 0 0
Limeburner's Creek to Krambach (North Coast Road)	1894	807 10 1	16,482 9 7
Limekilns, *via* Paling Yards, to Wattle Flat	1898	39 18 9	334 0 3
Limestone Hill to Newell's Crossing	1895	193 5 2	1,327 17 9
Limestone to Wallerawang Road	1901	30 0 0	69 14 6
Lismore to Beardow's	1894	163 3 6	1,779 17 11
Lismore to Dunoon	1895	221 3 3	3,251 2 10
Lismore to Federal	1896	288 16 6	3,437 17 5
Lismore to Gundurimba	1891	85 13 0	952 7 1
Lismore to Nimbin	1883	687 14 1	26,531 13 2
Lismore to Tucki	1893	230 11 0	12,637 7 10
Lithgow Relief Works	1902	100 0 0	100 0 0
Lithgow to Bowenfels South	,,	30 0 0	30 0 0
Lithgow to Hartley Vale Station	1896	244 4 0	1,670 16 9
Lithgow to Lidsdale	1890	153 14 11	2,548 19 5
Little Hartley to Lowther	1895	100 0 0	868 12 2
Little Hartley to River Lett	1885	70 0 0	3,892 11 10
Little Plain to Bingara	1894	329 19 10	5,826 9 9
Little Plain to Reedy Creek Road	1894	142 16 9	877 3 10
Liverpool to Hoxton Park	1899	599 15 0	1,697 2 0
Liverpool to Penrith and Bringelly Road	1896	500 0 0	7,371 2 9
Liverpool, *via* Holdsworthy, to Eckersley	1894	160 0 0	1,250 15 11
Liverpool, *via* Moorebank, to Grodno	1898	229 18 6	667 4 9
Liversidge's Road, Balgowlah	1901	84 14 8	99 8 10
Llangothlin to Red Farm	1902	57 8 10	57 8 10
Llangothlin to Tubbamurra	1890	10 0 0	558 11 6
Lobb's Hole Road	1902	39 19 0	39 19 0
Lochiel to Back Creek	1893	40 0 0	402 8 1
Lochinvar to Boyce's	1896	36 15 6	182 8 6
Lochinvar to Elderslie	1894	256 15 0	2,199 17 2
Lochinvar to Railway Station	1885	30 0 0	713 3 6
Lockhart to Yeulba	1900	85 16 6	161 12 5
Long's, *via* Lower Piambong, to Two-mile Flat	1900	20 0 0	105 4 9
Long Reach to Clybucca	1890	6 0 0	651 12 11
Long Reach to Rainbow Reach	1891	7 0 0	512 0 6
Loop Road, *via* Glendural, to Brownlow Hill	1896	20 0 0	138 12 0
Lorn to Pitnacree	1896	37 0 0	610 14 7
Louth to Tilpa	1901	26 12 6	136 12 6
Louth Park Road	1894	110 0 0	1,160 0 0

RETURN of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903. £ s. d.	If Unfinished, amount of Expenditure to 30 June, 1903. £ s. d.
Loxton's to Copeton	1898	52 0 0	782 11 9
Lower Tarcutta to Alfred Town	1892	236 2 0	3,030 4 0
Lowther to Gambenang	1890	30 0 0	713 10 9
Lucknow to Emu Swamp	1901	41 0 0	86 0 0
Lucknow to Huntley	1895	99 17 4	749 8 6
Lucknow to Worboy's Junction	1896	228 9 7	2,308 12 11
Lyndhurst to Bigga	1879	643 6 5	11,614 9 7
Lyons' Road, Drummoyne, to Wire Works	1901	100 15 7	639 10 7
Macksville to D. Bradley's	1898	137 4 0	639 1 3
Macksville to Macleay Heads	1885	30 6 0	1,758 16 2
Macksville to Upper Warrell Creek	1886	55 8 11	922 14 4
Maclean Point to the Broadwater	1902	20 0 0	20 0 0
Maclean to Palmer's Channel	1890	67 7 0	1,588 9 7
Maclean to Tullymorgan	1902	239 16 0	239 16 0
Maclean, *via* Bluff Point, to Brushgrove	1887	283 4 11	4,443 15 10
Maclean, *via* Tyndale, to Brushgrove	1890	114 3 6	2,407 16 7
McAndrew's Gap Road	1902	50 0 0	50 0 0
McDonald River to Daniel's Run	1900	19 19 0	59 19 0
McDonald River up Gorrick's Run	1902	7 13 5	7 13 5
McDonald River up Webb's Creek	1893	80 0 0	858 7 4
McEvilly's to Bell's	1902	99 17 0	99 17 0
McFaul's to Lithgow Flats	1900	.....	.....
McGillies towards Mount Pleasant	1902	8 11 5	8 11 5
McGrath's Hill to Maroota	1890	339 9 8	6,578 15 11
McInnes' to Small's	1899	9 2 0	145 17 0
McIntosh's, *via* Kangaroo Creek, to Nymboida	1890	304 3 11	5,097 11 11
McIntyre's Flat to Puddledock	1880	55 6 0	1,176 19 10
McLean's to Model Farm	1896	67 1 3	374 14 3
Maffra to Ironmongie	1900	15 0 0	206 10 6
Main Road through Kuringai Chase	.....	3,673 3 3	3,673 3 3
Main South Coast Road	1879	8,808 10 8	183,807 8 2
Main South Coast Road, at Charlesworth Hill, to Bulli Pass	1901	30 0 0	68 14 2
Main South Coast down Cullendulla Creek	1900	29 14 0	53 4 0
Main Windsor Road to Model Farm's Road	1898	40 0 0	291 10 2
Main Windsor Road to Toongabbie Road (*via* Hammer's Bridge)	,,	80 0 0	505 4 3
Maitland Road to Broomfield's Hill	1895	50 0 0	472 15 10
Maitland Road to Durren Durren	1896	19 5 0	247 5 6
Maitland Road, *via* Palmdale, to Earl's Conditional Purchase	1897	5 0 0	409 5 5
Major's Creek to Monga	1894	91 16 0	7,423 6 2
Major's Creek to Snowball	1871	179 10 11	6,880 13 6
Major's Lane	1880	80 16 2	653 0 7
Majura towards Bungendore	1899	96 16 6	2,020 8 2
Mandurama to Burnt Yards	1890	80 0 0	1,268 11 8
Mandurama to Canowindra	1889	167 14 4	17,873 15 5
Mandurama towards Neville	1873	180 0 0	1,580 9 11
Manildra to Dilga	1895	37 14 5	232 18 10
Manildra to Toogong	1899	204 17 8	3,414 4 1
Manilla to Bendemeer	1880	68 1 4	537 8 10
Manilla to Burindi	1898	80 0 0	571 6 9
Manilla to Crow Mountain	1898	158 3 3	719 10 10
Manilla to Keepit	1896	29 19 4	129 19 4
Manilla to Somerton	1901	40 0 0	558 2 9
Manilla towards Gunnedah	1891	45 0 0	376 4 10
Manilla up Namoi River	1899	39 19 2	549 9 6
Manly to Barrenjoey	1897	2,754 15 3	24,359 19 4
Manly Bay View Cycle Path	1879	18 19 1	1,048 16 9
Mannery's Road, Miller's Forest	1900	381 14 0	484 3 8
Mannix's to Gay's Stockyard	1900	28 0 0	28 0 0
Maria River Road	1902	229 7 0	229 7 0
Marlee Road to Gillogly's	,,	30 0 0	243 0 0
Marangaroo to Meadow Flat	1892	259 2 1	3,372 7 9
Marrowbone Road	1890	69 19 2	289 16 11
Marsden Park to Box Hill	1893	116 15 0	4,968 16 11
Martin's Wharf Road	1873	35 0 0	879 8 0
Martinsville Public School to Wilkin's C.P.	1891	20 0 0	792 11 10
Marulan to Bannaby	1898	217 15 0	4,015 6 11
Marulan to Oallen Ford	1891	254 13 7	7,355 5 10
Maryvale to Towri	1895	211 16 7	1,696 10 9
Massie's Creek Road	1896	10 0 0	10 0 0
Masters' to Walcha Road	1902	18 4 6	197 15 11
Mathoura to Bunaloo	1895	60 0 0	2,056 16 5
Matong to Cowabbie	1888	44 18 6	227 6 4
Matthew's to Forest Reefs	1891	119 19 9	3,037 4 6
Mayal Creek to Pratt's	1885	36 5 10	272 3 4
Maybole to Ben Lomond	1898	15 0 0	449 5 4
Mayfield to McKnight's	1892	156 13 2	1,948 17 6
Meadow Flat, *via* Sunny Corner, to Palmer's Oakey Road	1895	326 11 1	3,791 17 0
Meehan's Crossing to Limestone and Maloney's	1891	70 0 0	1,019 18 6
Meejum to Barrellan	1895	159 14 0	1,270 2 5
Menangle to Camden	,,	196 1 0	936 14 7
Menindie to Pooncarie	1888	42 1 0	1,177 1 0
Meragle Station, Road of Access	1902	8 8 6	8 8 6
Merendi to Yamble Bridge	,,	8 16 0	8 16 0
Merimbula to Jellat Jellat	1874	146 5 0	3,730 16 11
Merriwa to Cassilis	1891	577 17 7	11,240 15 10
Merriwa to Gilli Gilli	1892	10 0 0	158 18 6
Merriwa, *via* Flags, to Gungal	1898	20 0 0	111 10 0
Merrylands Road, near Railway Station	1899	49 12 10	249 12 10
Merrylands to Guildford Station	1902	250 0 0	250 0 0
Merryvale to McInerny's	1901	.....	.....
Metz to Hillgrove Road, at Baker's Creek	1895	30 0 0	381 4 0
Michelago to Jingera	1901	862 10 11	1,149 10 9
Michelago to Naas Creek, *via* Cotter's	1902	24 16 6	24 16 6
Middle Falbrook, *via* Noddler's, to Goorangoola Road	1899	10 0 0	59 18 9
Midson's Road, Epping	1900	.....	.....
Military and Long Bay Road, Randwick	1895	225 0 0	1,755 19 7
Military Road, St. Leonards	1885	1,296 0 5	15,160 15 9
Miller's Forest to Tarro	1896	90 14 3	896 16 3
Millfield to M. Hayes' portion	1898	2 16 0	222 19 8
Mills to Combaning	1901	15 0 0	64 13 0
Millthorpe to Byng	1882	81 16 6	3,880 15 7
Millthorpe to Long Swamp	1878	269 2 8	10,577 15 5
Millthorpe to Lewis Ponds	1890	69 15 0	2,232 3 10
Millthorpe to Spring Hill	1896	80 0 0	457 16 6
Milson's Point, *via* Lane Cove Road, to Peat's Ferry Road	1875	3,171 17 3	66,416 12 9
Mimosa towards Temora	1896	78 1 9	888 17 7
Minmi to Thornton	1878	239 19 4	6,726 12 8
Minmi Road towards Buttai	1899	92 15 3	180 3 7
Minmi Road to Young Wallsend	1900	185 2 4	1,527 17 6
Missenden Road, Camperdown	1897	90 0 0	270 0 0
Mitchell' Creek to Palmer's Oakey Road	1879	10 0 0	4,340 9 8
Mittagong Relief Works	1902	50 0 0	50 0 0
Mittagong to Glenquarry	1896	65 0 10	787 6 6
Mittagong towards Diamond Fields	1879	23 0 0	1,986 11 11
Moama Relief Works	1902	200 0 0	200 0 0
Moama to Bama	1888	28 8 0	841 9 11
Moama towards Moulamein	1875	72 10 1	15,502 6 10
Mobb's Hill to Rogan's Hill	1895	903 14 0	4,917 8 5
Model Farm to Lindendale	1900	75 0 0	185 0 0
Mogongong towards Grenfell	1902	0 3 6	0 3 6
Mogo to Ryan's Creek Bridge	1896	20 0 0	476 8 6
Mogo to Tomakin	1887	15 0 0	977 16 3
Moleville to Stockyard Creek	1889	44 3 2	868 9 8
Molong Relief Works	1902	60 0 0	60 0 0
Molong to Cargo	1889	211 6 3	2,469 10 3
Molong to Gregra	1897	130 7 5	538 5 11
Molong to Manildra	1880	199 17 0	9,594 16 9
Molong to Norah Creek	1890	30 0 0	904 17 3
Molong to Redbank	1896	79 10 6	424 10 6
Molong to Warne	1882	159 19 2	4,744 19 4
Mongarlowe to Clyde Road	1887	39 7 4	1,108 19 0
Mongarlowe to Half Moon Road	1900	27 10 2	76 19 2
Mongarlowe, *via* Charlie's Forest, to Wog Wog	1894	78 18 1	1,201 6 8
Monkey Hill to Hill End	1876	403 13 5	12,214 8 0
Monticollum to Coorabell	1897	49 19 4	625 16 10
Moonan Flat to Rossington's	1895	151 3 9	1,697 3 11
Moonee to Congarini (North Coast Road) and Branches	1894	841 11 9	13,513 19 10
Moore's to Warrangunyah Creek Crossing	1902	15 1 0	15 1 0
Moorilda to Neville	1891	350 0 0	4,224 14 9
Moorland to Upper Stewart's River	1890	70 12 0	2,607 15 4
Moree to Bingara	1895	164 2 0	2,371 19 2
Moree to Bogamildi	1895	83 10 0	1,896 19 6
Moree to Ironbarks	1876	33 10 0	24,880 17 7
Moree to Mungindi	1894	1,101 2 0	10,622 5 8
Moree to Rocky Creek	1892	75 18 0	2,993 15 10
Moree, *via* Goonal, to Mogil Mogil	1887	133 13 2	7,058 5 3
Moree Road, *via* Reeves, to Pallal Road	1894	78 9 0	602 3 7
Moronglo Junction to Graham	1895	93 0 0	2,273 17 4
Morpeth to Dungog	1877	630 13 7	35,547 17 5
Morpeth to Four-mile Creek	1891	80 0 0	780 0 0
Morpeth to Largs	1896	30 0 0	250 0 0
Morpeth to Thornton	1891	460 0 0	2,483 9 9
Morpeth Bridge to Largs	1896	117 1 1	849 16 4
Morisset to mouth of Dora Creek	,,	123 9 2	453 3 3
Mortimer's towards Goulburn	1902	15 15 0	15 15 0
Mortlock's to Cowra Reefs	1896	80 0 0	501 4 9
Moruya to Araluen	1865	727 14 0	36,376 1 9
Moruya, *via* Kiora, to Larry's Mount	1896	50 0 0	248 0 9
Morven to Mullenjandra	1892	81 12 4	861 3 4
Moss Vale to Barrengarry	1890	440 1 0	10,825 16 2
Moss Vale to Canyonleigh	1891	368 2 3	5,855 18 5
Moss Vale to Little Forest	,,	189 0 7	4,358 12 6
Moss Vale to Mandemar	1890	172 16 8	3,392 6 9
Moss Vale to Meryla	1896	393 19 3	1,787 3 10
Moss Vale towards Macquarie Pass	1890	326 8 10	8,941 10 5
Moss Vale, *via* Macquarie Pass, to Shellharbour	1899	300 0 0	900 0 0
Moulamein towards Swan Hill	1900	96 4 0	452 9 0
Mount Hope to Central	1902	50 0 0	50 0 0
Mount McDonald to Daley's Springs	1897	60 0 0	402 17 6
Mount McDonald to Grabine	1889	66 0 0	1,282 8 10
Mount Mooby to Dartbrook Bridge	1896	40 0 0	243 1 6
Mount Victoria to Bell	1885	65 2 3	2,871 19 6
Mount Victoria to Mount York	1896	40 0 0	269 13 7
Mount View P.S. to V. Mitchell's	1902	50 0 0	50 0 0
Mount Wayo to Abercrombie Bridge	1881	276 7 1	35,840 2 2
Moylan's to the Beach	1895	45 10 2	434 12 0
Mudgee Relief Works	1902	50 0 0	50 0 0
Mudgee to Cassilis	1873	736 9 4	8,051 18 3
Mudgee, *via* Canadian Lead, to Gulgong	1902	16 9 6	16 9 6
Mullaley to Denison Town	1892	653 10 9	10,651 11 2
Mullion to Belgravia	1891	79 12 1	779 19 0
Mullion to Ophir	1897	30 0 0	272 3 0
Mullumbimby to the Saddle	1901	70 5 10	429 7 8
Mullumbimby to Upper Main Arm	1890	60 5 8	2,684 11 1
Mullumbimby, up left bank Mullumbimby Creek	1897	40 2 4	888 1 9
Mulwala, *via* Savernake, to Momalong	1893	594 0 8	1,296 1 2
Mummel Bridge to Narrawa	1892	397 11 10	4,983 13 6
Mummel Road towards Pejar	1887	40 0 0	393 11 5
Mundaroo to Ournie	1898	51 14 10	169 1 10
Mundooran to Tooraweenah	1895	314 7 9	3,591 10 9
Murga to Bumberry Railway Station	1902	13 13 6	13 13 6
Mungay Creek Road, near School, to Armidale Road, near Hickey's Creek	1900	.....	.....
Murphy's Corner to Wagga-Narrandera Road	1899	125 6 0	160 11 0
Murphy's Hill to Cudal	1891	22 10 0	852 19 0
Murray's Run to Yarramalong	1896	227 5 2	4,133 0 5
Murrumbateman to Ginninderra	1893	180 0 0	1,862 17 0
Murrumbo to Wollar	1880	89 7 6	1,503 4 2
Murwillumbah to Blue Knob	1894	390 2 0	6,562 12 11
Murwillumbah to Boyd's Point Ferry	1890	262 18 0	6,872 2 8
Murwillumbah to Mayal Creek	1902	23 2 0	23 2 0
Murwillumbah to Queensland Border	1891	271 3 8	4,527 9 10
Murwillumbah to Risley's	1894	900 17 1	11,240 13 1
Murwillumbah, *via* Cudgen Wharf, to Terranora	1892	1,197 16 9	5,926 4 3
Muscle Creek Road	1896	40 12 6	362 15 10
Muswellbrook Relief Works	1902	124 12 0	124 12 0
Muswellbrook to Merriwa	1893	650 0 0	9,382 4 2
Muswellbrook Bridge to Sandy Hollow	1888	250 0 0	6,615 4 6
Muswellbrook, *via* Dartbrook, to Scone	1895	93 0 11	873 14 10
Mutton's Falls to O'Connell	1890	91 3 6	1,306 7 11
Myer's Crossing, up Never Never	1884	150 6 3	3,738 19 9

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.			£ s. d.	£ s. d.
Myokum to Tyagarah	1892	73 14 4	1,255 0 5	Old Woodburn-Wyrallah Road (Leslie's Lane)	1902	67 9 10	67 9 10
Nabiac, via Dargaville's, to Cucumbark	1897	Nil.	567 14 6	Oliver's to Copeton	1899	22 15 0	164 18 9
Nambucca Heads Cemetery Road	1902	20 0 0	20 0 0	Opossum Creek to Bangalow	1902	344 16 6	344 16 6
Nambucca Heads to the Beach	,,	38 17 4	38 17 4	Orange to Canobolas	1881	208 12 10	5,812 9 7
Narellan to Bringelly	,,	413 5 8	3,650 7 0	Orange to Canowindra	1888	579 7 9	10,605 16 3
Narellan to Elderslie	1896	30 0 0	182 12 7	Orange to Forbes	1886	1,471 9 3	109,283 13 0
Narrabri to Boggabri, via Terriaro	1888	210 15 0	4,362 3 3	Orange to Icely	1881	80 19 6	3,920 1 5
Narrabri to Bulyeroi	,,	438 11 9	5,702 18 5	Orange to Ophir	1864	499 0 5	6,698 2 7
Narrabri to Eulah and Bullawa Creeks	,,	411 8 0	4,465 8 4	Orange to Pinnacles	1884	137 17 4	2,295 4 2
Narrabri to Pilliga	1893	342 2 6	4,996 6 1	Orange to Stuart Town	1896	237 9 11	1,779 1 9
Narrabri to Terry-hie-hie	1888	138 16 8	4,432 11 11	Orange towards Carcoar	,,	339 2 3	2,366 11 4
Narrabri, via Little Mountain, to Stony Creek	1891	38 11 8	1,281 4 0	Orton Park, via Charlton, to Rockley	1895	316 0 6	3,208 17 6
Narraburra to Trungley Hall	1902	60 6 1	60 6 1	Oswald Road	1901	23 4 0	72 17 8
Narrandera Relief Works	,,	250 0 0	250 0 0	Ourimbah to Chittaway	1895	159 10 11	1,440 1 8
Narrandera to Darlington Ferry—North side	1896	160 4 0	749 11 8	Ourimbah to Ourimbah Creek	1890	259 2 4	2,205 17 9
Narrandera to Ganmain	,,	195 1 6	599 6 9	Ourimbah-Chittaway Road, through Berkeley Estate to Wamberal	1902	437 6 9	437 6 9
Narrandera to Mirrool Creek	1895	240 0 0	1,127 1 8	Outlet Road, Dungay Creek	1894	39 19 6	382 1 6
Narrandera to Old Goree Bridge	1892	180 0 0	1,987 8 6	Owen's Wharf up Left Bank, Kinchela Creek	1889	0 1 0	948 8 6
Narrandera towards Wagga	1864	120 0 0	5,294 10 2	Packman's Hill to Bull Ridge	1902	6 16 1	6 16 1
Narrawa Road, near Roche's, to Pudman Road	1885	106 8 7	1,824 14 6	Page's Creek Road	1892	1 1 0	222 8 6
Narromine to Bogan River	1895	413 3 10	1,564 5 11	Pallamallawa to Binnaguy Railway Siding	1902	3 12 0	3 12 0
Narromine to Tomingley	1899	125 14 4	1,384 11 1	Palmer Plains to South Gundurimba	1894	167 4 0	1,802 13 4
Narromine, via Backwater, to Boggy Plain	,,	12 9 6	99 12 0	Pambula to Bald Hills	1890	10 0 0	310 4 0
Neale's Creek Road	1901	18 14 0	76 7 0	Pambula to Merimbula	1867	182 14 0	6,116 7 0
Nelligen to Bateman's Bay	1884	20 0 0	2,145 18 7	Pambula, via Nethercote, to Eden	1896	55 0 0	862 5 11
Nelligen to Benandra	1874	15 0 0	2,106 14 2	Pappenbarra Creek Road	1888	164 15 6	2,799 7 3
Nelson to Rouse Hill	1896	26 10 2	128 15 4	Park Road, Auburn	1902	100 0 0	100 0 0
Nelson's Plains to Seaham	,,	80 0 0	752 9 3	Parkes to Bolderogery	1887	46 0 6	2,289 10 2
Nerriga to Oallen Ford	,,	10 0 0	324 12 6	Parkes to Condobolin	1884	177 15 4	11,280 15 1
Nerrigundah Road, via Cadgee, to Tinpot	1899	81 15 6	572 13 7	Parkes to Coradgery	1888	35 19 6	2,776 18 9
Newbridge to Abercrombie River	1887	411 2 9	20,134 16 9	Parkes to Manildra	1895	198 14 3	1,920 15 0
Newbridge towards Rockley	1895	160 0 0	1,384 4 7	Parkes to Peak Hill	,,	627 2 2	6,653 11 8
Newcastle to Minmi-Brunker Hill Road	1902	20 0 0	20 0 0	Parkes towards Trundle, via Deep Lead	1900	120 4 10	265 3 5
Newcastle to Mosquito Island	1901	.....	.....	Parkes towards Eugowra	1902	150 19 9	150 19 9
Newcastle, via Hamilton, &c., to Minmi	1884	724 18 0	13,062 17 7	Parkes-Balderodery Road at Schaefer's towards Goobang Creek	,,	102 5 6	102 5 6
Newcastle, via Islington, to Western Boundary of Waratah	1900	958 0 8	1,462 1 6	Parnell's Hill Road (Nowra District)	1901	71 13 6	247 1 11
Newcastle, via Merewether, &c., to New Lambton	1895	175 0 0	1,318 9 8	Parramatta Road to Cattai Creek	1902	195 13 0	195 13 0
New Gilgunnia to Hillston	,,	145 14 8	298 7 10	Parramatta to Pennant Hills	1884	50 0 0	2,029 16 6
Newrybar to Cooper's Shoot	1891	242 12 0	1,641 4 11	Parramatta to Pennant Hills Road (Bettington's Lane)	1902	60 0 0	60 0 0
News to Strathbogie	1894	114 10 8	976 18 8	Parramatta, via Windsor, &c., to Richmond Bridge	1889	1,103 13 5	15,014 5 11
Newtown Railway Bridge to Undercliffe Bridge	1899	180 0 0	821 7 1	Parramatta Park to Windsor Road, at Kellyville	1894	490 0 0	2,810 10 11
Nicholl's Corner to Enfield Road	1896	55 0 7	426 10 2	Paterson Bridge to Martin's Creek	1900	20 0 0	150 0 0
Nimbin Road to Jiggi	1888	321 1 6	5,921 18 3	Paterson, up Webber's Creek	1896	20 0 0	259 13 7
Nimbin Road to Watson's	1891	117 0 6	2,618 9 11	Pearce's, via Eatonswill, to Copmanhurst Road	1895	162 11 0	1,208 0 5
Nimitybelle to Bobundarah	1896	80 0 0	471 14 5	Pearce's Corner to Berowra Creek, at Crosslands	1885	26 7 11	1,020 4 11
Nimitybelle to Countaguinea	1896	191 11 3	1,024 10 1	Pearce's Corner to Brooklyn Station	1894	453 14 8	2,162 10 11
Noonan's Bridge to Nixon's	1902	35 11 7	35 11 7	Pearce's Corner to Pennant Hills	1884	768 13 11	4,739 14 3
North Arm to Beach	1896	345 19 0	2,988 16 5	Pearce's Creek to Booyong Station	1896	10 17 0	322 13 3
North Arm Road to Upper Ides Creek at Kethel's C.P.	1902	70 0 0	70 0 0	Pennant Hills Road to Beecroft Station (Murray Road)	1895	156 2 7	439 17 3
North Arm to Bonville	1897	20 0 0	408 12 0	Pennant Hills Road to Mould's Corner	1892	695 3 11	5,546 5 6
North Branch, Unkya Creek Road	1902	20 0 0	20 0 0	Pennant Hills Road to Thornleigh Quarry	1895	324 19 2	571 8 9
North Coast Road to the Hatch	1902	24 12 0	24 12 0	Pennant Hills Road, via Beecroft, to Eastwood	1896	786 15 11	3,026 10 1
North Quirindi, up left bank of Namoi River	1902	5 0 0	5 0 0	Penrith to Mulgoa	1902	114 9 0	114 9 0
North Hill to Lachlan Gold Mines	1900	.....	.....	Penshurst to Alleyn River	1896	50 0 0	730 18 6
North Saumarez to Uralla	1896	39 1 0	284 14 11	Pericoe to Wog Wog	1889	80 0 0	1,781 15 4
Nowendoc Road to Dolly's Flat	,,	20 0 0	124 0 0	Perth to Belle Vue	1901	37 16 0	85 11 0
Nowendoc Road to Upper Manning	,,	70 0 0	498 0 0	Perth to Mount Evernden	1895	134 15 0	1,169 1 8
Nowra to Budgong	,,	278 17 4	2,121 17 1	Peterkin's to Warrell Creek Ferry	1889	104 13 8	1,865 1 7
Nowra to Grassy Gully	,,	115 9 7	740 9 6	Phillips' to Solferino Road	1895	182 6 2	1,945 6 2
Nowra to Kangaroo Valley	1895	346 6 8	3,343 1 0	Phœnix Park to McClymont's Swamp	,,	110 18 2	574 8 10
Nowra to Nerriga	1882	590 4 9	14,494 3 0	Picton, via Oaks, to Blaxland's Crossing	1874	289 15 1	20,148 2 2
Nowra to Yalwal	1881	220 18 8	7,219 19 4	Pilliga, via Bugilbone, to Eurie	1894	151 16 8	1,270 11 0
Nowra, via Coolangatta, to Berry	1901	302 5 7	638 7 3	Pimlico to Emigrant Creek Point	1890	42 0 0	642 18 3
Nowra-Nerriga Road to Terrigong Road	1900	45 0 0	221 5 1	Pimlico to Wardell-Ballina Road	1889	45 0 0	866 9 4
Nundle to Crawney	1895	105 5 3	699 2 1	Pint Pot to Chandler River	1893	120 8 4	847 10 3
Nundle to Crawney Road at 7 M.P. to Kelly's	1902	20 0 0	20 0 0	Pioneer Hotel to Connell's	1899	26 12 0	133 18 4
Nundle via Cut Rock Gap to Kelly's	1902	39 15 6	39 15 6	Pioneer Hotel to Old Ballina Road	1901	1 4 2	11 4 2
Nymagee to Hermidale	1890	538 9 8	5,048 11 3	Pipe Clay Creek to Burnima	1902	157 0 0	157 0 0
Nymagee to Mount Boppy	1895	70 0 0	516 4 3	Piper's Flat to Sunny Corner	1895	216 8 7	1,708 14 9
Nymagee to Priory	1894	190 10 0	766 12 9	Pitnacree to Dunmore House	,,	384 19 3	1,443 4 3
Nymagee towards Condobolin	,,	24 1 7	660 13 10	Pitt Row, Merrylands	1902	199 14 11	199 14 11
O'Connell's to Crane's	1901	.....	.....	Pitt Town to Old North Road	1896	537 8 0	1,533 0 6
O'Connell to Beaconsfield	1879	302 10 10	7,123 13 8	Pitt Town Road, via Saunder's Corner, to Kenthurst	1902	49 19 4	49 19 4
O'Connell to South Apsley	1885	80 0 0	3,347 2 10	Pittwater Road, within Ryde and Hunter's Hill	1900	.....	.....
O'Connell to Wambool	1897	40 0 0	1,126 1 2	Plumpton to Lister's Canning Works	1902	249 11 11	249 11 11
O'Connell Road to Cooper's Overbridge	1896	10 0 0	110 12 10	Pocket to Blindmouth	1894	60 0 0	2,016 4 4
O'Sullivan's to Chinderrah Bay	1902	25 0 0	25 0 0	Pokolbin Road to Will's Hill	1899	99 19 0	315 2 3
Oakdale to Bargo River	1892	230 9 5	1,974 11 0	Pooncarie to Wentworth	1888	3 1 0	903 1 0
Oakey Creek to Tooloom	1895	40 0 0	938 14 0	Pope's Bridge to Bega Co-operative Creamery	1902	8 0 0	8 0 0
Oakey Creek Road	1896	32 17 3	391 17 3	Port Macquarie to Tacking Point	1886	29 12 0	926 17 8
Oakhampton Road	1896	89 10 0	1,064 12 11	Port Macquarie towards Walcha	1872	583 10 11	27,379 14 3
Oaklands to Berrigan	1901	13 3 0	53 1 8	Portland Ferry to Park Villa	1895	85 3 0	657 9 6
Oberne to Upper Tarcutta	1896	80 0 0	821 14 10	Portland Ferry to Sackville Road	,,	38 16 2	831 5 6
Oberon to Black Bullock Mines	1900	.....	.....	Possum Brush to Failford	1901	12 10 0	161 17 0
Oberon to Caves Road near Binda	1888	112 7 10	4,108 1 7	Possum Shoot to Binna Burra	1896	64 6 2	1,125 19 1
Oberon to Little River	1895	306 5 6	2,133 9 4	Possum Shoot to Cooper's Shoot	1887	77 0 0	10,675 17 1
Oberon to Mount Werong	1877	230 0 0	5,977 9 7	Powell's to Wilson's Creek Pocket	1900	50 3 7	216 4 4
Oddy's Bridge to West Blowering	1895	128 12 2	1,439 11 8	Prahran to Snowy Plain	1890	183 19 6	2,693 17 9
Old Armidale Road, via Middle Creek, to Kangaroo Camp	1899	79 8 4	174 3 3	Pretty Pine to Barratta	1896	40 0 0	852 16 3
Old Ballina Road	1889	58 8 1	939 0 1	Pretty Plains Road to East Guyong	1902	25 0 0	25 0 0
Old Bar Road to Redbank Ferry	1896	20 0 0	151 9 6	Price's Road, Miller's Forest	1900	500 0 0	707 4 0
Old Burra Road, at Moore's, to The Tindery	1901	49 18 10	64 12 10	Prospect to Richmond	1896	379 1 11	4,530 1 6
Old Burra Road to Michelago	1886	98 17 0	2,535 15 10	Punkalla to Nooroooma	,,	.....	219 6 8
Old Bourke Road, Cobar	1902	100 0 0	100 0 0	Purlewaugh to Pine Vale	1898	12 17 0	456 9 3
Old Castle Hill Road to Government Reserve	1896	20 0 0	121 0 0	Purlewaugh to Tambar Springs	1899	19 9 0	174 14 0
Old Chadwick Road to Myokum Siding	1897	65 14 0	989 6 10	Pymble Station to Telegraph Road	1902	261 9 5	261 9 5
Old Fish Road, Dee Why	1902	35 12 8	35 12 8	Pyramul Cheese Factory to Crudine P.O.	1900	15 0 0	40 0 0
Old Inn to Booral Road	1899	69 8 0	2,261 1 9	Pyramul to Aaron's Pass	1899	15 0 0	144 9 0
Old Junee Railway Station to Mimosa	1896	135 1 0	1,154 9 2	Quaama-Bermagui Road to Quaama Cemetery	1902	10 0 0	10 0 0
Old Junee, via Wilson's, towards Erinvale	1900	79 16 6	268 1 8	Quarry, via Flick's, to McGettigan's	1895	45 13 0	706 1 1
Old Penang Road	1896	6 17 0	428 14 4	Queanbeyan Relief Works	1902	681 18 8	681 18 8
Old Pittwater Road	1901	203 8 6	355 0 4	Queanbeyan to Ginninderra	1878	162 2 0	10,859 16 3
Old Prospect Road	1900	542 3 10	829 5 9				
Old School at Crawford, up the Crawford River	1901	15 11 0	51 12 6				
Old Windsor Road, via Pearce's, to Blacktown Station	1896	159 4 1	1,304 8 10	Queanbeyan to Gudgenby, via Dick's Yards	1891	337 6 6	2,944 3 9

RETURN of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Queanbeyan to Upper Gundaroo	1874	159 18 7	3,608 8 5
Queanbeyan to Uriarra-Taemas Road	1881	149 17 0	4,180 16 10
Queanbeyan towards Braidwood	1896	318 17 6	2,085 13 9
Queanbeyan-Gimnindera Road to Queanbeyan-Gundaroo Road	1901	10 0 0	28 1 0
Queanbeyan-Gimminderra Road to Uriarra Road	1902	14 7 0	14 7 0
Queen's Pinch to Bocoble	1899	20 0 0	79 19 0
Quilty's Road, Tumut District	1902	10 2 0	10 2 0
Quilkie's, down Taylor's Arm, south side	1894	48 11 5	1,031 12 7
Quirindi to Gunnedah	,,	184 19 7	2,306 16 11
Quirindi to Lower Quipolly	1899	78 5 8	278 2 6
Quirindi to Wallabadah	1878	208 7 3	7,038 5 0
Quirindi to Warrah Ridge	1896	99 0 0	491 17 11
Quirindi to Willow Tree	1878	111 2 11	1,214 17 3
Quirindi towards Borah Creek	1894	78 6 0	1,186 1 5
Quirindi, via Bundella, to Bomera	,,	715 14 0	11,855 13 6
Quirindi, via Gaspard, to Great Northern Road	1879	320 0 0	3,059 16 1
Quirindi, via Quipolly, to Werris Creek	1891	60 0 0	554 18 3
Raby to Minto	1896	20 0 0	313 11 2
Railway Hotel to Sharpe's	1890	1,407 3 3	14,621 11 7
Rainbow Reach to Jerseyville	1900	45 0 0	216 1 0
Randwick Tollgate to La Perouse	1893	2,253 13 2	8,380 11 6
Randwick and Coogee Roads, Randwick	,,	1,000 0 0	10,022 2 4
Ranken Bridge to Monkey Hill	1896	157 13 1	1,222 3 8
Raleigh School, via Riverbank, to South Arm	1899	26 16 6	115 4 8
Rawdon Vale to Moppy	1901	30 0 0	30 0 0
Raymond Terrace to Saltash	1893	78 19 6	1,323 7 9
Raymond Terrace to Seaham	1884	157 0 0	4,168 12 1
Raymond Terrace to Williamtown Road	1894	521 15 7	2,171 3 2
Ray's Road, Carlingford	1896	278 3 9	1,261 16 3
Red Ground to The Diamond	1901	13 17 2	151 8 2
Red Hill to Kerr's	1892	96 7 3	2,623 16 11
Red Range Road to Bear Hill	1894	186 19 6	1,823 18 10
Redbank to Merrygoen	,,	66 0 0	350 17 0
Redbank to Sidebottom	1902	4 15 0	4 15 0
Redbourneberry Bridge to Dyrring	1896	40 0 0	357 19 10
Redbourneberry Bridge, via Clydesdale, to Glendon Road	1895	59 19 0	2,341 3 0
Reddacliff's to Brunswick Road and Myokum Siding	1892	70 10 0	111 0 3
Reid's Flat to Sandy Creek	,,	148 18 8	148 18 8
Reid's Flat to Rugby	1897	195 2 4	391 8 5
Reid's Flat, Rugby Road, at Taylor's Flat to the River	1902	15 0 0	15 0 0
Reidsdale to Crandall's Sawmills	,,	40 0 0	40 0 0
Reidsdale to Warrumbucca	1895	30 0 0	1,859 8 10
Relief Work for Unemployed Miners at Long Creek (Mudgee District)	1902	35 0 0	35 0 0
Reservoir to Cadia	1894	269 18 5	1,941 16 4
Rhine Falls to Bolairo	1895	195 15 0	959 5 4
Richlands to Wombeyan Caves	1887	244 9 8	3,110 15 4
Richmond to Cornwallis Road	1896	27 2 1	204 10 4
Richmond to Yarramundi	,,	79 0 1	632 3 1
Richmond towards Dr. Clarke's Bridge	,,	52 0 0	373 11 0
Richmond, via Cornwallis, to Windsor	,,	80 0 0	785 4 11
Richmond Bridge to Mount Wilson	1888	1,795 12 0	14,829 19 2
Ridgeway's, via Monkerai, up Karuah River	1895	33 19 9	1,239 10 9
Riley's Hill P.O. to Public Wharf	1902	34 19 2	34 19 2
Risk, up Ford's Creek, to Queensland Border	1898	60 18 0	238 17 6
Riverbank Road at Pimlico	,,	29 16 0	29 16 0
River Bank Protection, Maclean District	,,	463 17 1	929 5 2
River Bank Protection, Woodford Island	1902	289 1 7	289 1 7
Rivertree to Tooloom (Bridle Track)	,,	30 0 0	30 0 0
Rix's Creek, via Glennie's, to Goorangoola Road	1897	32 5 0	989 11 9
Road along Koola Creek	1902	14 10 6	14 10 6
Road along Right Bank Kinchela Creek	1899	7 0 0	198 9 1
Road along Goodwood Island	1902	70 0 0	70 0 0
Road between parishes of Osborne and Galore	1900	.....	.....
Road between portions 11 and 12, parish Bardsley	1902	22 17 0	22 17 0
Road down Orham Creek	,,	21 7 0	21 7 0
Roads in Quarantine Station Reserve	1899	232 7 4	310 4 7
Road, left bank Macleay, Warneton to Towal Creek	1895	170 14 9	2,158 5 8
Road past Callan Park Asylum	,,	42 0 0	378 0 0
Road to Bellingen Heads	1898	16 17 9	176 18 6
Road to Coomba	1902	20 0 0	20 0 0
Road to Glen Innes Cemetery	1899	386 18 6	486 18 6
Road to Grace's	1898	10 0 0	425 7 7
Road to Tumbi Umbi	1902	25 0 0	25 0 0
Road to Upper Bucca	1898	10 0 0	117 8 8
Road through Bass's Estate at Glen Oak	1902	34 1 7	34 1 7
Road through Lawson's Estate	,,	60 12 3	60 12 3
Road through Paterson's	1895	19 10 10	904 15 6
Road through Cavan Estate, Yass District	1902	25 0 0	25 0 0
Road through Warren's Lane	1895	39 3 2	512 11 3
Road up Brown's Creek	1902	76 18 0	76 18 0
Road up East Bank, Bielsdown Creek	1902	13 10 0	68 19 4
Road up Forbes River	1896	29 10 0	435 2 9
Road up left bank Wilson River	1894	22 18 0	1,074 4 5
Road up Razorback Mountain to Running Stream Road	1902	106 16 5	106 16 5
Road up right bank German Creek	1896	20 0 0	311 11 7
Road up south branch Orara River	1895	47 9 0	596 5 5
Roads, Palmer's Island	1890	163 9 0	3,068 0 1
Roads in village of Blackheath	1902	36 5 0	36 5 0
Roads on Ash Island	1896	25 1 0	496 4 5
Roads on Koree Island	1890	.....	417 13 3
Roads on Mosquito Island	1894	.....	376 7 8
Roads on Rawden Island	1895	43 12 9	1,479 18 0
Roads through Dumaresq Island	1891	25 15 0	904 2 5
Roads through Harbord Estate	1895	216 8 4	2,671 18 4
Roads through Mitchell's Island	1887	142 14 6	3,484 14 1
Roads through Oxley Island	,,	97 2 5	4,884 11 5
Roads within limits of Hurstville, Rockdale, Kogarah, and Canterbury	1894	2,406 2 2	15,077 3 6
Roads within special area 30,997, Lismore District	1902	125 9 2	125 9 2
Robertson to Fitzroy Falls	1890	352 3 10	7,244 12
Robertson to Fountaindale	1896	50 0 0	515 0 0
Robertson towards Jamberoo	1890	98 18 10	1,717 16 0
Rob Roy to Reedy Creek	1895	149 9 4	1,757 2 0
Rock Station to Lockhart, via Bullenbong	1894	46 4 0	9,302 0 2
Rock Station to Urangeline, via Lockhart	1883	118 19 0	3,301 11 10
Rock Vale to Kookabookra	1890	87 6 0	1,371 4 6
Rockley to Burraga	1895	862 5 10	8,662 4 10
Rockley to Swallow Nest	1880	50 0 0	2,954 11 10
Rockley to Trunkey	1874	120 0 0	6,387 18 10
Rolland's Plains to Dungay Creek	1892	45 3 0	3,750 16 6
Rooty Hill Station to Rupertswood Church	1900	67 3 3	185 11 11
Rose Bay to north end of Bondi Beach	1899	690 9 10	3,286 19 0
Rosewood to Humula	1891	15 0 3	1,446 12 11
Roseville Avenue	1902	161 10 2	161 10 2
Roslyn to Forest Lodge	1901	57 5 6	92 13 6
Rossington's, via Glenrock, to Barry	1895	118 2 6	843 12 6
Rossi to Galvin's Creek Saw Mills	1901	57 7 6	131 0 0
Rouchel Road, via Broad Crossing, to Scone-Gundy Road	1899	10 0 0	166 12 0
Rouchel Road, up Davis and Stoney Creeks	1902	50 0 0	65 0 0
Round Corner, at Dural, to Rouse Hill	1894	130 4 4	805 4 4
Round Corner, at Dural, to Wiseman's Ferry (old North Head)	1895	893 16 5	4,214 9 8
Rous Cemetery Road	1901	16 0 0	36 10 0
Rous Factory, via Beeson's, to Wardell Road	1890	32 16 0	32 16 0
Rouse Hill to Schofield's Platform	1888	61 10 0	2,429 4 4
Rouse Hill and Dural Road, via Kenthurst, to Fisher's	1896	50 4 2	1,456 16 5
Run of Water to Winderradeen	1895	120 0 0	621 0 0
Rushforth Road to Southampton	1899	38 17 10	1,166 2 4
Rutherford to Cessnock	1892	565 15 5	612 14 10
Rutherford to Hudson's	1895	84 0 0	7,449 2 8
Rutherford to Maryvale	1885	230 0 0	1,590 15 10
Ryan's to the Queensland Border	1895	42 14 0	2,638 13 8
Rydal to Hampton	1894	248 16 5	578 17 9
Rylstone to Bylong	1886	265 7 11	3,886 18 7
Rylstone to Glen Alice	1895	180 0 4	4,399 17 9
Rylstone to head of Cox's Creek	1902	27 0 0	27 0 0
Rylstone to Narrango	1895	70 3 0	940 2 1
Rylstone to Sofala	1878	209 5 8	660 7 7
Saddler's Creek Road	1895	60 0 0	436 10 11
Salisbury Plains to Kentucky	1887	29 12 0	1,032 18 2
Saltash to Brown's Selection	1898	37 3 3	319 3 9
Salway's to Gineroi	1895	20 16 0	334 18 6
Sam's to Homestead Area	1900	24 18 4	135 11 11
Sandy Creek to Big Springs	1902	51 9 2	51 9 2
Sandy Creek to Joadja	1891	86 10 0	1,585 14 3
Sandy Creek to Jellore	1896	2 1 0	237 9 7
Sandy Creek to Millfield	1893	248 14 11	1,599 9 8
Sandy Creek to Mount Vincent	1892	140 0 0	3,337 17 8
Sandy Hollow to Murrumbo	1894	129 13 6	1,479 18 11
Sandy Creek to Wombeyan Caves	1890	183 2 10	18,984 8 2
Sandy Flat and Bolivia to Main Range	1898	31 10 0	377 13 6
Sandy Hollow Spring, Approach Road to	1902	47 6 7	47 6 7
Savernake, via Bull Plain, to Corowa	1901	5 2 8	73 3 8
Saunders Corner to Kenthurst	1899	37 12 0	89 18 3
Scone to Merriwa	1877	259 19 4	9,800 11 2
Scone to Moonan Brook	1879	681 17 4	12,381 8 1
Scone up Middle Creek	1893	120 9 7	1,263 7 4
Scotch Creek Road	1891	58 15 0	864 3 9
Scott's Creek Roads	1899	.....	109 4 5
Seaham Punt to Clarencetown	1896	66 4 2	879 11 4
Sebastopol Road, Marsfield	1902	69 11 2	69 11 2
Sedgefield, via Mitchell's Flat and Glendon Bridge, to Gresford Road	1894	20 8 4	179 12 0
Seven Hills Road to Vardy's Grant	1896	20 0 0	144 0 0
Seven Oaks to Trial Bay, and Branch to Smithtown Factory	1882	409 16 5	18,383 15 0
Shadforth to Whiley's Junction	1896	159 10 1	655 18 3
Shark Creek Bridge to Hinchey's	1897	10 0 0	249 3 5
Sharpe's to Moonee and Branch towards Woolgoolga	1890	344 14 0	3,708 13 2
Sharp's up East Bank Orara River	1894	201 9 5	2,350 9 3
Shephard's Hill, via St. Albans, to Mount Manning	1893	280 16 3	3,489 13 3
Sheepwash to Yarrunga	1896	766 4 4	2,270 3 5
Sherwood to Willi Willi	1894	176 15 10	2,124 15 3
Shooter's Hill to Little River	1898	29 6 6	289 6 5
Shultz to Purgatory	1902	48 2 9	48 2 9
Shuttleton to the Hillston-Cobar Road	1902	227 10 9	227 10 9
Show Ground Road to Kellyville	1901	.....	.....
Singleton to Brandy Creek	1886	70 0 0	474 1 11
Singleton to Cooper's Flat	1884	260 0 0	7,456 12 7
Singleton, via Maison Dieu Road, to Jerry's Plains	1896	164 16 5	1,109 19 8
Singleton, via Warkworth, towards Jerry's Plains	1890	573 17 7	3,709 12 7
Singleton-Maison Dieu Road to Warkworth	1896	30 0 0	251 19 6
Skinner's Shoot to Byron Bay	1897	10 0 0	180 2 1
Slack's Creek to Middlingbank	1896	160 0 0	1,253 6 8
Smithfield to Fairfield	1901	125 0 0	475 0 0
Snagging South Creek, near Windsor	1902	143 16 10	143 16 10
South Corowa to Racecourse	,,	3 10 0	3 10 0
South Creek to Luddenham	1894	94 13 0	2,169 16 0
S.E. corner of portion 16, parish Ashbridge, to N.E. corner of R. Boyd's, parish Derry	1902	51 5 0	51 5 0
South Grafton to Cemetery	1901	.....	.....
South Graftoo to Bushy Park	1902	23 8 0	23 8 0
South Grafton to Moonee (North Coast Road)	1892	1,099 9 3	13,626 11 2
South Grafton to Rushforth	1888	13 1 0	1,533 13 3
South Grafton to Ulmarra	1886	143 0 3	10,191 8 10
South Grafton, via Hillgrove, to Armidale	1864	2,459 1 7	123,787 7 1
South Gundurimba to Parrott's Nest	1898	44 17 0	265 15 10
Southampton Road up Carr's Peninsula	1902	21 8 4	21 8 4
South Head Roads	1888	3,000 0 0	52,602 10 0
South Head Road at Watson's Bay, to Military Reserve Gate	1895	120 13 11	446 19 6
South Lismore to Wyrallah	1887	241 14 9	4,216 7 0
South West Rocks to New Entrance	1899	49 19 11	225 4 5

RETURN of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Southgate to Broadwater	1894	670 0 0	4,736 0 10
Southgate to Flood Reserve	,,	78 17 1	370 17 5
South Woodburn to Coraki	1892	319 9 10	3,307 15 1
Sparrow's Corner to Foxlow, via Carwoola	1890	258 1 10	2,809 12 6
Spencer's Creek to River Bank	1899	12 0 0	257 3 4
Spit Ferry Approach	,,	544 16 8	1,495 9 10
Spring Hill towards Cadia	1879	83 11 5	2,974 11 1
Spring Terrace to Forest Reefs	1883	138 16 8	2,578 7 0
Spring Terrace to Long Swamp	1887	12 8 0	2,088 12 6
Springdale Road, Gordon	1901	391 2 8	414 18 10
Springdale, via Wallundry, to Lynch's	1899	24 5 3	269 14 7
Springwood to Hawkesbury	1896	109 7 8	1,154 7 8
St. Alban's up M'Donald River	,,	155 7 10	1,974 9 0
St. Alban's, via Wright's Creek, to Books' Ferry	,,	40 0 0	409 13 0
St. Mary's to Blacktown Road, via Llandilo	1895	40 14 6	117 9 4
St. Mary's to Orphan School Road	,,	121 18 0	1,021 2 4
Stanhope to Glendonbrook	1896	60 0 0	423 6 9
Stanhope Road, Lindfield	1900	170 6 6	232 10 6
Stanmore Road, from Enmore Road, to Canterbury Trust Road	1894	440 0 0	4,453 13 8
Stenz Hill towards Quipolly Platform	1902	48 7 8	48 7 8
Sternbeck's to Wiseman's Ferry	1900	Nil.	81 3 0
Stockinbingal to Dudauman	1901	34 10 8	100 1 1
Stockinbingal to Marsden	1895	125 10 10	1,088 0 7
Stockton to Nelson's Bay	1894	895 9 8	9,022 5 3
Stonehenge up Graham's Valley	,,	93 16 6	512 9 1
Stony Creek to Moreton's Creek	1892	19 3 0	723 15 11
Stony Creek Bridge, *via* Kennedy's, to Cooyal R.C. Church	1900	25 0 0	75 0 0
Stony Pinch to Smith's Creek	1890	23 17 6	476 16 6
Stony Pinch up Stockyard Creek	1894	9 2 0	1,164 16 5
Stott's Channel to Chinderah	1901	452 17 4	453 17 4
Stroud to Dungog	1876	304 5 8	9,118 18 11
Stroud Road to New Wharf	1891	30 0 0	687 1 0
Stroud Road, near 6-Mile, to Seaham Road	1890	69 4 0	443 14 8
Stroud Road, near 8-Mile, to Clarencetown Road	1891	100 0 0	699 4 5
Stroud Road, near 9-Mile, to Swan Bay	1900	28 0 0	137 17 0
Stroud Road, near 12-Mile, to Tea Gardens	1892	276 19 11	2,743 19 3
Stuart Town to Burrendong	1880	500 12 7	2,593 4 1
Stuart Town to Mookerawa	1895	104 9 5	1,405 0 9
Sunny Corner to Portland	1902	49 18 6	49 18 6
Sussman's, via 'Possum Brush, to Failford Road	1891	220 0 0	1,948 17 10
Sutherland Road, Cheltenham	1902	10 0 0	10 0 0
Sutton Forest to Cowley's	1887	147 0 0	1,392 4 0
Sutton Forest to Stone Quarry Creek and Green Hills	1900	31 9 0	96 13 0
Sutton Forest, via Exeter, to Barber's Creek	1896	214 5 5	2,511 18 9
Sussex Reach to Copp's Hill	1899	16 0 0	115 17 6
Swan Bay to New Italy	1890	65 9 6	2,339 3 4
Sydney to Banks' Meadow (Botany Road)	1894	2,914 9 10	15,462 6 6
Sydney, via Dam at Cook's River, to "Half-way House"	1876	2,364 4 7	105,015 19 7
Sylvania to Port Hacking	1896	443 17 0	1,761 10 5
Tabrabucca to Hammond's	,,	100 0 0	732 8 2
Tabulam to Myall Creek	1892	423 10 4	7,138 18 10
Tæmas to Brindabella	1891	284 15 2	3,828 6 6
Tallaganda Crossing up Jerrabat Gully	1894	49 11 6	523 8 6
Tallawang Road to "Goodiman Inn"	1893	24 7 6	823 16 10
Tallawalka to Ivanhoe	1892	30 0 0	2,255 5 0
Tambar Springs to Curlewis	1902	57 6 8	57 6 8
Tamworth to Barraba	1891	1,272 18 11	24,562 8 9
Tamworth to Nundle	1878	501 15 5	27,405 5 11
Tamworth to Somerton	1891	327 4 4	5,186 18 8
Tamworth to the Forest	1883	20 0 0	1,736 8 5
Tamworth to Werris Creek	1896	202 12 5	1,292 12 9
Tamworth to Winton	1898	49 1 0	2,564 4 0
Tamworth, via Moore Creek, to Attunga	1878	65 0 0	3,031 12 9
Tarago to Braidwood	1886	715 12 3	92,633 7 7
Tarago to Bungonia	1891	160 3 3	560 19 6
Taralga to Bullio	,,	217 16 3	1,362 17 9
Taralga to Bummaroo Ford	1895	294 5 0	1,806 3 11
Taralga to Roslyn	1902	136 17 6	136 17 6
Taralga towards Rockwell	1891	156 6 10	4,115 13 10
Tarana to Jenolan	1877	684 5 0	15,336 11 4
Tarana to Meadow Flat	1900	0 4 8	46 19 8
Taree to Wingham	1892	218 18 9	2,510 16 4
Taree towards Tuncurry	1883	228 16 9	5,510 10 0
Taree Ferry to Glenthorne Wharf	1896	29 11 11	421 1 4
Tarpolly to Carroll Gap	1899	20 0 0	220 0 0
Tarrabandra to Gocup	1897	60 0 0	393 2 3
Tarraganda to Murray's Flat	1902	82 8 0	82 8 0
Tatalia to Thyra	1892	89 4 4	1,674 16 4
Tatham to Myrtle Creek	1891	139 4 0	1,838 14 9
Tatham, via Knight's, to Wharf near Green Ridge	1895	68 10 0	886 8 5
Tathra to Tanja	1898	30 0 0	430 0 0
Taylor's to Ranger's Valley	1902	107 2 0	107 2 0
Taylor's to The Drip	,,	39 14 6	39 14 6
Tea Gardens at Engett's towards Green Point	,,	15 0 0	15 0 0
Telegherry, via Master's, to North Coast Road	1897	120 0 0	898 14 11
Telegra Bridge to McLeod's	1902	10 0 0	10 0 0
Telegraph Point to Hack's	1900	17 17 0	72 7 3
Temora to Mandemah	1894	171 2 6	2,264 6 4
Temora to Morangarell	1897	169 8 7	692 4 4
Temora to Old Junee	1888	245 14 6	4,278 7 10
Temora to Stockinbingal	1894	140 8 6	1,024 1 8
Temora to Trungley	1896	548 13 1	1,217 13 7
Temora to Wyalong West	1887	1,160 6 10	25,097 16 10
Tenterden to Wandsworth	1900	30 0 0	133 0 0
Tenterfield to Bonshaw	1888	2 8 15 0	20,088 7 9
Tenterfield to The Scrub	1885	120 0 0	2,774 19 3
Tenterfield towards Sunnyside School	1898	40 0 0	183 0 8
Tenterfield, via Steinbrook, towards Rocky River	1894	160 0 0	1,339 6 7
Teralba, via Rhondda, to Cooranbong Road	1900	26 4 0	949 11 3
Termeil towards Milton	1891	151 18 0	2,060 7 3
Teven to Ferry (north side)	1894	56 17 9	228 16 0
Teven Road towards Stoker's	1902	23 5 0	23 5 0
Tharwa to Tidbinbilly	1890	75 13 6	680 16 3
Tharwa, via Smith's, to Michelago	1901	61 0 9	135 17 3
The Pinch to Congewai	1890	240 0 0	3,568 1 5
The Pinch to Ellalong	1895	50 0 0	433 13 1
The Rock to Mangoplah	1899	44 13 4	174 18 10
Thompson's, up Dairy Arm	1895	30 0 0	323 0 0
Thompson's Creek to Cullen Bullen	1894	117 3 0	1,365 10 6
Thorburn's to Kelly's	1891	15 2 6	677 15 9
Thuddungra to Morangarell	1898	.....	499 9 1
Timor Post Office to foot of Crawney	1896	10 5 6	308 0 0
Tingha to Elsmore	,,	171 4 3	1,467 19 1
Tingha to Stansborough	1901	19 1 9	118 0 9
Tinonee to Bootawah	1895	27 0 0	465 8 1
Tinonee to Old Bar Reserve	,,	46 7 0	1,220 8 2
Tinonee to Wingham Ferry	1876	54 15 1	3,610 13 0
Tinonee Road to Killawarra	1892	142 9 10	941 12 8
Tinonee Road to 'Possum Brush	1894	96 9 0	1,416 8 8
Tinonee-Bahnock Road to Manning River	1902	13 17 3	13 17 3
Tintenbar to Alstonville	1883	166 13 7	6,880 14 8
Tintenbar to Binna Burra	1896	270 8 11	2,287 3 4
Tintenbar to Pearce's Creek	,,	96 9 0	926 6 9
Tintenbar, via Toohey's Mill, to Booyong Village	1884	208 14 3	4,258 5 11
Tintinhull, via Moonbi, to Limbri and Mulla Creek	1898	35 0 0	572 3 9
Tomerong to Jervis Bay	1897	193 10 5	823 11 6
Tomerong Creamery to St. George's Basin	1899	99 9 4	210 1 5
Tom's Flat Road to Mount Homer	1902	41 14 8	41 14 8
Toole's to Bolong	1901	6 11 6	49 0 0
Toongabbie Post Office, via School, to Wentworthville Railway Station	1847	349 17 2	975 1 2
Toongabbie Station Roads	1900	400 0 0	712 0 4
Towamba, via Bondi, to Maharatta Bridge	1887	385 0 0	3,373 7 4
Towamba to New Buildings	1894	170 0 0	2,114 16 9
Towamba to Yambula	1900	50 0 0	327 13 6
Towrang to Arthursleigh	1896	106 3 2	687 7 4
Towrang to Menzies	1892	156 15 1	3,921 12 7
Trangie to Nevertire	1902	144 17 6	144 17 6
Trangie to Roach's Corner	,,	41 2 6	41 2 6
Travellers' Rest to Macleay Heads	1892	160 0 0	2,346 8 3
Treatt's Road, Lindfield	1900	233 3 8	289 17 3
Trevalyn to Summer Hill	,,	.....	.....
Treweek's to Lewis Ponds	1895	83 6 0	855 6 4
Trial Bay Road to Smoky Cape	1893	30 19 6	349 7 11
Trial Bay Road to South-west Rocks	1895	18 17 0	317 16 0
Trunkey-Newbridge Road from Neville, via Waterfall	1901	.....	.....
Trunkey to Cemetery	1902	42 3 9	42 3 9
Tryon Road, Lindfield	1900	149 18 1	269 16 8
Tucki Factory to Munro's Wharf	1894	68 0 0	1,029 1 9
Tuckombil to Rous	,,	92 9 3	1,211 18 2
Tuena Road to Sherwood	1893	15 0 0	530 8 4
Tuggerah Beach Road to Terrigal	1900	84 2 8	356 15 4
Tuggerah Beach Road to selections east of Matcham's	1896	40 0 0	312 2 7
Tuggerah Lake	1895	73 10 1	731 5 2
Tuggeranong to Tuggeranong Railway Platform	1898	17 12 0	91 10 0
Tuggeranong to Rob Roy	1902	154 0 1	154 0 1
Tumbarumba to Bago	1890	280 18 1	4,283 12 8
Tumbarumba to Courabyra	1893	21 11 0	674 0 11
Tumbarumba to Jingellic	1882	171 2 11	15,926 16 6
Tumbarumba to Little Billabong	1876	480 14 9	28,723 17 0
Tumbarumba, via Paddy's River Junction, to Tooma	1900	.....	.....
Tumbarumba, via Tooma, to Tintaldra	1878	257 12 5	20,649 17 1
Tumbarumba–Bago Road to the Mines at Byrnes	1901	.....	.....
Tumbarumba–Bago Road, at 14½ m.p., to Lagoon Hill Mines	1902	13 6 0	13 6 0
Tumbarumba–Tintaldra Road to Maragle	1901	.....	.....
Tumbulgum to Tweed Heads and Terranora Breakwater	1894	176 16 2	2,390 10 5
Tumut to Adelong	1860	280 16 5	16,136 4 5
Tumut to Gundagai	1864	1,107 9 5	34,250 8 9
Tumut to Kiandra	1873	501 16 8	18,491 7 7
Tumut to Sandy Creek	1871	179 2 3	4,313 9 10
Tumut to Tomorrama	1891	265 17 1	2,251 3 2
Tumut, via Brungle, to Gundagai	1870	939 7 11	11,196 10 0
Tumut, via Piper's, up Bumbowlee Creek	1894	28 18 0	563 17 8
Tumut, via The Plains, to Jones' Bridge	1891	120 0 0	1,695 12 1
Tumut, via Plains, to Goobarragandra	1896	71 15 0	411 12 3
Tumut–Kiandra Road to Horseshoe	1902	45 7 0	45 7 0
Tumut–Yass Road to Bondo and Lac-ma-lac	1901	.....	.....
Turlinjah to Tuross Heads	1895	10 0 0	169 5 11
Turner's to Linburn	1902	15 0 0	15 0 0
Turner's to Wonnul	1898	74 1 4	304 13 10
Turramurra to Bobin's Head Road	1895	42 10 5	1,476 0 3
Turramurra Station to Burke's Corner	1900	.....	.....
Tweed River to Upper Rowland's Creek	1899	20 19 11	253 10 8
Two-mile Creek to Newrybar	1889	72 6 7	882 7 5
Two-mile Flat to Cudgebegong	1901	.....	.....
Tyagarah to Boyle's	1895	73 0 0	1,107 3 1
Tyagarah Drainage	1902	406 2 8	406 2 8
Tyrrell's Deviation to Joasse's	1900	49 6 9	74 6 9
Ulmarra to Lavadia	,,	60 4 6	253 3 6
Ulmarra to Yamba	1883	920 7 0	9,589 13 11
Ulmarra towards Corinda	1887	109 16 2	2,973 6 1
Umbango to Oberne	1893	.....	377 13 11
Umeralla Platform to Cowra Reefs	1897	30 0 0	286 5 3
Underbank to Upper Chichester	1896	109 17 1	926 8 1
Underbank to Upper Williams	1893	110 0 0	1,140 2 1
Union Church to Southgate Wharf	1889	18 0 0	2,679 4 3
Upper Boggy Creek Road	1900	12 0 0	42 0 0
Upper Dartbrook to Sparke's Creek	1896	50 0 0	387 10 1
Upper Dartbrook to Upper Wybong	,,	120 2 10	579 2 0
Upper Karaak Flat to Wingham-Nowendoc Road	1901	.....	.....
Upper Lansdowne Roads	1896	128 0 4	2,255 16 0
Upper Manilla to Crow Mountain	1897	30 0 0	364 13 11
Upper Manilla to Oakey Creek	1901	.....	.....
Upper Monkerai Road	1902	25 9 6	25 9 6
Upper North Creek to Byron Bay Road	1896	21 8 6	274 9 4

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Upper Picton to Picton Lakes	1895	60 0 0	651 14 4
Upper Road leading to Eastwood	1892	175 0 0	2,091 0 0
Upper Rouchel to Stewart's Brook	1900	.....	.....
Upper South Arm to S. Best's	1896	38 7 4	951 9 1
Upper Tuena to Mount Costigan	1899	.....	.....
Upper Unkya to Clybucca	1898	4 4 0	174 13 10
Upper to Lower Bago	1900	80 0 0	198 10 0
Upper to Lower Coldstream	1900	36 19 0	681 15 9
Upper to Lower Ford, Turner's Flat	1898	36 1 10	342 3 7
Upper to Lower Myall	1901	.....	.....
Uralla to Bundarra	1879	307 15 5	23,570 15 11
Uralla to Walcha	1877	118 9 4	5,599 9 5
Uralla, via Balala, to Bundarra	1890	348 15 0	3,893 16 9
Uralla to Rockwood	1894	40 1 6	868 1 1
Urana Cemetery Road	1901	.....	.....
Urana to Urangeline	1883	50 0 0	1,793 18 5
Urana to Boree Creek	1901	.....	.....
Urana to Brookong Diggings	"	.....	.....
Urana-Urangeline Road to Marmidale-Boree Creek Road	1902	115 0 0	115 0 0
Uranquinty to Churches Plains	1901	31 17 7	56 15 7
Urialla Road (Queanbeyan District)	1900	.....	.....
Uriarra Road	1901	.....	.....
Vacy to Summer Hill and Trevallyn	1897	130 0 0	604 18 10
Vardy's Grant Road	1902	90 15 10	181 11 8
Verrier's to Clermont	1899	44 13 1	202 9 1
Verrier's, via Clermont Park, to Attunga-Somerton Road	"	.....	.....
Victoria Road, Pennant Hills	1900	149 19 5	559 6 0
Victoria Road, near Rydalmere Asylum	"	28 12 10	78 12 10
Viney's Road, Dural	1901	.....	.....
Violet Dale to Dumaresq Station and Branch	1894	80 19 3	699 11 10
Voller's Lane to Nicholl's Gate	1901	.....	.....
Wardell's Orchard, via Glendon, to Great Northern Road, near Belford	1896	73 14 5	577 2 5
Wagga Wagga Cemetery Road	1898	.....	.....
Wagga Wagga to Cookardinia	1892	212 17 0	2,551 13 4
Wagga Wagga to Coolamon	"	214 19 5	1,962 16 6
Wagga Wagga to Old Man Creek	"	217 19 7	3,577 9 7
Wagga Wagga to Gregadoo	1891	219 15 2	2,385 19 5
Wagga Wagga to Kyamba	1881	585 4 8	15,493 9 1
Wagga Wagga to The Rock	1893	150 8 9	1,505 8 4
Wagga Wagga to Tooyal	1901	.....	.....
Wagga Wagga to Wantabadgery	1892	288 1 0	441 17 1
Wagga Wagga to Willan's Hill Park	1901	.....	.....
Wagga Wagga towards Narrandera	1864	320 1 6	12,657 1 0
Wagga Wagga, via Wallace and Harefield, to Junee	1892	227 1 6	1,443 0 5
Wagga and Albury Road, via Yambla Station, to Jingellic	"	503 8 11	8,811 5 4
Wagga-Junee Road to Marrar, via Downside	1902	71 9 10	71 9 10
Wagga-Coolamon Road towards Tooyal	1900	48 12 0	91 10 4
Wahroonga to Robbin's Head Road	1881	227 18 11	1,027 18 11
Wahroonga Avenue, Wahroonga	1902	40 12 1	40 12 1
Walbundrie to Wallendool	1901	.....	.....
Walcha to Aberbaldie	1892	98 14 0	987 1 5
Walcha to Eulo	"	174 5 0	1,943 9 2
Walcha to Nowendoc	1879	310 0 0	7,280 13 9
Walcha towards Emu Creek	1893	39 17 8	470 9 10
Walcha towards Port Macquarie	1872	329 7 11	29,499 16 9
Walcha Road to Bendemeer	1898	20 0 0	130 0 0
Walcha Road to Comboyne	1895	28 13 0	1,507 14 5
Walcha Road to Niangla	1896	126 0 0	1,208 19 10
Walcha Road to Walcha	1894	109 14 6	2,275 12 3
Walgett to Combogoloni	1892	87 1 0	1,219 9 4
Walgett to Corinda	1896	19 19 0	649 10 1
Walgett to Goondabloui	"	233 9 8	1,595 4 5
Walgett to Pilliga	1893	208 1 0	2,953 6 3
Walgett, via Boorooma, to Brewarrina	1891	170 7 6	1,508 5 2
Walgett, via Goodooga, to Brenda	1893	179 9 4	3,526 16 5
Walgett, via the Springs, towards Goodooga	1896	24 3 0	720 16 10
Walhollow to Werris Creek at Breeza	1900	.....	.....
Walkon's towards Gorman's	1898	10 0 0	66 5 5
Walla Walla to Burrumbuttock	"	.....	.....
Wallabadah Station to Gullen's	1901	.....	.....
Wallabadan to Inglewood	1900	60 0 0	160 0 0
Wallabadah to Nundle and Swamp Creek	1882	151 18 11	7,691 18 8
Wallabadah to Wallabadah Station	1901	38 13 6	166 8 6
Wallace's Gap, via Ballalaba, to Oranmere	1875	99 19 1	2,603 0 9
Wallangra to Ashford	1894	32 14 11	587 8 5
Wallangra to Boggabilla	1895	125 17 6	2,458 9 0
Wallarobba to Cox's Creek	1896	30 0 0	204 0 0
Wallarobba to German Bridge and Brookfield	"	101 19 10	899 18 3
Walla Walla to Henty	1898	11 12 0	48 5 4
Wallendbeen to Stockinbingal	1894	75 2 6	847 3 5
Wallendbeen Stock Road	1902	98 10 9	98 10 9
Wallerawang to Mudgee	1857	809 5 8	21,598 10 1
Wallerawang to Rydal	1893	75 16 9	883 2 9
Walli towards Woodstock	1888	40 0 0	40 0 0
Wall's to Bowning	1895	13 0 0	115 3 0
Wall's Junction to Botobolar	1884	80 0 0	2,190 17 3
Wall's Junction to Havilah	1901	.....	.....
Wallsend to Cardiff, via Chinaman's Flat	1902	300 0 0	300 0 0
Wallsend to Gosford Road	1878	646 5 2	14,940 12 4
Wallsend to Lake Macquarie	1884	118 1 7	1,746 11 4
Wallsend to Sandgate	"	16 8 10	2,187 12 9
Wallsend-Lake Macquarie Road to Lake Macquarie Park	1901	.....	.....
"Wandandian Hotel" to Chards, Cundies, and others	1902	29 19 2	29 19 2
Wandellow, via Tuross River, to Mount Utopia	1901	50 0 0	80 0 0
Wandsworth to "Old Ben Lomond Inn"	1888	195 17 0	2,595 5 9
Wanganella to Moulamein	1897	33 4 0	512 18 1
Wangat Road to Skelton's	1902	15 0 0	15 0 0
Waratah to Ellis's Quarry	1901	.....	.....
Waratah to Minmi Road	1882	314 5 1	17,221 3 6
Wardell to Emigrant Bridge	1890	179 19 11	2,445 12 9
Wardell to Rous	1895	185 2 7	3,394 11 10
Wardell to the Beach	1891	34 19 0	897 8 4
Wardell Road towards Broadwater	1901	.....	.....
Wardell-Rous Road to Alstonville	1899	46 9 6	1,332 18 5
Wardell-Rous Road to Mulhearn's	1901	.....	.....
Wardell-Rous Road to Cemetery	1900	19 10 10	49 10 10
Warialda to Bingara	1884	650 4 6	14,351 4 2
Warialda to Bogamildi	1894	84 15 0	1,525 14 7
Warialda to Gunyerwarildi	1879	902 19 4	9,132 10 2
Warialda to Toulimba Road	1901	.....	.....
Warialda towards Inverell	1877	398 15 9	16,374 15 10
Warialda Road to Yetman	1876	219 19 7	11,113 1 1
Warialda to Gravesend	1876	100 15 3	26,340 0 3
Warialda, via Gragin, to Reedy Creek	1886	96 1 9	1,506 15 1
Warkworth to Putty	1879	495 12 6	15,542 18 7
Warne Road to Kerr's Creek	1896	30 0 0	310 13 5
Waroo, via Boambolo, to Cavan Gap	1897	122 17 6	1,547 7 4
Warrawee Station Approach	1902	24 5 1	24 5 1
Warren to Carinda	1894	128 0 0	1,445 12 2
Warren to Pine Ridge	1901	Nil	97 5 0
Warren Relief Works	1902	100 0 0	100 0 0
Warwillah Avenue, Wahroonga	"	110 7 4	110 7 4
Waterfall to Otford Hill	1890	588 18 10	3,960 0 7
Waterback's to German Bridge	1902	20 0 0	20 0 0
Waterview to Rarmornie	1891	82 17 0	993 17 11
Wattamondara towards Cameron's	1898	12 0 0	253 3 9
Wattamondara towards Warrangong	1899	6 0 0	129 7 0
Wauchope to Beechwood	1890	62 14 0	973 9 4
Wauchope to Heron's Creek	1892	78 1 0	2,871 10 0
Webb's to Burrenbong	1899	74 9 11	99 9 0
Weetalba, via Angledool, to Goodooga	1893	.....	.....
Wee Waa to Burren	1894	76 12 0	828 11 3
Wellesley, via Craigie, to Border	1896	80 0 0	553 16 5
Wellingrove to Strathbogie	1899	9 9 0	2,504 10 7
Wellingrove Station towards Glen Innes	1900	28 12 0	74 19 6
Wellington to Goolma	1895	423 7 0	4,200 1 5
Wellington to Ponto	1891	27 0 0	2,897 13 4
Wellington to Ulundry	1894	286 10 11	2,332 4 3
Wellington to Wooloman	1890	415 0 0	3,942 0 5
Wellington towards Burrendong	1880	101 6 8	6,606 12 3
Wellington towards Cobborah	1882	779 8 8	10,437 1 4
Well's Creek to Kareela	1896	60 1 6	502 12 4
Wendowie, up east bank Gilmore Creek	1891	181 10 4	1,526 18 0
Wendowie, up west bank Gilmore Creek	1894	60 0 0	606 7 7
Wentworth to Euston	1896	12 15 6	159 10 7
Wentworth to South Australian Border	1885	9 17 6	1,563 14 7
Wentworth Falls to King's Tableland	1895	84 5 5	2,415 2 8
Werris Creek Gap to Railway	1892	9 11 9	260 0 5
West Cambewarra to Illaroo	1902	204 0 0	204 0 0
West Maitland to Eccleston	1883	1,077 13 11	11,725 13 4
West Maitland to Pelaw Main	1894	356 2 11	1,751 7 7
West Portland to Comleroy Road	1888	51 18 4	1,327 0 11
West Wallsend to Cemetery	1898	16 18 0	207 17 1
West Wallsend, via Holmesville to Barnsley	1900	208 7 1	452 8 2
Westbrook, via Spring Creek, to Picton and Oaks Road	1900	25 0 0	175 4 4
Westman's to Milbrulong	1902	13 3 0	13 3 0
Weston Road, Balmain	1875	38 0 0	2,504 14 1
West Wyalong to Cemetery	1802	50 0 0	50 0 0
Wheeo P.O. to Bevendale	1896	37 18 0	265 8 1
Wheeo to Binda	1887	10 0 0	2,798 6 0
Wheeo towards Crookwell	1884	161 8 0	5,264 9 1
Wheeo Post Office towards Gunning	1888	62 0 0	2,092 1 0
Wheelbarrow Track, Woodburn to Berril-road	1902	19 17 0	19 17 0
Whelham Road, Beecroft	1901	.....	.....
Whiteman Creamery to Whiteman Bridge	1896	50 2 11	342 6 5
White Rock towards Woodlands	1902	38 4 3	38 4 3
Whittingham to Broke	1896	120 0 0	745 0 3
Whitton Relief Works	1902	47 5 3	47 5 3
Whitton Ferry to Pullitop Tank	1892	287 17 11	5,302 13 1
Whitton-Pullitop Road to Binya Farm	1902	25 10 0	25 10 0
Widening S. Approach to Nowra Bridge	"	53 12 6	53 12 6
Wilberforce to Bull Ridge	1901	.....	.....
Wickham to Carrington	1902	14 4 0	14 4 0
Wilberforce to Pitt Town	1895	30 0 6	467 6 5
Wilcannia to Jacob's Well	1897	20 0 0	143 18 0
Wilcannia to Menindie	1888	279 15 9	2,047 13 1
Wilcannia to Tilpa	1898	119 12 0	521 14 0
Wilcannia to Wanaaring	1895	26 6 0	445 8 8
Wilcannia to Wompah	1892	215 3 6	4,945 5 2
Wilcannia towards Broken Hill	1890	190 0 0	2,912 14 3
Wilgoa to Wandello	1896	29 0 0	581 1 5
Williams' to Taylor's Arm	1897	89 12 3	869 17 3
Williamtown, via Medowie, to Stroud Road	1896	40 0 0	773 3 10
Wilson's to Sneath's	1896	37 9 6	506 19 6
Wilson's Downfall to Rivertree	1887	61 10 11	5,541 19 0
Wilson's River, via Ennis, to Walcha Road	1877	146 11 0	4,542 15 4
Windellama to Mayfield	1897	36 18 0	292 17 5
Windeyer to Queen's Pinch	1892	202 13 8	1,980 14 8
Windsor to Blacktown Road	1896	40 0 0	435 18 2
Windsor to Bull Ridge	1895	258 1 10	2,354 13 10
Windsor, via Sackville, to Wiseman's Ferry	1883	444 0 8	13,932 3 2
Windsor—Wiseman's Ferry Road, at Clay Hill, to Stannix Park	1902	26 15 0	26 15 0
Windsor Road to Mulgrave Station	1896	41 15 0	336 1 11
Wingham to Landsdowne Road	1882	123 19 9	4,030 11 9
Wingham to Nowendoc	1883	655 12 3	23,119 2 4
Wingham, via Ashlea, to Kelvin Grove	1876	257 11 4	5,355 6 8
Wingham, via Brimbin, to Landsdowne	1885	10 12 1	932 17 8
Wingham, via Bungay, to Killawarra Road	1895	9 0 0	323 12 0
Wingham-Nowendoc Road to Karaak Flat	1884	Nil	910 16 6
Wingham Rifle Butts Road to	1902	11 18 10	11 18 10
Wiseman's Ferry to Gentleman's Halt	1889	98 18 7	948 2 2
Wiseman's Ferry to Mouth of Mangrove Creek	1900	84 4 0	154 4 0
Wiseman's Ferry to Warkworth	1896	883 2 2	6,197 1 4
Wiseman's Ferry, via Leet's and Loxton's, to Portland Ferry	"	380 6 2	2,222 5 11
Wiseman's Ferry Road to Kenthurst	1899	20 0 0	55 0 0
Wollar to Ulan	1902	10 16 0	10 16 0
Wollombi to Big Yango	"	49 4 7	49 4 7
Wollombi to Cessnock	1893	436 2 1	6,818 8 4

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

ROADS.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.
		£ s. d.	£ s. d.
Wollombi up Narone Creek	1896	19 7 0	172 17 11
Wollombi up Yango Creek	1892	70 3 6	1,269 10 11
Wollombi Road to Howe's Valley	1896	79 19 11	712 0 4
Wollombi—Cessnock Road at 7 miles, up Cedar Creek	1902	93 18 10	99 18 10
Wollondilly to The Peaks	1900	71 1 6	333 11 6
Wollongong to Port Kembla	,,	59 19 2	491 3 2
Wollongong, via Mount Keira, to 13-mile peg	1895	144 14 3	1,007 15 1
Wolumla to Yurammie	,,	30 0 0	423 19 0
Woodburn to Boundary Creek	1896	393 6 8	1,602 13 10
Woodburn to Burrill	1890	7 19 0	435 8 9
Woodburn to Dungarubba	1891	125 2 0	2,293 13 2
Woodburn to Evan's Head	1895	56 2 9	473 11 0
Woodburn to The Gap	1893	33 1 6	740 2 2
Woodburn, via Tucki, to Rous	1891	558 0 10	1,004 19 0
Woodburn Road to Ryan's Selection	1902	14 18 0	14 18 0
Woodburn–Boundary Creek Road to Beach	1900	1 1 0	86 6 0
Woodburn–Boundary Creek Road to Riley's Hill	1901	101 12 8	195 12 8
Woodbury's to Yarramaloug	1896	415 16 1	4,049 8 11
Woodstock to Canowindra	1891	356 15 2	5,455 17 11
Woodstock to Kangaroo Flat	1896	56 16 3	561 4 9
Woodstock to Mount McDonald	1883	472 10 11	9,549 19 8
Woodville Road to Fairfield Station	1896	685 18 3	1,165 2 2
Woodville Road, Bankstown	1899	402 3 8	422 3 8
Woodville to Stewart's Corner and Dunn's Creek	1887	60 0 0	1,441 6 6
Woodward's Valley Road, Cooranbong	1900	30 0 0	84 15 0
Woolabra, via Millie, to Meroe	1890	72 8 0	3,916 5 5
Woolbrook Station to Camp Fire Mine	1902	65 0 0	65 0 0
Woolgoolga to the Jetty	1899	Nil.	294 0 0
Woolla Woolla Roads	1895	60 0 0	505 0 0
Woolomin to Cadell's	1892	9 2 0	274 3 7
Woolomin to Crawley's	1898	45 0 0	234 15 7
Woolong to head of Sandy Creek	1896	40 0 0	264 0 0
Worboy's to Spring Terrace	1896	61 2 3	337 10 1
Wyalong to Back Creek	1902	120 0 0	120 0 0
Wyalong to Kelly's	1901	.....	.....
Wyalong to Marsden	1902	160 0 0	160 0 0
Wybong Road, at 11 miles to Bunnan	1896	40 0 0	230 13 10
Wybong Road at Hogan's and the Bridge to Brogheda	1890	19 19 0	181 10 0
Wyee to Swansea	1895	252 2 5	2,465 8 3
Wyee, Swansea Road, to Norahville	1900	40 0 0	65 0 0
Wyndham to Burragate	1892	40 0 0	631 8 0
Wyong, via Jilliby and Mandalong, to Morrisset	1895	527 0 4	2,543 15 3
Wyrallah to Rous	1888	239 6 0	10,652 9 6
Yalgogrin to Mirrool Creek	1895	50 0 0	1,165 7 0
Yalgogrin to Wyalong West	1897	80 0 0	357 5 10
Yallaroi to Boggabilla Road	1898	10 16 0	210 4 0
Yallaroi towards Moree	1898	10 0 0	461 5 7
Yango Creek Road at 6 m.-p., towards Boree	1902	29 11 7	29 11 7
Yanko Siding to Brobenah	,,	100 0 0	100 0 0
Yarra to Parkesbourne	1887	99 7 10	911 11 5
Yarramalong to Lower Mangrove	1896	159 7 2	807 8 8
Yarramalong to Olney Reserve	,,	93 9 9	734 14 11
Yarraman to Back Creek	1891	Nil.	333 14 3
Yarramundi to Wilberforce	1883	256 17 0	3,819 0 9
Yarramundi Road to Springwood	1902	25 17 2	25 17 2
Yarrowford to Ranger's Valley	1881	23 18 0	132 12 6
Yass Relief Works	1902	50 0 0	50 0 0
Yass to Black Range	1885	60 0 0	695 5 0
Yass to Dalton-Burrowa Road	1890	70 0 0	942 2 5
Yass to Fairfield Bridge	1895	180 6 8	7,458 19 7
Yass to Upper Gundaroo	1882	226 12 8	11,080 3 8
Yass to Wargeila	1896	6 0 0	248 9 5
Yass to Woolgarlo	1875	121 1 6	5,060 13 2
Yass, via Jerrawa to Dalton	1894	157 1 9	1,587 19 3
Yass, via Weejasper, towards Tumut	1892	645 4 10	7,234 13 2
Yass–Upper Gundaroo Road to Murrumbateman, Ginninderra Road	1902	44 15 5	44 15 5
Yerong Station to Urangeline	1888	389 8 0	662 18 9
Yetholme to Wambool	1901	327 16 4	536 10 4
Yetman to Texas	1899	Nil.	164 0 0
Young Relief Works	1902	100 0 0	100 0 0
Young Butter Factory to Stony Creek	,,	70 9 7	70 9 7
Young to Burrowa and Marengo Loop	1876	501 5 0	15,713 3 0
Young to Douglas	1880	571 16 7	3,537 14 2
Young to Grenfell	1888	457 19 9	10,537 12 10
Young to Koorawatha	1892	78 0 2	1,285 18 4
Young to Temora	1883	485 13 11	11,385 11 0
Young towards Bumbaldry	1892	177 4 11	2,890 2 2
Young, via Kingsvale, to Murrumburrah	,,	75 11 0	3,156 8 6
Young, via Wombat, to Murrumburrah	1889	189 17 2	3,432 8 10
Young-Koorawatha Road, via Jaspeizza's to Young-Bumbaldry Road	1899	66 0 3	148 7 4
Young-Murrumburrah Road to Fontenoy	1902	20 0 0	20 0 0
Young-Murrumburrah Road to Chamberlain's Crossing	1902	57 4 0	57 4 0
Young Wallsend to Minmi	1890	64 2 1	3,192 4 2
STREETS.			
Alexandria, O'Riordan-street	1902	779 17 5	779 17 5
Beecroft, Copeland-street	1901	25 1 6	45 1 6
Bexley, Queen Victoria-street	1902	198 19 9	198 19 9
Binalong, Queen-street	,,	1 9 18 2	179 18 2
Bungendore, Rutledge-street	1901	36 13 3	110 7 3
Bungendore, Turallo-street	1902	26 11 0	26 11 0
Camden, Elizabeth-street	,,	80 0 0	80 0 0
Collarendabri Streets	,,	150 0 8	150 0 0
Crookwell, Colyer-street	,,	350 0 0	350 0 0
Culcairn Footpaths	,,	20 3 6	20 3 6
Dubbo, Darling-street	,,	49 16 1	49 16 1
Eden, Weecoon and Yeale streets	,,	20 0 0	20 0 0
Epping, Somerset-street	,,	23 0 0	23 0 0
Euston Streets	,,	49 16 0	49 16 0
Gilgandra Streets	,,	16 4 0	16 4 0
Gordon, Harold-street	1901	42 16 11	80 3 1
Gordon, Nelson-street	1902	25 0 5	25 0 5
Gordon, Plumb-street	,,	14 15 8	14 15 8
Granville, Boundary-street	,,	150 0 0	150 0 0
Gundagai Footpaths	1901	50 0 0	100 0 0
Gunnedah Railway streets	1902	150 0 0	150 0 0
Hillston Streets	,,	200 0 0	200 0 0
Hornsby, Unwin-street	1900	88 9 1	175 13 3
Inverell, Brae-street	1902	79 7 7	79 7 7
Lambton, Young-street	1901	100 0 0	465 0 0
Laurieton, Lord-street	1902	30 0 0	30 0 0
Lawson, Orient-street	,,	19 13 9	19 13 9
Lindfield, Nelson-street	,,	200 0 0	200 0 0
Lindfield, Northcote-street	,,	194 19 0	194 19 0
Lockhart Streets	1901	86 17 6	204 15 8
Manilla Streets	1902	400 0 0	400 0 0
Merriwa, Brisbane-street	,,	18 0 0	18 0 0
Minmi, Main-street, Newtown	,,	31 15 0	31 15 0
Moore Park, Lachlan-street	1899	119 18 6	6,500 13 3
Mount Victoria, Streets and Roads	1902	30 0 0	30 0 0
Mungindi Streets	1901	96 15 0	276 0 0
Pambula, Toallo-street	1902	99 18 8	99 18 8
Pilliga Streets	,,	36 15 0	36 15 0
Pittwater, Mona-street	,,	36 7 8	36 7 8
Quirindi, Loder and Lennox Streets	,,	503 2 10	503 2 10
Rookwood, Joseph-street	1901	99 19 9	123 2 6
Roseville, Victoria-street	1902	119 11 0	119 11 0
St. Ives, Horace and Stanley streets	1901	64 13 11	132 13 11
Seaham, Wright-street	1902	25 0 0	25 0 0
Shuttleton Streets	,,	39 17 0	39 17 0
Singleton Streets	,,	200 0 0	200 0 0
Tinonee, Claxton-street	,,	9 2 0	9 2 0
Walgett Streets	1901	290 13 6	448 5 0
Wallamba Village Streets	1902	17 11 0	17 11 0
Wilcannia Streets	1901	400 0 0	500 0 0
Woonoona, Campbell-street	1902	491 16 9	491 16 9

CONSTRUCTION AND REPAIR OF BRIDGES.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
		£ s. d.	£ s. d.	£ s. d.
Albury District	1902–3	547 12 8	....	.....
Armidale District	,,	190 5 10	.....	.....
Ballina District	,,	41 6 0	.....	.....
Balranald District	,,	220 6 2	.....	.....
Bathurst District	,,	91 7 5	.....	.....
Bega District	,,	2 2 10	.....	.....
Bellingen District	,,	304 9 4	.....	.....
Blayney District	,,	80 18 5	.....	.....
Bombala District	,,	10 18 6	.....	.....
Bourke District	,,	3,407 16 9	.....	.....
Braidwood District	,,	82 19 10	.....	.....
Broken Hill District	,,	70 4 6	.....	.....
Campbelltown District	,,	147 15 0	.....	.....
Casino District	,,	121 9 0	.....	.....
Cobar District	,,	....	.....	.....
Cooma District	,,	40 15 10	.....	.....
Coonamble District	,,	97 11 9	.....	.....
Coonabarabran District	,,	19 9 5	.....	.....
Cootamundra District	,,	74 13 1	.....	.....
Cowra District	,,	348 8 11	.....	.....
Crookwell District	1902	42 16 11	.....	.....
Cudgellico District	,,	261 13 1	.....	.....
Deniliquin District	,,	487 7 0	.....	.....
Dubbo District	,,	731 3 11	.....	.....
Forbes District	1902	392 8 11	.....	.....
Glen Innes District	,,	106 9 2	.....	.....
Gosford District	,,	58 5 5	.....	.....
Goulburn District	,,	219 18 5	.....	.....
Grafton District	,,	414 6 11	.....	.....
Hay District	,,	570 19 1	.....	.....
Inverell District	,,	108 16 8	.....	.....
Kempsey District	,,	151 5 3	.....	.....
Lismore District	,,	597 7 6	.....	.....
Lithgow District	,,	63 6 8	.....	.....
Maclean District	,,	35 9 6	.....	.....
Maitland District	,,	954 14 9	.....	.....
Metropolitan District	,,	353 5 0	.....	.....
Moree District	,,	1,150 12 3	.....	.....
Moruya District	,,	82 8 7	.....	.....
Moss Vale District	,,	206 7 10	.....	.....
Mudgee District	,,	649 16 3	.....	.....
Murwillumbah District	,,	39 7 6	.....	.....
Muswellbrook District	,,	503 3 5	.....	.....
Narrandera District	,,	539 11 7	.....	.....
Newcastle District	,,	300 1 4	.....	.....
Nowra District	,,	51 16 11	.....	.....
Orange District	,,	46 8 3	.....	.....
Parramatta District	,,	243 9 10	.....	.....

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

CONSTRUCTION AND REPAIR OF BRIDGES.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
		£ s. d.	£ s. d.	£ s. d.
Port Macquarie District	1902	229 4 6	.....	.....
Queanbeyan District	„	5 16 9	.....	.....
Quirindi District	„	428 13 10	.....	.....
Richmond District	„	548 10 10	.....	.....
Stroud District	„	122 4 10	.....	.....
Tamworth District	„	109 7 9	.....	.....
Taree District	„	856 2 7	.....	.....
Tenterfield District	„	67 3 9	.....	.....
Tumut District	„	57 7 8	.....	.....
Tumbarumba District	„	110 16 3	.....	.....
Wagga Wagga District	„	159 2 9	.....	.....
Walgett District	„	329 10 8	.....	.....
Warialda District	„	139 16 3	.....	.....
Wilcannia District	„	0 5 0	.....	.....
Wollombi District	1900	25 15 3	.....	.....
Yass District	„	140 2 10	.....	.....
Young District	„	19 8 6	.....	.....
Adelong Creek, Adelong	1901	946 11 7	.....	950 7 1
Alumny Creek, Dobie-street, Grafton	„	14 17 0	.....	634 9 1
Ardglen Footbridge	„	2 5 8	.....	41 5 1
Battle Bridge Footpaths	1902	172 14 9	.....	172 14 9
Belabula River, at Ashburton	1901	355 8 0	.....	414 2 2
Bolton-street, Jerilderie (Approaches)	1902	37 2 0	.....	37 2 0
Bongongo Bridge, Adjunbilly Creek	1902	229 10 0	.....	229 10 0
Boggy Creek, Ford-street, Ganmain	1901	103 15 1	.....	440 15 1
Bogolong Creek	1902	278 4 0	.....	278 4 0
Brickyard Creek (Braidwood to Animbo)	„	150 17 11	.....	152 1 11
Bridges Generally	„	132 5 8	.....	132 5 8
Bridge Store Account	„	301 7 9	.....	301 7 9
Bowman's Creek	1901	373 16 1	.....	373 16 1
Clarence River at Tabulam (and Approaches)	1899	3,473 16 7	.....	15,821 18 9
Cobram Bridge and Approaches	1900	8,471 15 7	.....	22,606 16 4
Cohen Bridge, Gunnedah	1901	446 13 3	.....	484 18 5
Collingen Creek, Deniliquin	„	140 12 9	.....	240 12 9
Currency Creek	1902	145 0 0	.....	145 0 0
Dark Creek, at Jesmond	„	385 10 1	.....	385 10 1
Farmeadow	„	240 5 7	.....	240 5 7
Fennel Bay	1900	1,169 6 10	.....	4,338 9 2
Fry's at Druewalla	1901	49 5 6	.....	84 17 6
Glebe Island (Maintenance)	1902	978 17 4	.....	978 17 4
Holmo's Crossing, Black Creek	1901	34 7 6	.....	1,891 14 6
Hunter River, at Morpeth	„	57 9 11	.....	9,426 12 7
Irishtown	1902	168 14 10	.....	168 14 10
Iron Cove (Maintenance)	„	612 11 4	.....	612 11 4
Jacob and Joseph, and Quirindi Creeks	1900	20 0 0	.....	1,775 8 9
James' Park	1902	1,778 10 4	.....	1,778 10 4
Jew's Creek (Orange District)	„	953 13 0	.....	955 13 0
Keira Creek	„	345 17 0	.....	345 17 0
Kemp's Creek (Parramatta District)	1902	178 13 0	.....	178 13 0
Killawarra, Manning River	1899	3 0 10	.....	9,656 15 9
Korn's Crossing Footbridge	1901	54 4 2	.....	199 9 2
King's Creek (Wollombi District)	1902	281 5 3	.....	281 5 3
Lachlan River, at Darby's Falls	1900	525 14 7	.....	2,118 9 3
Lahey's Gully and Bellinger's Gully	1902	398 2 0	.....	398 2 0
Lane Cove (Maintenance)	„	59 10 6	.....	59 10 6
Lennox Creek, Penrith	„	173 15 5	.....	173 15 5
Lett River, at Hartley	„	1,448 7 10	.....	1,448 7 10
Little Plains River, at Craigie	„	566 5 6	.....	566 5 6
Lostock, or Bird's Crossing (Footbridge)	„	57 13 5	.....	57 13 5
Macdonald River, at St. Albans	1900	6,360 15 7	.....	7,720 2 2
Macquarie River, at Scabbing Flat	„	392 0 5	.....	2,265 5 2
Manar Creek	1900	296 11 6	.....	993 6 7
Masons's Gully (Tamworth District)	1902	215 7 6	.....	215 7 6
Marx Hill Creek	„	140 7 6	.....	140 7 6
Maybe Creek	„	231 12 3	.....	231 12 3
Middle-street Bridge, Walcha	1901	176 15 0	.....	176 15 0
Moama, at Echuca (Maintenance)	„	151 4 3	.....	151 4 3
Molong Creek (Great Western Road)	1901	266 5 0	.....	433 5 0
Murrah River (road Bega to Bermagui)	„	100 13 0	.....	996 17 2
Murrumbidgee River, at Mittagong	1900	80 19 5	.....	1,637 15 1
Murrumbidgee River, at Yaonk	1902	509 16 0	.....	509 16 0
Murwillumbah Bridge (Approaches)	„	176 10 5	.....	176 10 5
Myall Creek (Stroud District)	1899	405 8 8	.....	1,656 15 2
Myall Creek (Warialda District)	1902	426 13 1	.....	426 13 1
Nepean River, at Harvey's Crossing	1898	3,809 4 9	.....	8,205 14 6
Old Lambton Bridge	1902	50 0 0	.....	50 0 0
Parkan Pregan Lagoon	„	1,205 0 6	.....	1,2 5 0 6
Parramatta Swing Bridge (Maintenance)	„	439 15 0	.....	439 15 6
Pyrmont Bridge	1897	11,042 1 10	.....	140,524 6 3
Pyrmont Bridge (Maintenance)	1902	3,224 8 5	.....	3,224 8 5
Queanbeyan Suspension Footbridge	„	516 4 11	.....	516 4 11
Riley's Creek	„	169 0 0	.....	169 0 0
Shack Creek (Maclean District)	„	496 4 10	.....	496 4 10
Smillie's Creek, Kiama	„	250 0 0	.....	250 0 0
Spencer's Gully	„	75 18 7	.....	75 18 7
Stinking Gully	„	150 6 0	.....	150 6 0
Thalaba Creek	„	169 15 3	.....	169 15 3
Timber Store and Testing Machine	1902	642 1 10	.....	642 1 10
Trial Surveys and Borings	„	690 19 11	.....	690 19 11
Tomerong Creek	„	175 17 3	.....	175 17 3
Webber's Creek, Dunn's Crossing	1900	580 12 0	.....	2,014 17 5
Wilson's River, at Telegraph Point	1898	262 14 9	.....	8,784 7 4
Wollondilly River, at Burragorang (Hill's)	1900	1,783 13 3	.....	3,012 9 6
Woodburn Creek, Woodburn to Milton	1902	136 18 0	.....	136 18 0
Beardy River, at Yarrowford	1900	1,578 3 2	2,373 4 0	.....
Billabong Creek	1902	344 6 0	344 6 0	.....
Bomaderry Creek	„	581 18 3	581 18 3	.....
Bridge on road to Wesleyan Church, Kangaloon	„	21 4 7	21 4 7	.....
Cockburn River, at Paradise	„	973 0 0	973 0 0	.....
Coramba, Footbridge over Orara River at	„	56 12 8	56 12 8	.....
Detroit Creek	„	164 4 7	164 4 7	.....
Glebe Island	1897	32,020 17 5	94,626 16 2	.....
Glennie's Creek, at Middle Falbrook	1900	1,486 9 7	1,724 17 2	.....
Hawkesbury River, at Richmond	1902	239 0 5	239 0 5	.....
Hunter River, at Dunnolly Ford	1902	29 0 0	29 12 5	.....
Hunter River, at Luskintyre	1899	12,098 13 4	13,514 0 10	.....
Kyamba Creek, at Ladysmith	1902	42 17 0	42 17 0	.....
Lachlan River, at Goolagong	1900	0 2 6	510 7 10	.....
Lane Cove River, at Chicago Mills (Pipe Line Bridge)*	1901	1,917 14 1	2,328 4 5	.....
Mutton's Falls	1902	534 7 9	534 7 9	.....
Murray River, at Koondrook	1900	1,415 7 3	1,680 3 7	.....
Murrumbidgee River, at Darlington Point	1901	1,393 5 11	1,409 16 10	.....
Nepean River, at Camden	1899	46 3 8	4,442 13 5	.....
North Sydney (over Sydney Harbour)	...	616 6 2	2,215 12 10	.....
Ward's Creek	1902	357 2 2	357 2 2	.....
PUNTS AND FERRIES.				
Expenses of Punts and Ferries generally	1902	16,471 6 6	.....	.....
Wire Rope	„	1,423 1 5	.....	.....
Ulmarra Punt	1901	11 0 10	1,012 15 5	.....
Woodburn Punt	1902	551 11 4	.....	551 11 4
Steam Relief Punt	1901	1,648 8 4	2,158 6 3	.....
CULVERTS, CAUSEWAYS, AND CROSSINGS.				
Ben Lomond Road, Ingleburn	...	100 0 0	.....	.....
Burrowa, via Gorham's, to Rugby	...	15 0 0	.....	.....
Candelo-Bemboka Road, past Tantawanglo P.S.	...	5 0 0	.....	.....
Copeland-street, Beecroft	...	4 0 9	.....	.....
King's Creek Jetty to Farms	...	15 7 0	.....	.....
SUNDRIES.				
Extension of Minor Roads through Municipalities	1902	10,734 17 0	.....	.....
Incidental and Contingent Expenses, Roads and Bridges	„	725 13 10	.....	.....
Roads and Bridges—Salaries, Equipment allowances, Establishment salaries, &c.	...	75,804 19 9	.....	.....
Martin Place Repairs	1902	18 18 7	.....	.....
Clearing Crown Lands	1900	3,505 12 2	23,459 14 11	.....
Glebe Island Improvements	1902	1,880 11 0	.....	.....
Departmental Contingencies, Gratuities, Compensations, &c.	„	10,292 3 3	.....	.....
Hardwood Blocks for London Council	„	59 0 0	.....	.....
Compensation, Andrew Paynter	„	15 18 0	.....	.....
„ Mrs. Allman	„	200 0 0	.....	.....
„ Mrs. Cremen	„	100 0 0	.....	.....
Scrub Clearing, Centennial Park	„	256 4 3	.....	.....
Relief Works, Stone-breaking Depôts	„	6,214 13 10	.....	.....
Special Relief Works	„	28 3 9	.....	.....
Scrub Clearing, Mount Hope Common	„	300 0 0	.....	.....
Inspection of Timber for New Zealand Government Railways	„	553 1 9	.....	.....
Inspection of Timber for Export	„	214 15 11	.....	.....
Services on Local or Public Contribution—				
Pyrmont Bridge Repairs	...	18 0 10	.....	.....
Clanville-road, Lindfield	...	25 0 0	.....	.....
Plumb-street, Gordon	...	10 0 0	.....	.....
Road along Ashfield bank of Long Cove Canal	...	100 0 0	.....	.....
Warwillah Avenue, Wahroonga	...	30 0 0	.....	.....
Grosvenor-street, Wahroonga	...	30 0 0	.....	.....
Stanhope-road, Lindfield	...	29 4 0	.....	.....
Hopetoun Avenue, Vaucluse	...	6 6 0	.....	.....
W. A. Lee, Removal to Ballina	...	22 15 9	.....	.....
Victoria-street, Roseville	...	25 0 0	.....	.....
National Mortgage and Agency Co.—Timber for London	...	102 1 9	.....	.....
Sale of Refuse, Riley's Hill Quarry	...	0 15 5	.....	.....
Grosvenor-road, Wahroonga	...	100 0 0	.....	.....
Billyard Avenue, Turramurra	...	50 0 0	.....	.....
Toallo-street, Pambula	...	30 0 0	.....	.....

* Part cost only. See also Water Supply Return.

Return of Expenditure on Public Works by Roads and Bridges Branch—*continued.*

SUNDRIES.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
Services on Local or Public Contribution—*continued.*		£ s. d.	£ s. d.	£ s. d.
Kinchilla Creek, Fairweather	...	21 0 0	.....	.....
Lane Cove Road to Cowan Creek, &c.	...	1 14 0	.....	.....
Culverts on Road, Coonamble to Cooradgerie	...	19 11 0	.....	.....
Causeway—Road, Cobborah to Cullenbone	...	6 0 0	.....	.....
Culverts—Casino to Lismore	...	20 0 0	.....	.....
Mosquito Island Punt Account	...	6 9 5	.....	.....
Hexham Ferry Punt Rope Account	...	7 0 0	.....	.....
Karuah Road, Turramurra	...	30 0 0	.....	.....
Culvert—Road, Milson's Point, &c., to Peat's Ferry Road	...	9 17 0	.....	.....
South Head Road at Watson's Bay to Military Road	...	150 0 0	.....	.....
Kurringai Chase Avenue, Turramurra	...	100 0 0	.....	.....
Services on Local or Public Contribution—*continued.*		£ s. d.	£ s. d.	£ s. d.
Coonamble to Wahroonga	...	50 0 0	.....	.....
Balgowlah, via French's Forest	...	7 10 0	.....	.....
Meragle Railway Station, Access Road	...	10 0 6	.....	.....
Wahroonga Avenue, near Murdoch's House	...	21 12 0	.....	.....
Klori Platform, towards Summerton	...	7 10 0	.....	.....
Namoi River Crossing at Quirindi North	...	10 0 0	.....	.....
Dundas Wharf, Approach road	...	1 4 7	.....	.....
Bradley's Head Road	...	1 15 0	.....	.....
Drain—Lane Cove Road at Eddy-street, Gordon	...	7 10 0	.....	.....
Services rendered for other Departments	...	2,101 0 8	.....	.....
Totals		714,402 17 0	9,721,150 18 7	270,855 7 10

Roads and Bridges Expenditure.

Year.	Expenditure by Officers of Department.	Expenditure by Trustees.	Expenditure by Municipalities.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1857	100,000 0 0	.....	.....	100,000 0 0*
1858				
1859	46,621 16 10	.....	.....	46,621 16 10
1860	114,585 18 5	.....	.....	114,585 18 5
1861	199,208 6 10	.....	.....	199,208 6 10
1862	85,641 4 0	50,000 0 0	.....	135,641 4 0
1863	154,497 7 4	70,000 0 0	.....	224,497 7 4
1864	185,248 3 11	70,000 0 0	.....	255,248 3 11
1865	123,867 4 0	30,822 0 0	.....	154,689 4 0
1866	109,075 12 8	39,731 0 0	.....	148,806 12 8
1867	147,750 14 6	38,667 0 0	.....	186,417 14 6
1868	140,086 10 4	36,923 0 0	.....	177,009 10 4
1869	152,323 5 0	40,802 0 0	.....	193,125 5 0
1870	141,863 2 4	40,336 0 0	.....	182,199 2 4
1871	182,726 11 0	40,501 0 0	.....	223,227 11 0
1872	144,257 5 6	34,728 0 0	.....	178,985 5 6
1873	247,858 9 0	36,098 0 0	.....	283,956 9 0
1874	257,366 5 8	41,524 0 0	.....	298,890 5 8
1875	356,002 10 0	45,564 0 0	.....	401,566 10 0
1876	366,802 14 0	37,153 0 0	.....	403,955 14 0
1877	413,625 4 8	51,550 0 0	.....	465,175 4 8
1878	497,032 17 5	24,280 0 0	.....	521,312 17 5
1879	649,773 11 5	25,428 0 0	.....	675,201 11 5
1880	614,708 11 3	28,800 0 0	.....	643,508 11 3
1881	484,567 2 8	23,186 0 0	.....	507,753 2 8
1882	577,212 4 1	24,722 0 0	.....	601,934 4 1
1883	613,847 1 6	24,938 0 0	.....	638,785 1 6
1884	750,584 1 10	27,722 0 0	.....	778,306 1 10
1885	800,962 5 11	24,404 0 0	.....	825,366 5 11
1886	628,379 4 5	28,414 0 4	.....	656,793 4 9
1887	721,993 16 6	45,433 1 3	.....	767,426 17 9
1888	663,928 14 10	31,503 0 0	.....	695,431 14 10
1889	632,397 10 11	31,361 0 0	.....	663,758 10 11
1890	770,808 18 10	34,500 0 0	.....	805,308 18 10
1891	965,687 14 11	31,990 0 0	.....	997,677 14 11
1892	859,027 13 11	30,605 0 0	.....	889,632 13 11
1893	676,233 1 8	30,330 0 0	.....	706,563 1 8
1894 to 30 June, 1895 (18 months)	800,620 2 9	30,034 0 0	.....	830,654 2 9
1895-6	729,544 15 10	19,285 0 0	27,570 11 11	776,400 7 9
1896-7	588,910 7 1	9,910 1 10	77,389 10 3	676,209 19 2
1897-8	587,690 17 9	10,600 17 10	17,805 19 8	616,097 15 3
1898-9	616,087 5 2	8,710 6 8	20,771 13 5	645,569 5 3
1899-00	647,266 14 11	7,471 19 3	23,866 19 7	678,605 13 9
1900-1901	817,084 9 11	9,074 10 1	33,848 1 1	860,007 1 1
1901-1902	857,471 12 0	7,816 11 7	32,492 17 11	897,781 1 6
1902-1903	683,448 5 7	6,516 13 9	24,397 16 8	714,412 17 6
Totals £	20,904,717 9 1	1,281,435 2 7	258,143 10 6	22,444,296 3 8

* Approximate.

SUMMARY OF EXPENDITURE FROM 1 JULY, 1902, TO 30 JUNE, 1903:—

	£ s. d.
Loans	86,984 18 11
Consolidated Revenue	625,316 17 5
Services for other Departments	2,101 0 8
Total	£714,402 17 0

Statement

STATEMENT of Loan and Revenue Votes and Expenditure from the year 1857.

Year.	Votes.			Total.	Expenditure.			Total.
	Loans.	Revenue.	Other Departments.		Loans.	Revenue.	Services for other Departments.	
	£	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1857	14,814	.....	.....	14,814	.....	.....	.....	} 100,000 0 0*
1858	10,000	.....	.....	10,000	.....	.....	.....	} 46,621 16 10
1859	.....	91,030	.....	91,030	.....	.....	.....	114,585 18 5
1860	20,279	131,290	.....	151,569	.....	.....	.....	199,208 6 10
1861	7,400	103,250	.....	110,650	.....	.....	.....	135,641 4 0
1862	60,000	140,469	.....	200,469	.....	.....	.....	224,497 7 4
1863	12,000	114,145	.....	126,145	.....	.....	.....	255,248 3 11
1864	9,000	213,772	.....	222,772	.....	.....	.....	154,689 4 0
1865	13,900	149,390	.....	163,290	.....	.....	.....	148,806 12 8
1866	52,500	111,647	.....	164,147	.....	.....	.....	186,417 14 6
1867	18,900	131,063	.....	149,963	.....	.....	.....	177,009 10 4
1868	59,000	113,512	.....	172,512	.....	.....	.....	193,125 5 0
1869	15,500	125,605	.....	141,105	.....	.....	.....	182,199 2 4
1870	2,500	119,863	.....	122,363	.....	.....	.....	223,227 11 0
1871	18,500	181,673	.....	200,173	.....	.....	.....	178,985 5 6
1872	40,000	197,777	.....	237,777	.....	.....	.....	283,956 9 0
1873	58,000	281,998	.....	339,998	.....	.....	.....	298,890 5 8
1874	12,800	295,333	.....	308,133	.....	.....	.....	401,566 10 0
1875	11,200	381,119	.....	392,319	.....	.....	.....	403,955 14 0
1876	102,000	569,243	.....	671,243	.....	.....	.....	465,175 4 8
1877	.....	775,750	.....	775,750	.....	.....	.....	521,312 17 5
1878	.....	545,692	.....	545,692	.....	.....	.....	675,201 11 5
1879	.....	585,927	.....	585,927	.....	.....	.....	643,508 11 3
1880	.....	551,346	.....	551,346	.....	.....	.....	507,753 2 8
1881	51,000	521,771	.....	572,771	.....	.....	.....	601,934 4 1
1882	.....	659,790	.....	659,790	.....	.....	.....	638,785 1 6
1883	.....	747,859	.....	747,859	.....	.....	.....	778,306 1 10
1884	24,400	684,284	.....	708,684	.....	.....	.....	825,366 5 11
1885	.....	732,373	.....	732,373	.....	.....	.....	656,793 4 9
1886	23,800	688,973	.....	712,773	.....	.....	.....	767,426 17 9
1887	.....	707,712	.....	707,712	.....	.....	.....	695,431 14 10
1888	152,030	660,783	.....	812,813	8,656 4 10	686,775 10 0	.....	663,758 10 11
1889	120,100	701,593	.....	821,693	5,597 9 11	658,161 1 0	.....	805,308 18 10
1890	114,771	821,483	.....	936,254	21,970 10 10	783,338 8 0	.....	997,677 14 11
1891	.....	671,491	.....	671,491	67,349 4 11	930,328 10 0	.....	889,632 13 11
1892	40,900	896,005	.....	936,905	82,327 5 8	807,305 8 3	.....	706,563 1 8
1893	36,500	592,207	.....	628,707	56,266 19 9	650,296 1 11	.....	830,654 2 9
1894—30th June, 1895 (18 months).	25,663	835,611	.....	861,274	33,061 13 3	797,592 9 6	.....	776,400 7 9
1895-96	100,075	450,000	.....	550,075	38,575 9 2	737,824 18 7	.....	676,209 19 2
1896-97	119,100	550,000	1,769	670,869	54,261 1 11	620,180 2 10	1,768 14 5	616,097 15 3
1897-98	67,197	550,000	573	617,770	60,567 17 8	554,956 16 4	573 1 3	645,569 5 3
1898-99	57,000	583,564	1,500	642,064	79,059 1 7	585,009 4 11	1,500 18 9	678,605 13 9
1899-1900	41,384	602,559	615	644,558	77,511 9 0	600,479 19 7	614 5 2	860,007 1 1
1900-1901	64,000	731,847	5,441	801,288	133,147 2 10	721,419 2 9	5,440 15 6	897,781 1 6
1901-1902	91,910	763,578	6,180	861,669	175,727 2 8	715,873 19 4	6,179 19 6	714,402 17 0
1902-1903	45,625	652,320	2,102	700,047	86,984 18 11	625,316 17 5	2,101 0 8	
Totals.....£	1,713,748	20,656,697	18,178	22,448,626	881,063 12 11	10,454,858 10 5	18,128 15 3	22,444,296 3 2

* Approximate.

Harbours and Rivers.

Report of the Principal Engineer for Harbours and Rivers.

Department of Public Works, Harbours and Rivers Branch,
Sydney, 29th September, 1903.

Sir,

I have the honor to report upon the work carried out in the Harbours and Rivers Branch during the year ended 30th June, 1903.

Notwithstanding the dry weather which has prevailed during the year, and the consequent loss of upland water to assist in the scouring of the river beds, and the reduction of the bars at their entrances, the navigation of the various rivers along the coast has been fairly well maintained, partly through the extensive dredging operations, and partly—in the lower courses of the rivers and their entrances—by the training walls and breakwaters which have been constructed in recent years.

Of the expenditure detailed in the attached statement, it will be seen that a large proportion has been for the improvement of the entrances to the rivers.

As pointed out in last year's report, not one of the schemes which have been designed for the improvement of the entrances and lower courses of the rivers has yet been carried out in its entirety, and more or less serious changes, depending on weather conditions, are to be expected in the positions and depths of channels until the breakwaters have been projected into the deep water of the ocean, and the whole of the inner walls constructed to concentrate and train the river waters.

The following table shows the lengths of training wall and breakwater which have been constructed to 30th June, 1903, at each of the river entrances along the coast, and the portions remaining to be done to complete the whole scheme of improvements:—

Work.	Training Walls.		Northern Breakwater.		Southern Breakwater.		Remarks.
	Completed.	To be done.	Completed.	To be done.	Completed.	To be done.	
	ft.	ft.	ft.	ft.	ft.	ft.	
Tweed River	30,180	.....	1,098	1,032	860	1,290	
Richmond River	25,253	*920	3,733	767	3,328	672	*Gaps in middle wall.
Clarence River	†31,751	55	.....	3,650	‡950	2,350	†Old breakwater. ‡Old wall, 6,510 ft., not included.
Bellinger River	19,299	420	621	1,529	2,058	242	
Nambucca River	7,343	5,750	866	634	.....	3,300	
Macleay River	§7,170	8,115	1,912	2,418	2,600	810	§1,900 ft. to be rebuilt.
Trial Bay	.....	.....	.....	.....	994	3,956	Eastern breakwater.
Hastings River	2,606	14,775	.....	4,000	.....	1,600	
Camden Haven	‖9,696	1,234	.....	2,000	.....	.....	‖Includes 100 ft. of lining.
Manning River	13,232	9,098	1,742	258	.....	2,600	
Cape Hawke Harbour	1,839	17,900	.....	900	1,637	63	
Newcastle Harbour	1,000	.....	1,765	1,635	143	157	Exclusive of old works.
Port Kembla	.....	.....	.....	.....	1,201	1,599	Eastern breakwater.
Crookhaven River	¶3,368	15,582	.....	2,800	.....	1,700	¶Portion half-tide only.
Bateman's Bay	**5,078	6,290	.....	.....	.....	.....	**Portion not full height.
Moruya River	9,421	3,600	.....	.....	.....	.....	Exclusive of old works.
Total	167,236	83,739	11,737	21,623	13,771	20,339	

NOTE.—The lengths of breakwaters include the graded portions.

From the above it will be seen that most of the work done to date has been for the improvement of the portions of the rivers immediately within the entrances. When it is considered that the walls constructed are only portions, and in some cases very small portions, of the works proposed, the results in permanently deepening the channels must be regarded as entirely satisfactory, and the indications are that the expectations of the designers as to the establishing of permanent deep water in the entrances and lower courses of the rivers will be fully realised when the various walls have been constructed to their full lengths. In last year's report some particulars were given showing the marked improvement which had been brought about as the result of the construction of training-walls and break-waters, assisted in some cases by dredging. These particulars are now revised, the information being brought up to the date of the most recent surveys.

Tweed River.—Previous to the improvement works being undertaken, the entrance was very narrow, and the bar constantly shifted its position. Vessels drawing 6 feet were towed over the bar with difficulty, and very careful navigation was required to keep them off the rocky shore inside, owing to the set of the eddy. All cargo had to be taken up or down the river in flat-bottomed punts, and in consequence of the channel through the flats from the heads to Chindera being very tortuous, and carrying in places from 2 feet to 6 feet of water only, there was frequently much delay, passengers and mails having to be taken in pulling boats. Now, however, as the result of the scour induced by the training-walls and breakwaters (which

(which have a total length of over 6 miles), assisted by some dredging, there is a channel along the greater part of the wall carrying 10 feet to 20 feet of water at low tide, and this, together with other improvements which have been made in other parts of the river by dredging, now permit of steamers such as the "Augusta" making regular trips to Murwillumbah, 19 miles from the entrance. The present trouble at the Tweed is the existence of the bar, which can only be permanently improved by extending the two breakwaters to the deep water of the ocean beyond Point Danger.

Richmond River.—Owing to the prevalence and strength of floods and gales, and the absence of any works for training the currents or fixing the entrance, the Richmond had one of the most uncertain and dangerous bars on the coast. As an example of the shifting character of the entrance, it might be mentioned that in 1871 the bar was 1¼ mile to the south-east of the north headland, and in 1887 only about 500 yards, or a difference of about 1 mile. The shipping was very much hampered by the bad bar and shoals, vessels plying to the river being frequently detained, while wrecks were numerous, there having been seven in as many years. The works, commenced in the latter half of 1889, are now well advanced, the training-walls being completed, and the north and south breakwaters extended to within 767 feet and 672 feet of the points fixed for their extremities. The results in permanently improving the entrance have been entirely satisfactory, the depth in the channel according to the most recent survey being from 11 feet to 24 feet at low water. Ocean steamers drawing 10 feet now pass safely in and out at all states of the tide, except on rare occasions; and as the breakwaters are extended, further improvements are confidently expected.

Clarence River.—The portion of the scheme of improvements which is authorised by the Act of 1890 consists of inner training-walls and the removal of sunken rocks at the entrance. These inner walls are now almost completed, with the result that a permanent deep-water channel has been formed by scour alone. Previous to the construction of the walls, the channel was across the shoals that existed between the townships of Iluka and Yamba, on the northern and southern sides of the river respectively, and here vessels were frequently stranded, the depth at any point being not more than 10 feet or 11 feet, while a sharp and dangerous turn round the rocks off the South Head was necessary in navigating the entrance. A survey made in April, 1903, shows that there is a depth on the southern side of the Goodwood Island wall of from 18 to 24 feet, while the channel along the concave side of the southern or Freeburn Island wall carries from 15 feet to 55 feet at low tide, and there is a straight lead in over the bar. The principal obstacle at present at the Clarence is the bar, which can only be permanently deepened by the construction of the north and south breakwaters.

Bellinger River.—This river is different from most others on the coast in not having a rocky headland at either side of its entrance, the nearest rocks being about 1 mile to the southward. Owing to the unstable nature of the shore through which the river discharges, the entrance, previous to the construction of any works, was constantly shifting north and south along the coast up to half a mile each way, according to the frequency of freshes and gales. In addition to this, the waters of the two arms, coming into conflict with each other near the entrance, caused the formation of extensive sandbanks, which were doubtless augmented by material washed into the entrance by heavy seas. In the channel there were long lengths with less than 5 feet of water. So far as the walls have been constructed, the results have been satisfactory; the entrance has been fixed, and good water maintained along the greater portion of the southern wall, the depth since the flood at the beginning of June, 1903, being from 6 feet to 10 feet at low tide and the channel straight out. A permanent safe entrance cannot, of course, be expected until the breakwaters have been built.

Nambucca River.—The necessity for improvement works was to be seen in the number of vessels which were constantly being bar-bound, often for several weeks at a time and then compelled to leave only half loaded. Both the bar and the flats inside constantly shifted, seldom remaining the same for more than two or three months at a time. The narrow winding channels inside the entrance frequently carried depths of 2 or 3 feet only for considerable distances, and the bar as little as 3 feet to 5 feet at low water, while in 1884, it was reported that the bar was so bad, that the sand was awash at low water from North Head to South Beach. The north-western wall has now been constructed for the full length proposed and the north wall to within 634 feet of the point fixed for its outer extremity; a channel has also been dredged along the concave side of the north-western wall. Early in June the flood swept through the new cutting, which now carries a depth of 10 feet at low water along the north-western wall and 7½ feet to 10 feet along the north wall, the depth on the bar being 7½ feet at low tide.

Macleay River.—Previous to the commencement of the works, the entrance at Grassy Head was used, but in 1893 a flood scoured out another opening near South-west Rocks. This opening has been fixed and improved by the construction of training-walls, and breakwaters having a total length of 11,682 feet or nearly 2¼ miles, and all shipping now passes through the new entrance. The depth along the northern concave training-wall and inner portion of the southern training-wall, in May, was from 16 feet to 39 feet at low water, which has been brought about partly by dredging and partly by scour, but which is now maintained by the scouring action alone. The depth on the bar is 8 feet at low water, but this will doubtless increase as the two breakwaters are extended.

Hastings River.—The original survey shows the depth in the channel, near where the southern training-wall (the only one yet constructed) now stands, to be from 5 feet to 8 feet at low water. During the progress of the works and since, there has been maintained a much greater depth along the northern side of the wall than before. Additional walls are, however, necessary to ensure a permanently deep and safe entrance.

Camden Haven.—The entrance to Camden Haven was by a tortuous and uncertain channel; within the entrance there is a large bight in which are numerous sandbanks dividing the waters into a number of channels, the one previously used for navigation purposes having a minimum depth of about 7 feet. The depth between the two training walls which have been constructed is now from 7 feet to 15 feet at low water. As in the cases of other rivers, the obstacle to navigation is at the sea end of the works, where the extension of the walls is essential.

Manning River.—There is no outer headland to the Manning entrance, the result being that the bar was one of the worst on the coast, as proved by the large number of wrecks; it constantly shifted, and the changes, both in depth and position, took place very rapidly. The walls constructed have fixed the entrance and improved the channel, so that, with the exception of the "cross over" near the upper end of the works, there is from 12 feet to 30 feet of water along the greater portion of the northern wall.

Newcastle Harbour.—The effect of the improvement works at this harbour is so well known, that to more than mention them is unnecessary.

Port Kembla.—The only work authorised is the eastern breakwater, the length of which is to be 2,800 feet. Although only 1,201 feet have been constructed to date, very considerable shelter has been afforded, as instanced in the severe gale of May last.

Bateman's Bay.—Owing to the great width of the bay, the velocity of the river current on entering it was soon reduced, and its scouring power lost, the result being the existence of a bar, the water on which periodically became so shoal as to necessitate extensive dredging. The scour induced by the concave training wall has so improved the depth, that there is from 14 feet to 20 feet of water at low tide along the whole length of wall constructed, except at the outer extremity, where there is 12½ feet. The previous depth in the channel was not more than 9 feet to 11 feet.

Moruya River.—Previous to the commencement of the improvement works inside the entrance, the two worst parts of the river were a length of about 1½ mile immediately inside the entrance, and another 1¼ mile extending downstream from the township. This latter has been improved by the construction of a training wall, and the dredging of a channel along its concave side. This work has been entirely successful, there being good water throughout its whole length, so that ocean steamers are now able to discharge their cargoes at the town wharf, instead of having to lighter them from the Heads, as previously. A length of 2,841 feet of the lower wall has been also constructed, resulting in an increased scour and consequent deep channel. About 3,600 feet of this lower wall remains to be built, and, until this is done, dredging will periodically be required in the channel from the present end of the training wall to the root of the north breakwater.

The various harbour and river improvement works carried out during the year will now be described in detail in their order along the coast, commencing at the North. The work in connection with Lighthouses and Dredge Service will then be dealt with.

Tweed River.

Harbour Works, Point Danger Quarry.—The whole of the stone used during the year in extending the training-wall and breakwater was obtained from the quarry at Point Danger, the rock here being columnar basalt in large blocks. The quarry improves as operations proceed, and blocks of any size can be readily quarried. The stone for the north breakwater and western training-wall is hauled on trucks by rail direct from the quarry to the tip-head, and that for the south breakwater is conveyed by rail to a wharf on the western wall, lifted by means of a 10-ton steam derrick crane into punts, towed across the river to a similar wharf and crane on the south wall, lifted on to trucks, and hauled by horses to the tip-head; the approximate distances from the quarry to the respective tips being—north breakwater, ½ mile; western wall, 1½ mile; and south breakwater, including 800 feet in punts, 1¾ mile.

The output of stone during the year was 117,333 tons, and the cost, loaded into trucks in the quarry, £6,012 13s. 10d., or 12·30d. per ton. The total quantity of stone taken from this quarry to date for the works has been 218,846 tons, distributed as follows:—

North breakwater	87,917	tons.
South „	94,308	„
Western, or No. 2, wall	17,196	„
Approach to „	19,425	„
	218,846	„

The cost being £16,484 3s. 5d., or 18·07d. per ton.

North Breakwater.—The work on this breakwater during the year has been intermittent, 18,300 tons only being deposited during the year, at a cost of £1,189 10s. 1d., or 15·60d. per ton, and extending the wall 238 feet. The total length of breakwater is now 1,098 feet, and contains 87,917 tons of stone, which cost £8,979 15s. 2d., or 24·51d. per ton.

South Breakwater.—This breakwater was extended 1,760 feet with 91,280 tons of stone, at a cost of £9,294 12s. 1d., or 24·43d. per ton. The total length constructed from upper end of Crane Wharf is 2,110 feet, the contents being 104,152 tons, costing £15,531 7s., or 35·78d. per ton. The river side of breakwater has been formed of heavy stone, and on the outer, or south side, an accretion of sand has taken place up to a level of about 2 feet above high water.

Western, or No. 2, Wall.—The lower portion of this wall was constructed some years back with stone obtained from the quarry at Cave Point. During the year the raising of the wall was extended 140 feet with stone from Point Danger Quarry, the tip-head being now 1,400 feet from "zero" at up-stream end of Crane Wharf, and the height about 11 feet above low-water, and top width 10 feet. The quantity of stone deposited was 7,753 tons, at a cost of £653 4s. 7d., or 20·22d. per ton.

The total stone used in raising wall amounts to 29,952 tons, and the cost, £3,794 0s. 1d., or 30·40d. per ton.

The above harbour works have been carried out by day labour, the average number of men employed throughout the year being seventy.

Blasting and Dredging Indurated Sand.—Towards the lower end of the western wall are three patches of indurated sand, the largest extending half the distance across the river, and on which the minimum depth is only 7 feet at low water. The patches have an area, bounded by the 12-feet contour, of about 27,300 square yards, and as they are in the position of the future channel along the concave side of the western wall, their removal is necessary. In deepening, the material is first shattered by blasts, one to each 30 or 40 square feet, and afterwards removed by a ladder-dredge. During the year the area was blasted at a cost of £1,090 0s. 3d., and on 29th April the dredge "Alcides" commenced to remove the lumps of indurated sand, and up to 27th May, when the dredge foundered, 3,010 tons had been raised.

State of Entrance, &c.—The bar carried 10 feet at high water in July and August, and in September shoaled to 8 feet, and then became almost blocked to navigation up to April, but now carries 12 feet at high water and the channel straight out. The crossing between the western and southern training-walls has also been an obstruction during the year, and now carries only 7 feet at high water. There has, however, been a marked improvement of the river during the year, and the s.s. "Augusta" now makes regular trips to Murwillumbah, and the "Duroby" to Condong, excepting at neap tides, when the above crossing, near the western wall, is not negotiable.

Lavender Creek Improvements.—Owing to the very insanitary condition of the lower portion of Lavender Creek, which runs through the township of Murwillumbah, a scheme was adopted last year for its improvement, consisting of the diversion of the creek at a point about 2,400 feet above the original outlet, and filling the old course of the creek with material dredged from the river bed, and constructing new concrete and earth drains to convey the drainage to the river. Two stone dams were constructed during the year, one near the diversion and the other across the old mouth of the creek below the bridge, and on 14th August, 1902, the filling in of the creek was commenced by the suction dredge "Actor," and up to the end of the year the filling was completed to the full height to a point 250 feet beyond Wollumbin-street. All drains, culverts, and foot-bridges have been constructed, and arrangements made to commence the concrete drains at the down-stream end of the old creek as soon as the filling operations by the dredge are sufficiently advanced.

Dredging.—During November the bar was deepened by the dredge "Antleon." The sand-pump dredge "Doris" was engaged from June to November cutting out the channel on the crossing between the western and southern walls, and then removed to McAdoo's Flat in the main river above Cudgen, dredging part of that flat between November and February, after which she returned to the crossing near the western wall. On 18th March she was sent to Terranora Dock for an overhaul, and on 5th April left the Tweed for the Manning River.

The grab dredge "Alpha" was engaged till February cutting a channel in Chindera Bay, and removing obstructions at Cudgen, Tumbulgum, and Duffy's wharfs. From February to May she underwent a general overhaul, and had a new boiler fitted, resuming work at O'Reilly's Flat, Terranora Creek, and the frontage at the C.S.R. Co.'s mill at Condong.

The sand-pump dredge "Sigma" arrived on 20th April, and commenced operations in Terranora Creek, but had to stop, as her services were required in connection with the refloating of the "Alcides."

The sand-pump dredge "Actor" had not completed the widening to 100 feet of the 50 feet channel through the Condong Flat, when she was removed in August to Murwillumbah to undertake the filling of Lavender Creek.

In addition to the removal of indurated sand raised by the "Alcides," already referred to, this dredge removed 16,080 tons of sand from the vicinity of the stone wharf.

Terranora Dry Dock.—The dock was occupied twenty-one days as follows:—

Plant, &c.	Dockings.	Days.
Harbour Works Punts	3	9
Dredge "Doris"	1	3
Dredge "Alpha"	1	9
	5	21

Wharfs.—During the year wharfs have been constructed near the Terranora Dock, and at North and South Murwillumbah. Repairs have been effected to crane and cargo-shed, and three mooring piles driven at North Murwillumbah wharf. Repairs were also carried out at Cudgen and Tumbulgum wharfs, and fourteen mooring piles driven at the former wharf.

Miscellaneous.—The channel dredged through Condong Flat was marked by five beacon piles. A beacon light was also erected on the end of the western wall. A small expenditure was incurred on snagging operations.

Richmond River.

Harbour Works.—The scheme of improvements in course of construction at the Richmond is that proposed by the late Sir John Coode in 1888, with some additions. These works were started in the latter half of 1889 by day labour, and have been continued without interruption to date. The principal work done during the year was the extension of the north and south breakwaters and middle training-wall, the average number of men employed being 169.

Riley's Hill Quarry.—The whole of the stone deposited in the walls during the year was obtained from the Riley's Hill quarry, which is close to the river bank, some 19 miles up stream from the entrance. The rock is a hard sandstone, and blocks up to 20 tons in weight are quarried and sent to the breakwaters. The stone is conveyed on trucks by rail to the wharfs, a distance of about half a mile from the quarry face, and lifted by means of 20-ton and 10-ton cranes into punts, which are then towed to the walls at Ballina.

The greater portion of the stone for the works was taken from the old quarry face, although as time went on it became more difficult and expensive to obtain, necessitating the placing of the 30-ton and old 10-ton travelling cranes in better positions with regard to the face. The stripping of the new quarry was commenced in July, 1902, and in January the new 10-ton travelling crane, and a small portable boiler and steam rock drill, and subsequently a second drill and pump were put to work, and an excellent face, 80 feet long by 35 feet in height, has now been formed. The output to the end of June from the new quarry was 5,355 tons of large stone and 1,835 tons of ballast.

The

The total output from the Riley's Hill quarry for the year has been as follows:—

Stone over 1 ton for north breakwater	47,405	tons.
„ „ south breakwater	36,102	„
Ballast for middle wall	13,963	„
„ protecting Ballina foreshores	588	„
„ North Creek training-wall	784	„
„ Roads Branch	766	„
Ballast and refuse for sundry places	374	„
Refuse for south breakwater	755	„
„ Roads Branch	462	„
„ Ballina Council	989	„
	102,188	„
„ Ballina Council (at Council's expense)	754	„
Total	102,942	„

The cost of quarrying and loading into punts 102,188 tons was £15,740 17s. 4d., or 36·97d. per ton.

Towing.—The stone punts were towed between Riley's Hill quarry and Ballina by the Government tugs "Rhea," "Burunda," and "Wollombi," and for a period of about two weeks by Fenwick's hired tug. The total quantity of stone towed was 101,828 tons, at a cost of £4,418 12s. 6d., or 10·41d. per ton.

The Government launch "Unara" steamed 7,157 miles during the twelve months, doing all the small towing required about Ballina.

North Breakwater.—During the year 47,405 tons of stone were lifted from punts by the 20-ton steam derrick crane at the Ballina wharf, hauled by locomotive and tipped into the breakwater, which was extended 335 feet, the total length being 3,733 feet from the original high-water mark, or 1,233 feet beyond the end of the first section, and leaving 767 feet to be done to reach the point fixed for the outer extremity. The cost of hauling and tipping on the wall for the year was £3,473 18s. 1d., or 17·59d. per ton, and the cost of the stone in place, including quarrying, towing, hauling, and tipping, £12,946 4s. 8d., or 65·54d. per ton. The weight of stones ranged from 1 ton to 20 tons. The ordinary top width was 15 feet, but for the last 250 feet this has been increased to 25 feet to form a siding. The depth of water at the tip-head is 17 feet at low tide.

South Breakwater.—The quantity of stone lifted from punts by the 20-ton steam derrick crane at the wharf, hauled by horses and deposited in place, was 36,857 tons, extending the breakwater 155 feet, or to a distance of 7,883 feet from original high-water mark, or 1,328 feet past the first section, and leaving 672 feet to complete. The cost of hauling and tipping for the year was £3,399 8s. 10d., or 22·13d. per ton, and the cost of stone in place, including quarrying, towing, hauling, and tipping, £10,599 17s. 6d., or 69·02d. per ton. The weight of the stones ranged from over 4 tons to 20 tons, averaging 9 tons; 775 tons of ballast and quarry refuse were also used on the roadway. The depth of water at the tip-head is 32 feet to 37 feet at low tide. The landing wharf was extended 113 square feet during the year.

Middle Wall.—During the year, 4,943 tons of stone under 1 ton in weight were tipped from the junction of the middle wall with south breakwater, extending the former 500 feet in an easterly direction; and 9,020 tons of ballast were dumped direct from punts, decreasing the width of the lower gap to 700 feet, which was filled up to a level of 3 feet below low water. The quantity of stone deposited during the year was 13,963 tons, at a cost, including all expenses, of £3,064 15s. 3d., or 52·68d. per ton.

State of Entrance.—During the year the weather has been comparatively fair, and ocean steamers have very rarely been detained, and then for a day at the most, except during the period 26th May to 4th June, when exceptionally heavy seas and strong gales prevailed. The new channel, opened on 10th June, 1902, has since been in continuous use, and has given every satisfaction. Until April, 1903, the crossing between the ends of the breakwaters was fairly reliable, with a minimum depth of 9 feet at low water, which was deepened to 10 feet by the dredge "Antleon"; but during April, May, and June some difficulty was experienced in marking out safe channels, owing to the shifting of the sand. At present the north channel is good, with a minimum depth of 10 feet at low water. No damage was done to the works by the gales of May-June, owing doubtless to some extent to the increased size of stone, which has been used during the year, no small stone being now allowed to go into the breakwaters.

Dock at Riley's Hill.—The construction of this dock was continued during the year, the principal work done consisting of concrete altars, completion of pump-house, erection of second pump and boiler laying of suction pipes, erection of small drainage pump, levelling around dock, deepening side drains, and removal of derrick crane to proper position on wharf. The dimensions of dock are as follow:—Extreme length, 214½ feet; length on floor, 210 feet; width of entrance, 45 feet; width between copes, 53 feet; depth of water on sill at high-water spring tides, 10 feet. The dock is excavated out of the rock, walls where necessary being of concrete; entrance gates are of timber, zinc sheathed. The pumping machinery consists of two 8-inch centrifugal pumps, each capable of discharging 1,000 gallons per minute, and together of emptying the dock in seven hours. The dock wharf is 56 feet long by 20 feet wide, provided with a 5-ton hand-power derrick crane. During the year the following have been docked for repairs, cleaning, painting, &c.:—Boring punt, on two occasions; pile-driver; dredges "Mu," "Zeta," "Alcides," No. 52 punt dredge; stone punts Nos. 9, 10, 11, 12; launch "Unara"; reclamation and other punts, and Fenwick's tug "Rescue."

Dredging.—The reclamation of the Ballina swamps, which was commenced in April, 1902, was completed in August by the dredge "Dictys" with material pumped from the river. In the case of Crown land, the silt was top-dressed. The reclamation of Fenwick's property and the Council's lane at the back was also completed by the "Dictys." From 20th October to the end of the year the dredge was engaged deepening and widening the new channel, the indurated sand raised being pumped over the middle wall. The ladder dredge "Alcides" was engaged widening the western entrance to the new channel,

channel up to 14th January, except for a period of about two weeks, when she was obtaining material from the shoal opposite the creamery for the reclaiming of Fenwick's property by the dredge "Dictys." A large quantity of indurated sand, previously broken by blasting, was removed by the "Alcides," the greater portion of which was deposited at the back of the middle wall and in the hole from which the "Dictys" pumped the sand for the Ballina Swamp reclamation. On 23rd February the dredge was towed to the Tweed, to undertake the removal of the indurated sand at the entrance to that river.

The grab-dredge "Zeta" was employed removing silt, clay, and sandstone at the following places :— Shoal opposite Buckendoon Wharf; The Rock, 1½ miles above Woodburn; M'Pherson's Flat; Buckendoon and Ballina Baths. On 20th January she was towed to Sydney for alteration into sand-pump dredge.

The grab-dredge "Mu" worked in the south arm above Oakey Creek Wharf, the material being deposited on the top of the river bank by means of self-tripping buckets running up steel-wire ropes. After repairs at Riley's Hill Dock, a channel, 100 feet wide by 11 feet deep at low-water, was cut at Snow's Flat, north arm. Subsequently a ballast heap, at the downstream end of the new channel at Ballina, was removed, and the widening of the upstream end of channel then proceeded with.

The grab-dredge "Lambda" was engaged as follows :—In Terrania Creek, dredging sand; above Lismore Wharf, removing ballast and depositing on river bank; lifting ashes, &c., from front of Lismore Wharf; widening channel to 200 feet by 11 feet deep at Fig-tree Bend; cutting channel 5 feet by 50 feet by 350 feet long at the Narrows, Bungawalbin Creek.

The dredge punt No. 52 worked in Emigrant Creek for about seven weeks, then deepened the channel in North Creek above the canal, and removed the shoal at the mouth of canal. She was then engaged in the laying of the Ballina Water Supply mains under the canal, and (after repairs) on the widening of the upstream end of new channel, proceeding thence to Teven Creek.

Snagging.—The vote for snagging and removing rock becoming exhausted at the end of 1902 necessitated laying up some useful plant and discharging good men, though much requires to be done to improve the river and keep it open for navigation.

Up to December No. 1 punt worked in Bungawalbin Creek, and in the south arm between Tomki and Irvington, and No. 2 punt worked in the north arm and Leycester Creek, clearing snags up to 5 miles above its junction with Terrania Creek.

On 19th June, 1903, however, one of the snagging punts was re-commissioned and commenced work in the South Arm, removing obstruction caused by the small flood at the beginning of month.

Tuckombil Flood Escape Channel.—As the funds available were not sufficient for excavating this channel to the full width originally proposed, the scheme was modified, and the channel widened to the extent permitted by the balance on the votes. The work was done by contract, at a cost of £930 8s. 4d.

Sundry Works.—The wharf, shed, and pig pen at Oakey Creek, and the wharf at Cherry-street, Ballina, were completed. Repairs were effected to the wharfs at North Codrington, North Coraki, Broadwater, Martin-street, Lismore, and others. The stringers around the Ballina Basin were renewed, a new wharf constructed in the basin, and a derrick crane erected thereon.

Byron Bay.

Jetty.—The engine and boiler of crane were overhauled and repaired, and the jib turned round, and new stays provided. The timber skids on the eastern side of approach were renewed. Davits for the lifeboat were erected on eastern side of jetty over the new landing, and fenders fitted on piles.

Dredging.—The sand-pump dredge "Antleon" worked during part of May on the shoal to the west of the jetty, leaving a depth of 17 feet at low-water. The "Antleon" was also used to lift and relay the moorings in the bay.

General.—The open drain through the township was cleaned out where necessary, and lined with ti-tree to prevent erosion.

Clarence River.

Harbour Works.—The improvements in course of construction at the entrance to the Clarence River are those proposed by the late Sir John Coode in 1887, with some modifications. During the year the Iluka and northern training-walls were extended, and repairs effected to the southern training-wall; the work was carried out by day labour, the average number of men employed being 171.

Woodford Island Quarry.—The whole of the stone used during the year in extending and repairing the walls was obtained from the quarry opened by the Department at Woodford Island, some 17 miles up the river. The rock is a hard sandstone, and blocks up to 10 tons in weight are sent to the walls. The stone is hauled on trucks to the wharf on the river bank, lifted by means of cranes into punts, which are towed to the works at the entrance.

During the year 117,641 tons were quarried and loaded into punts in 277½ working days, equal to 424 tons per day, at a cost of £17,710 4s. 5d., or 36·13d. per ton. The cost of towing 117,641 tons from the quarry to the entrance was £3,111 3s. 8d., or 6·35d. per ton.

Iluka Training-wall.—The stone in this wall was partly thrown from the punts by hand, and partly by lifting with a 10-ton steam derrick crane on to trucks, which were hauled to the end of wall and tipped. The stone deposited during the year (up to March, when the wall was completed) was 55,719 tons, at a cost of £11,492 7s. 8d., or 49·50d. per ton. Of this quantity 30,835 tons were discharged by hand at a cost of 48·49d. per ton, and 24,884 tons by crane, &c., at a cost of 50·78d. per ton. The above rates include quarrying, towing, and discharging, also depreciation of plant.

The wall was completed from chainage 6,255 feet to 7,904 feet (its junction with the northern training-wall) by the crane, a distance of 1,649 feet; from chainage 6,255 feet to 6,935 feet, or 680 feet, being raised from high-water level to formation level; and from 6,935 feet to 7,904 feet, or 969 feet, being built on the Iluka Spit, and on this portion great difficulty was experienced in getting rid of the stone, owing to the shallow tip, two, and for part of the time three, shifts of tip-men being required. The northern end of the wall was also completed by hand to a height of 3 feet above high-water, and 3 feet wide on top, from "0" to 374 feet, and from 855 feet to 2,767 feet. A bank, 294 feet long, was also constructed from "0" to the solid ground to prevent flood-waters getting in at back of wall. The total length constructed was 2,580 feet.

Northern Training-wall.—This wall was commenced in October at chainage 1,136 feet—the point reached when work was discontinued in 1896, and completed 10 feet above high-water to 1,868 feet, a length of 732 feet, with an output of 58,584 tons of stone, costing £12,738 5s. 5d., or 52·18d. per ton. The preliminary work of relaying the railway line and clearing sand from the road added greatly to the cost of the work at first, but the cost per ton was reduced in June to 43·07d., partly owing to the fact that it is no longer necessary to break up stone for hand-work on the Iluka wall.

Southern Training-wall.—Subsidence having taken place in this wall, between chainages 4,500 feet and 5,000 feet, repairs were commenced in May, and to the end of the year 3,338 tons of hand stone were deposited from punts at a cost of £590 16s. 1d., or 42·48d. per ton. Proposals for extending the Southern Breakwater 2,350 feet, at an estimated cost of £152,500, and for constructing the Northern Breakwater 3,650 feet, at an estimated cost of £208,500, were referred by Parliament to the Public Works Committee on 11th September, 1901, and 18th September, 1902, respectively, but up to the end of the financial year no recommendation had been made.

The Bar.—The depth in the Eastern Channel at low-water decreased from 12 feet in July to 9¼ feet in August. Early in September the dredge "Antleon" worked for ten days, leaving 14 feet of water. From October to December it carried 11 feet to 13 feet, but shoaled in January from 12 feet to 9¾ feet. During February and March the depth varied from 13½ feet to 10¾ feet, when the services of the "Antleon" again became necessary, and from 10th March to 9th April she was engaged in increasing the depth to 14 feet. The bar now carries 12 feet.

Ashby Graving Dock.—Several leaks, caused through the soft material washing out of the fissures in the rock, were stopped, and portions of the soft rock in the floor and walls replaced with concrete at a cost of £63 0s. 10d. The dock was occupied 225 days during the year as follows:—

	No. of Dockings.	Days occupied.
Harbour Works—Plant	15	112
Roads Department—Punts and launches	4	52
Dredges, tugs, and punts	5	56
Steam-tug "Conqueror"	1	2
Brigantine "Rotuma"...	1	3
	26	225

Dredging.—From 30th August to 10th September, and again from 7th March to 9th April, the sand-pump hopper dredge "Antleon" was engaged deepening the bar, and on the latter occasion she also dredged for a few days in the Yamba Channel.

The ladder-dredge "Minos" worked in the channel above Lawrence till the end of September, when she was removed to the crossing, which had formed opposite the end of the Goodwood Island training-wall, where she worked till March, and then returned to Lawrence.

The grab-dredge "Omega" was employed during the year at the cutting through Macdonald's Rocks, in the South Arm, with the exception of about a fortnight in January, when she was engaged deepening the Grafton ferry approaches, and from 21st January to 1st March on the shoals in Cormack's Creek, North Arm. During the ten months at Macdonald's Rocks 4,930 tons of soft rock were lifted and placed close to the bank at a cost, including breaking up by blasting, wages, and stores of dredge, of 4s. 3d. per ton.

Protection of River Banks.—2,446 tons of small stone were loaded into punts at the Woodford Island quarry and handed over to the local officer of the Roads and Bridges Branch for the protection of the river banks at Palmer's Island, Harwood, &c.

Clearing Alumny Creek.—The work of clearing this creek was commenced near the lower end in May, but had to be abandoned for a time, owing to the heavy rain which fell early in June.

Great Marlow Levee.—A portion of the stone facing of the large embankment which had deteriorated was replaced with new stone pitching, and the three flood-gates at the outlet of drains were repaired.

Eatonsville Jetty.—A new jetty was erected by contract on the right bank of the river at Eatonsville, and completed in September.

Coff's Harbour Jetty.—Five piles in the jetty were renewed; a new galvanised iron ladder supplied and fixed; crane, engine, and boiler overhauled and repaired. The timber loading ramp was also repaired, and a quantity of sand which had accumulated at the shore end of the jetty removed. The wharfinger's cottage was repainted.

Woolgoolga Jetty.—A new 3-ton hand-power derrick crane, for lifting timber at the shore end of jetty was supplied and erected by contract at a cost of £129 11s. 10d., and the jetty, existing crane, engine, and boiler were overhauled and repaired, cost, £111 16s. 4d.

Miscellaneous.—A shed 30 feet x 20 feet was erected on the Iluka fish wharf. Sundry additions and repairs were effected to the following wharfs:—Copmanhurst, North Grafton, Clarenza, Yamba, Ulmarra, Great Marlow, Woodfordleigh, Brushgrove, and Palmer's Island. A few snags were removed from the North Arm and Palmer's Island Channel.

Bellinger River.

Harbour Works.—The construction of the training-walls and breakwaters was continued under the three years' contract, which terminated on the 19th March, 1903, but was extended to 30th June, 1903.

The whole of the stone used was obtained from the quarry opened by the contractor on Nambucca Forest Reserve No. 111, a railway-line about one mile long conveying the stone to the river bank at a point some four miles from the entrance, from whence it is towed in punts to the walls. The stone is paid for under two rates, viz., (*a*) blocks all sizes up to ½ ton weight, 3s. per ton; and (*b*) blocks ½ ton and upwards in weight, but 50 per cent. 5 tons and over, 4s. 6d. per ton. The contractors have 7 punts carrying from 40 to 115 tons each; two 10-ton cranes, one at the foot of incline from quarry, and one on Southern Wall; also a 5-ton crane on Northern Wall, and 4 and 8-ton lifting gear in quarry, 1 locomotive, 1 launch, and a number of transferable trucks which pass backwards and forwards on the punts. During the

the year, 24,405 tons of class (*a*) stone, and 19,060 tons of class (*b*), or a total of 43,465 tons were deposited in the various walls, at a cost of £7,949 4s. 7d. The average number of men employed was sixty-one, and of horses seven. The distribution of the stone, and the lengths added to the walls, were as follows:—

	Weight of stone.	Length.
1 and 2. South Training-wall and Breakwater ...	20,175 tons.	345 feet.
3. North Training-wall	12,642 „	791 „
5. Inner Training-wall, West	6,223 „	1,045 „
– North Training-wall, Extension	3,563 „	420 „
– Hanley's Wall	862 „	380 „
Total	43,465 tons.	2,981 feet.

The depth of water on the bar has varied from 3 feet to 9 feet at low-water, but stood at 5 feet during the greater part of the year, the channel trending along the North Beach for a considerable distance until the flood in the beginning of June, when it straightened out. The flood scoured out the sand along the South Breakwater and let the river-side slip for some 500 feet near the end, where the wall passed over sand-spit during construction. The following were the depths at low-water for each month in the year:—6½ feet, 5 feet, 5 feet, 5 feet, 5½ feet, 7½ feet, 7 feet, 6 feet, 3 feet, 4 feet, no sounding, and 9 feet.

The South Arm has been shoaling both below and above the Public Wharf to as little as 4 ft. 6 in. at low-water, necessitating the employment of the dredge "Theta," which has also kept the channel open for the contractor's stone punts going to and from the Northern Wall.

Miscellaneous.—The wharf at Bellinger Heads was repaired, and the drain below school-house cleared out. Two trees blocking navigation were also removed.

Dredging.—The grab-dredge "Beta" was engaged at the following places:—Quin's Island, Bourke's and Pulsford's Flats on the South Arm, and Cahill's and McChrystal's Flats on the North Arm, cutting about 3,289 feet of channel 40 feet wide and 4 feet deep. The sand-pump dredge "Theta" was employed at the junction of the North and South Arms, cutting about 5,390 feet of channel from 60 feet to 170 feet wide, and from 8 feet to 10 feet deep.

Nambucca River.

Harbour Works.—The works authorised by the Act of 1899 for the improvement of the Entrance are as follows:—Construction of North-western Training-wall, Extension of Northern Training-wall, Construction of Northern Breakwater, Diversion of Warrell Creek.

On 12th October, 1900, a three years' contract was let for the construction of the walls in the above works. The whole of the stone used during the year was obtained from the quarry on Reserve No. 16, near the root of the northern training-wall, opened by the contractors under a previous contract. The stone is divided into two classes, viz.:—(*a*) Blocks under ½ ton in weight but one-half 56 lb. and over; and (*b*) blocks ½ ton and over in weight, but one-half 4 tons and over; and is paid for at the following rates:—(*a*) tipped in northern training-wall, 3s. 3d. per ton; tipped in north-western wall, 3s. 3d. per ton; and discharged direct from punts into north-western and Warrell Creek walls, 2s. 9d. per ton; and (*b*) tipped in northern breakwater, 3s. 8d. per ton.

The diversion of Warrell Creek was allowed to stand over, as mentioned in last year's report; and as the Department was under an obligation to provide an outlet for the small stone from the quarry, Ministerial approval was given for portion of the Stewart's Island wall to be constructed. This latter work as well as the building of the South Breakwater, was referred by Parliament to the Public Works Committee on 18th December, 1902, for consideration and report, the estimated cost being £79,255.

The quarry has not improved during the year and an immense amount of material has been run to waste. Contractors are, however, getting a better class of stone by back-handing the stone out to a depth of 12 feet below original working surface. They have two wharfs with winches and derricks, three 5-ton travelling cranes in quarry, one stern-wheel punt, about 90 tons capacity, and a large number of transferable boxes for waggons.

The output for the year was 30,809 tons distributed as follows:—

	Weight.	Advance.	Total length.
Northern breakwater (*b*) ...	11,189 tons.	166 feet.	2,516 feet.
„ „ ballast	113 „		
North-western wall (*a*) ...	1,774 „	21 „	3,793 „
Stewart's Island wall (*a*) ...	17,733 „	1,900 „	1,900 „
	30,809 tons.	2,087 feet.	8,209 feet.

The amount paid to contractor for the year was £4,786 8s. 2d., the previous payments being £8,060 2s. 11d., or a total for the present contract of £12,846 11s. 1d. The amount paid under the previous contract was £12,560 11s. 1d., making the grand total £25,407 2s. 2d. The average number of men employed was thirty-four, and of horses five.

The depth of water at low tide on the bar varied from 5 feet to 7½ feet during the year, the channel being straight out. The depth for each month was as follows:—6 feet, 6¾ feet, 6½ feet, 7 feet, 5¾ feet, 5¼ feet, 5 feet, 6 feet, 5 feet, 7½ feet, no sound, 7½ feet.

Dredging.—The work done by the sand-pump dredge "Alesus" was the opening of the channel to a depth of 8 feet and width of 160 feet along the concave side of the north-western wall, and the cutting at School House Point of a channel 8 feet deep by 80 feet wide and 300 feet long. For three and a half months the "Alesus" was out of commission, during which time extensive repairs to the boiler were effected.

The grab-dredge "Iota" was engaged at Taylor's Arm, Warrell Creek, and Bowra Arm, dredging various flats to a depth of 3 ft. 6 in. and widths of from 34 feet to 48 feet, the total length being 3,414 feet.

Miscellaneous.—A new wharf, with shoot, tramway, platform, and shed was built at Taylor's Arm by contract. Repairs were effected to Welsh's wharf, Taylor's Arm, and an addition of two bays to Dever's wharf, at Bowra. Repairs were also carried out to facing at Nambucca Heads wharf, old wharf at Maxville fenced off, new fenders fitted to Dever's wharf, trees removed from Warrel Creek, &c.

Macleay

Macleay River.

Harbour Works.—The works under construction at the mouth of the Macleay River are those authorised by the Act of 1899, and consist of portions of the training-walls and breakwaters on either side of the entrance. The whole of the stone used in the construction of the walls has been obtained from the quarries opened by the Department about three-quarters of a mile south of the works on land resumed for the purpose; the stone being conveyed on trucks to the walls on the southern side of the entrance, and punted and then trucked on the northern side. The works have been carried out by day labour, the average number of men employed to 24th December, 1902, being fifty-six, and from March to 30th June, 1903, thirty-five, or for the ten working months of the year, forty-seven, and the average number of horses, five.

Owing to want of funds the works were closed down on 24th December, and not restarted till 17th March, from which date the expenditure was restricted to £600 per month. The output of stone from quarries is consequently nearly 20,000 tons less than for previous year.

The total quantity of stone quarried during the year was 38,508 tons, of which 286 tons were used for roads, and 38,222 tons deposited in the walls, extending them as follows :—

	Weight.	Advance.
Southern wall	1,292 tons	...
Northern „	35,952 „	330 feet.
Eastern „	978 „	...
Total	36,222 „	330 „

And the cost, including all charges, being £5,560 0s. 10d., or 34·91d. per ton. The total weight of stone deposited to date and lengths of wall constructed is as follows :—

Southern wall	186,472½ tons ...	2,860 feet.
Northern „	163,982 „ ...	1,912 „
Eastern „	17,112 „ ...	2,360 „
Shark Island wall	1,352 „ ...	600 „
Lining and wall across Spencer's Creek ...	....	3,950 „
	368,918½ „	
Roads	14,314½ „	
Total	383,233 „ ...	11,682 „

The total expenditure to date, including all charges, is £63,673 4s. 9d., or (including for depreciation of plant, &c.) 33·82d. per ton, against 32·86d. up to end of last year.

On 2nd and 3rd June the river was in flood, the water rising above high-tide level 46 feet at Bellbrook, 19 feet at Kempsey, and 6 feet at Jerseyville; but at entrance not as high as some spring tides, owing to dead neap. The velocity of current was consequently very high, and was augmented by the contraction opposite to the undredged portion of the channel; the result being that the stone facing along some 1,900 feet of the northern side of entrance was undermined, and, together with the wharf, 10-ton crane, and thirteen trucks, rails, &c., let down into the river. The plant, with the exception of two trucks, has been recovered, and preparations made for the erection of a new crane placed on wheels so as to be run back in times of danger.

Bar.—The bar has carried 6 feet at low-water the greater part of the year; but, since the flood has had 8 feet. The following were the depths for the twelve months :—6½ feet, 6 feet, 6 feet, 6 feet, 6½ feet, 6½ feet, 6 feet, 7½ feet, 7 feet, 7 feet, 7 feet, 8 feet, at low-water.

Dredging.—The ladder-dredge "Fitzroy" was engaged at the following places :—Shark Island, half a mile below Smithtown, above Frederickton, and from 1½ to 2½ miles below Kempsey, the total length of channel dredged being 8,079 feet, and having widths of from 60 feet to 150 feet, and depths of from 8 feet to 12 feet.

Miscellaneous.—Repairs were effected to the wharf at Trial Bay, and others on the Macleay River. Considerable damage was done to the wharfs by the flood, and immense quantities of silt left on them, in places 5 feet to 6 feet deep.

Kempsey Dock.—During the year the dock was occupied for 127 days, as under :—

Tug "Phoenix"	1 docking	... 30 days.
Tug "Athena"	1 „	... 5 „
Various punts	2 „	... 92 „
Total	4 „	... 127 „

Small repairs were effected to Kempsey Dock.

Hastings River.

Harbour Works.—The only work authorised by the Act of 1899 is the extension of the southern training-wall to a distance of 2,700 feet from the shore. Work was suspended on 30th October, 1901, funds having become exhausted, and nothing has been done since. The length of wall constructed up to the above date was 2,606 feet, and this has been since reduced 10 feet by settlement at the end. No damage was done by gales or flood, the stone being all down to bedrock. A scheme for the further improvement of the entrance to the Hastings River was referred to the Public Works Committee on 18th December, 1902, the estimated cost being £74,052.

Bar.—The depth on the bar at low water varied from 5 feet to 7 feet during the year, the depth for each month being as follows:—6¾ feet, 6 feet, 7 feet, 6½ feet, no sound, 5½ feet, 5 feet, 6 feet, 6½ feet, 5 feet, 5 feet, 5½ feet. The channel at times worked north, and in doing so always had least water; in June, 1903, it was almost straight out.

Dredging.—The combined grab and sand pump dredge "Eta" was engaged cutting various channels 8 feet to 10 feet deep, 70 feet to 80 feet wide, and total length of 2,661 feet, at Glen Ewan, Bain's Falls, Morton's Creek, Redbank, and Andrew's Falls. During five days between 16th and 24th April, the bar harbour dredge "Antleon" removed a quantity of sand from the bar.

Miscellaneous.—Repairs were effected to the Port Macquarie wharf approach, and the timber cleared from wharf reserve at Morton's Creek.

Camden Haven.

Harbour Works.—The scheme of improvements for Camden Haven inlet comprises—(*a*) stone training-walls extending in a north-easterly direction from the deeper and more stable portion of the river to the ocean, thus cutting off the whole of the large bight, and giving a direct course to the sea; and (*b*) the cutting of a channel through the tongue of land projecting from the northern shore. The whole of the stone for these walls was obtained from the Government quarry about 3 miles up the river. The stone is lowered from the quarry down an incline on trucks to the wharf, and conveyed thence in punts to the walls and discharged in place.

The progress during the year has been slight, owing to the want of funds. The works were closed down on 8th September, 1902, started again 23rd November, stopped on 14th March, since which they have not been reopened. The output of stone for the year was 13,287 tons, all of which was deposited in the South Wall, extending it 466 feet, the cost being £2,077 4s. 6d., or 37·52d. pence per ton. The disposition of the stone and the lengths of wall constructed to date are as follows:—

South Wall, inner	88,234 tons	2,030 feet	
„ outer		2,426 „	
North Wall, inner	27,587 „	1,420 „	
„ outer		2,360 „	
Gogley's	3,740 „	300 „	and 100 feet of lining.
Payne's Point Well	11,915 „	1,060 „	
Total	131,476 tons	9,596 feet and 100 feet of lining.	

The works have been carried out by day labour, the average number of men employed being 34, and horses, 5. A scheme for the further improvement of the entrance to Camden Haven was referred by Parliament to the Public Works Committee on 18th December, 1902; estimated cost, £43,650.

Bar.—In September a new channel to the bar broke out to the north-east, and has remained in about the same position since. During the year the depth on the bar varied from 2 feet to 3 ft. 8 in. at low water, the depth for each month being as follows:—3 feet, 3⅔ feet, 3½ feet, 3 feet, 2⅔ feet, 2⅓ feet, 2 feet, 2½ feet, 2¼ feet, 2 feet, 2 feet, 2 feet.

Dredging.—The grab and sand-pump dredge "Delta" worked most of the time from July to the middle of January from Gogley's downstream along the south wall. Went to Cundletown Dock for repairs on 27th February, and returned on 16th May, then under orders to proceed to Kendall to work. The total length of channel dredged was 2,135 feet, width 100 feet, and depth 12 feet.

In September, October, and April the hopper dredge "Antleon" worked for thirty days on the bar and crossing. The "Antleon" was also at Camden Haven in May and June, but as conditions were unfavourable no dredging was done.

Miscellaneous.—A shoal at Kendall was deepened, and trees removed from Heron's Creek and Camden Haven.

Manning River.

Harbour Works.—The scheme of improvements which has been under construction during the past year is that proposed by the late Sir John Coode, with some modifications. The works authorised by the Act of 1899 comprise a training wall on either side of the river and portions of the northern and southern breakwaters. The whole of the stone for the works has been obtained from the Government Quarry at Crowdy Head, about 5 miles distant, whence it is conveyed by rail to the northern breakwater and training wall and tipped. That for the southern training wall is conveyed to a wharf on the northern training wall, lifted by means of a 10-ton steam derrick crane into punts towed across the river to a similar wharf and crane on the southern wall, lifted on to trucks and hauled by horses to the tip heads. The work is being carried out by day-labour, the average number of men employed being 73.

The output of stone for the year was 64,153 tons, and the cost in place, including depreciation of plant, &c., £11,040 1s. 3d., distributed as follows:—

	Weight.	Advance.	Cost. £ s. d.	Cost per ton.
Northern Breakwater	25,932 tons.	208 feet.	3,909 9 4	36·18d.
„ Training Wall	17,679 „	2,104 „	2,454 12 1	33·31d.
Southern Training Wall	20,542 „	1,500 „	4,675 19 10	54·62d.
Total	64,153	3,812	£11,040 1 3	41·30d.

The

The total weight of stone deposited and lengths of wall constructed to date are as follows :—

	Weight.	Length.
Northern breakwater	236,999 tons.	3,792 feet.
Northern training-wall	217,977 ,,	9,682 ,,
Southern training-wall	20,542 ,,	1,500 ,,
Total	475,518 ,,	14,974 ,,

Dredging.—The bucket-dredge "Pluto" was engaged in the lower reaches of the river, afterwards at Taree punt crossing and the Goat Island channel.

The sand-pump dredge "Dorus" was employed from April to June on the crossing at the entrance.

The "Antleon" arrived at the Manning and was ready to commence work there on 30th June.

Miscellaneous.—The Redbank wharf was repaired and stock pens and sheds were erected at Oxley Island wharf.

Cape Hawke Harbour.

Harbour Works.—The works for the improvement of the entrance to the harbour were stopped in December, 1901, since which no extension of the walls has been made, pending the report of the Public Works Committee, to whom a proposal for further work was referred by Parliament on 18th December, the estimated cost being £38,600. Surveys were made round Wallis Lake to determine the most suitable stone available for proposed breakwater and training-wall extensions.

Dredging.—The combined grab and sand-pump dredge "Sigma" worked in the harbour till April, when she was removed, and the combined ladder and sand-pump dredge "Ulysses" took up the work on the Wollamba River reaches.

Port Stephens.

Wharfs.—A wharf and approach were erected by contract at Sawyer's Point. The wharfs at Salt Ash and Tea Gardens and the approach to Bungwahl wharf were repaired.

Dredging.—The sand-pump dredge "Rho" was engaged deepening the channel from Hawke's Nest to Tea Gardens, to allow sea-going vessels to reach Tea Gardens, the work being almost complete.

Newcastle Harbour.

Harbour Works.—The works in course of construction at the entrance to Newcastle harbour are authorised by the Newcastle Harbour Improvement Act of 1895, and consist of a northern breakwater, a southern guide wall, and repairs and extension to the existing southern breakwater. The stone for the works is obtained from the quarry opened by the Government near Waratah, about 5 miles distant, whence it is conveyed by rail to the southern breakwater and guide wall, or to the Bullock Island wharf for the northern breakwater. The stone for this last work is deposited in punts at the wharf by a 30-ton steam derrick crane, towed across the harbour to a wharf at Stockton, where it is lifted into the trucks which convey it to the breakwater.

Waratah Quarry.—The total output from the quarry for the year was 86,067 tons, the stripping amounting to 10,022 cubic yards.

Northern Breakwater.—During the year this breakwater was extended 196 ft. 10 in., with 40,033 tons of stone, at a cost of 54·80 pence per ton, the total length being now 1,765 feet and total weight of stone 175,761 tons. The breakwater stood well the test of the heavy easterly gale on 27th and 28th May, only slight damage being done by the breakers at high-water mark, which was repaired with about 150 tons of stone.

Southern Breakwater.—The heavy gale of 1st and 2nd April flattened the slopes of the breakwater, reducing the distance of tip head 40 feet, and that of 28th and 29th May 38 feet. The net progress for the year was 49 ft. 7 in. with 33,266 tons of stone at a cost of 42·78 pence per ton. The total quantity of stone used in the extension of this breakwater was 112,457 tons, making the total length (including old work) 4,469 feet.

Southern Guide Wall.—This wall was completed in September, 1901, the length being 1,000 feet. The wall was severely tested by the easterly gale on 28th and 29th May, the seas breaking over from the wave trap at high-water mark, but no damage was done.

The total expenditure on quarry and breakwaters for the year was £17,145 19s. 8d.

The above works at the entrance have been carried out by day labour, the average number of men employed during the year being seventy-six.

Reclamations, Dredging, &c.—The sand-pump dredge "Castor," stationed at the western side of Walsh Island, pumped ashore all the silt brought from the various ladder dredges, reclaiming an additional 15¾ acres above high water mark during the year. It having been proved cheaper to use the material raised by the dredges in Newcastle Harbour in reclaiming low-lying lands than to send it to sea, an amount has been provided annually for the work. When completed the above reclamation at Walsh's Island will have an area of some 569 acres of useful land, suitable for grazing and other purposes. At Throsby Creek, at the back of Bullock Island, an additional 14 acres have been partly reclaimed by sand pumped direct from the head of the inner basin by the "Juno" and "Groper."

The dredge "Newcastle" has been constantly engaged maintaining deep-water channels and mooring accommodation in the main harbour.

The "Samson" was also engaged in similar work, and in deepening the inner basin.

The "Hunter" has worked at the Stockton and Sulphide Jetties.

The self-loading sand-dredge "Jupiter" was employed deepening at Stockton, North Harbour, and Inner Basin.

In addition to attending the rock drill "Cliona" raising blasted rock, the grab-dredge "Nu" was for short periods removed to deepen several ferry approaches.

The grab-dredge "Omicron" was sent to Newcastle in May to relieve the "Nu" while under repairs.

During

During the twelve months 143,970 tons of ballast have been discharged at the ballast jetties from 238 vessels, being an average of 605 tons per vessel. This has been used for reclaiming low-lying land at Stockton and Carrington, and building a training-wall at Throsby Creek. An area of privately-owned land at Carrington was also filled in, the owners paying 2d. per ton for the ballast.

Wharves and Shipping Appliances.—The foundation and the erection of the new 15-ton steam derrick crane at Stockton Wharf were completed, the crane tested and found to work satisfactorily. A water supply for the crane is now in hand. A store was erected on the Quarantine Wharf, and alterations to the landing carried out.

The scheme proposed a few years back for additional wharfage and coal-shipping appliances at the Inner Basin, Carrington, comprised the construction of 1,300 feet of strong timber wharf, the supply and erection of six 12-ton movable hydraulic cranes, the electric lighting of wharf and cranes, installation of an additional 250 horse-power pumping engine at the power house, together with all necessary pressure and return water pipes, and also the deepening of the Basin and the approach thereto, so as to accommodate the largest vessels frequenting the port. The whole of the wharfage, supply and erection of cranes, pressure and return water pipes and engine, and portion of the deepening of the basin were completed during the year 1901–2. The above cranes, by Armstrong, Whitworth, & Co., have a hoist of 60 feet, and an overhang of the wharf of 29 ft. 6in., the radius of jib being 42 ft. 6 in. During the year the electric light installation, consisting of three enclosed arc lamps on each crane, and and a number on poles on the wharf and in railway yard, was completed, and the cranes overhauled and tested prior to their being handed over to the Railway Commissioners. The re-arrangement of the steam and exhaust pipes to the hydraulic pumping engines, necessitated by the addition of the new 250 horse-power engine, was also completed. Considerable dredging has already been done in the "Basin," there being now from 20 feet to 27 feet along the face at low water, spring tide, and a width sufficient for vessels going to and from the wharf. Ultimately the whole "Basin" will be dredged to about 28 feet. The material to be removed from the "Basin" to give this depth is capable of being raised by the ordinary system of dredging; but at the entrance to the "Basin" a bar of rock extends from the main land to the lower end of Bullock Island, the depth over which was too small by several feet for many of the vessels frequenting the port. A considerable area has been deepened to about 25 feet in recent years, the rock being blasted and lifted by a grab dredge. During the year the rock-drill "Cliona" was engaged on this work, the quantity of rock blasted being 25,070 tons, at a cost of £2,276 9s. 9d. The material was lifted by the dredge "Nu," and deposited at sea, or on the Stockton foreshores. This channel has been marked with four leading marks and nine beacons.

The sulphide wharf at the head of the "Basin," originally built for a cattle shipping wharf, is being strengthened and extended by contract.

The necessity having arisen for increased mooring accommodation in Newcastle Harbour, a contract was let, on 30th May, 1903, for the construction of ballast jetties, two sets at Stockton, two at Walsh Island, and one at Carrington.

The wharves and plant under the control of the Department were maintained, and repairs to the Dyke Wharf effected for the Railway Commissioners.

Sheds and store have been erected at the new Boat Harbour, at Merewether-street, for the different Government Departments, and are now in use.

The harbour moorings have been relaid.

Miscellaneous.—Repairs to the launches of the various Government Departments have been carried out, and the leading light towers repaired and repainted.

During the year, arrangements were made for the despatch of 13,564 tons of coal, in 235 shipments.

The destruction of rats, in connection with plague prevention, was suspended early in the year, 4,249 rats having been destroyed.

Hunter River.

Dredging.—The ladder dredge "Vulcan" was engaged at the Hunter River lower flats, Hexham, and Hell's Gates, and completed 4,170 feet of channel to a depth of 14 feet at low water.

The combined grab and sand-pump dredge "Gamma" completed the channels above Morpeth early in the year, and was then removed to the Paterson River, where the channel was completed up to Hogg Island, about 2 miles below Paterson township.

Wharfage, &c.—Slight alterations were carried out to Nelson's Plains Wharf approach, and the Swan Reach Wharf was repaired. The Hinton wharf was fitted with fenders, and the approach formed and gravelled. A wharf was also constructed at Seaham, Williams River. The rocks below Hinton Wharf have been removed, and work was commenced on Powell's Rocks, Paterson River, but not completed, owing to the fresh in river compelling the withdrawal of plant.

During the dry weather, a successful experiment in irrigation was carried out at Paterson River on some of the farms near the river bank, by using the dredge "Gamma" for pumping the water from the river.

Lake Macquarie.

The Belmont wharf approach and the shed at Swansea wharf were repaired, and dressing-rooms erected for the swimming baths at Spier's Point. Cockle and Salty Creeks were snagged.

Hawkesbury River.

Wharves, &c.—A small wharf was erected for the convenience of steamers at Ebenezer, and a jetty opposite the Wiseman's Ferry Cemetery. The whole of the decking of the St. Alban's wharf, McDonald River, was renewed with timber from the old bridge. Some slight repairs were also effected to the goods shed at Pemberton's. Piles and fascine work were constructed to form a boat channel between Riley's Island and St. Hubert's Island, Woy Woy. A few repairs were done to the Church Point wharf approach.

Snagging.—A relief party started in February to snag South Creek, from Windsor Bridge to the Hawkesbury, a distance of about 2 miles. The work was completed in March. A few snags were removed out of the main channels of Webb's Creek and McDonald River.

Dredging.—The ladder dredge "Archimedes" was employed from 1st December in cutting a channel at Sackville Reach 3,040 feet long by 100 feet wide and 10 feet deep.

Brisbane Water.

Dredging.—The "Titan" deepened the creek at Gosford, into which the town drains; a channel was then cut up Erina Creek as far as Commerce-street Wharf, when the dredge removed to the unfinished channel at Woy Woy.

The grab-dredge "Kappa" was engaged until February in completing the deepening of Kincumber Creek. Owing to the large quantity of stiff clay met (which was deposited on the banks of creek) the work was both slow and costly. The cutting made was 35 feet wide by 5 feet deep, and extends from the Broadwater to Frost's ship-building yard. The dredge was subsequently employed in providing a boat channel between Riley's and Hubert's Islands, the material raised being deposited behind fascine dykes.

Sydney Harbour.

Manly Beach.—The Ocean Beach sea-wall was extended about 40 feet, and about 825 square yards of asphalt footpaths laid on the Ocean Beach Reserve near the Corso. A sum of £30 was granted to the Manly Council to repair the stone facing on the harbour side, the damage having been caused by high tides.

Middle Head.—The flagstaff at Middle Head was repaired.

Rose Bay.—Extensive repairs were carried out to the jetty at Rose Bay. Thirty-five piles were driven and a large portion of the decking renewed, as well as some of the timbers in framework.

Mosman Bay.—The reclamation which was left last year in an unfinished state was attended to; 4,840 tons of material were dredged from the bay and spread over the area, also 775 tons of clay were used for top-dressing.

Garden Island.—Three sets of turn-tables with the necessary rails were erected for the naval authorities at Garden Island.

Woolloomooloo Bay.—Two brick buttresses were built to the retaining wall at the northern end of Victoria-street, and ten weep-holes were drilled in the side wall of the stone steps to allow any back-water to escape.

A contract for the construction of a "Monier" pile enclosure about 100 feet by 80 feet for the free baths for ladies at the western side of the bay was let on 23rd October, 1902. The piles are from 10 feet to 25 feet long, and of three sections, viz., 22 inches x 15 inches for the outer or main bearing-piles, 15 inches x 12 inches for the inner piles supporting platform, and 14 inches x 6 inches for the sheeting-piles. The bearing piles are about 20 feet apart centres, and the sheeting-piles have spaces 3¼ inches to 3½ inches between them. The bearing-piles are rectangular in section with chamfered arrises, and the sheeting-piles tapered and rounded on the two sides. There are six steel rods in each of the 22 inch x 15 inch and 14 inch x 6 inch, and four in the 15 inch x 12 inch; they are from ⅜ inch to 1 inch diameter, according to the length of the pile and its position in the work, and tied together at intervals of 9 inches in the length of the pile with ⅜-inch black wire. The concrete is composed of one cement, two sand, and three basalt shivers, ⅛ inch to ¾ inch gauge, and covers the rods 1¼ inches and ¾ inch for the bearing and sheeting piles respectively, a smooth surface being secured by the use of carefully-dressed moulding-boards. Nearly one-half the piles are shod with cast-iron shoes wired to the lower ends of the steel rods and driven in the sand, clay, &c.; the remainder of the bearing-piles are planted in 12 inch and 14 inch diameter holes drilled 2 feet in the rock, and the sheeting piles are secured with 2 inch diameter wrought-iron dowels let 18 inches into the rock. The piles were driven with a 2½ ton ram falling 3 feet in the case of the bearing piles, and 1 foot to 1 ft. 6 in. in the case of the sheeting piles, a cushion of about 10 inches of sawdust, &c., being interposed between the head of pile and the ram. The heads of piles above water are secured in place with a pair of ironbark braces, the spaces between the piles and the timbers being filled in with concrete. During the year all the bearing piles and a great portion of the sheeting piles were supplied and driven. The superstructure will be erected by the Government Architect's Branch.

Circular Quay, &c.—A drain on the eastern side of Circular Quay was cut across the roadway opposite Eames' Bonded Store.

The stores from the Cumberland-street store were removed to the Central Depôt at Pyrmont early in June.

Alterations and fittings to the Navigation Department Boat Shed were carried out.

Rozelle Bay.—The covered drain near Glebe Point was found to be blocked, necessitating the replacing of the old drain with new 18 inch earthenware pipes for a length of 124 feet.

In accordance with an agreement with the Sydney Freehold Land and Investment Co. a strip of land near the case factory on the eastern side of the Crescent at Balmain, extending from Nelson-street, westerly and northerly a distance of 1,250 feet was filled in to the height of the previous reclamation. A footbridge was erected over White's Creek.

Cockatoo Island.—The repairs to Fitzroy Dock Wharf, which were in progress last year, were completed.

Spectacle Island.—The quick-firing ammunition store described in last year's report was completed in February, for £3,123. A filled shell store and a testing room were completed in May. These buildings are constructed with brick walls and tiled roofs, the former building having a floor space of about 5,000 square feet, with galleries of 2,300 square feet, and the latter a floor space of 600 square feet. Two new turntables have been provided and tramways connecting with the existing lines. Total cost, £4,347. Planking for the above stores was supplied at a cost of £120, and a new cooking stove for the officer in charge for £5. The sum of £50 has been spent on the extermination of white ants in the gun shed and guard house, and effecting necessary repairs.

Long Cove.—A post and rail fence was erected on the boundary of resumed land between Walker and Marion streets. The old bridge at the mouth of the canal has been pulled down, and a new structure erected with the old timber at the head of the canal near the wharf. A drain near Daniel-street was cleared out.

Dredging.—For a short period the "Groper" was hired by the Sydney Harbour Trust to deepen Parramatta River above Ryde. Extensive repairs were then effected to the dredge at Fitzroy Dock.

After a few weeks dredging at Rozelle Bay by the "Archimedes," specially brought from Shoalhaven to improve the insanitary condition of the bay, the work was abandoned.

Coogee.—The baths at Coogee have been improved, the breakwater strengthened and extended in concrete, the loose boulders removed from the bottom, and a cable stretched across the south-western end. A closed fence was erected round the Little Coogee Bathing Reserve for the Lands Department at a cost of £221 16s. 5d.

Long Bay.—A small retaining wall was erected on the sea beach 217 feet long and 10 feet mean height, and backed with ballast. A set of steps, 4 feet wide from foot of wall to top of bank, was also constructed. A swimming bath has been deepened by the removal of 632 cubic yards of stone, and the boulders built in a footway 100 feet x 4 feet, and by the erection of two concrete walls to retain the water, a 9-inch cast-iron sluice valve being fixed for scouring purposes.

Botany Bay, &c.

Botany Bay.—General repairs were effected to the Long Wharf and approach during the year.

Cook's River.—The stone facing on the southern bank of Cook's River was continued up to September, the stone being obtained from Bald Face Quarry, George's River; the wall now extends 36 chains in a northerly direction from the mouth of Muddy Creek. A brush fence 14 chains long was erected near the waterworks to prevent the drift sand from encroaching on private property. A hole, which was washed in the bank on the northern side by the high spring tides of February, was repaired with 118 cubic yards of ballast and 20 tons of clay.

The flood gates at Cook's River Dam are being cleared and repaired, the cost to date being £54 4s. 3d.

The dredge "Ulysses" lifted 100 tons of mud off the waterworks wharf, and left on 13th February to undergo repairs at Fitzroy Dock. The grab dredge "Omicron" continued dredging operations at Wolli Creek till February, and lifted a quantity of mud, &c., on to the railway embankment, in addition to 716 tons removed by hand.

Alexandria (Shea's Creek) Canal.—The sluice gates, which had become very defective, are being repaired, the cost to the end of year being £14 18s. 6d. The boundary drains have been cleared out where necessary, and a five-wire fence erected on the eastern reclamation above Ricketty-street for future protection. Early in March a fire, which broke out near the wharf on the north-western reclamation, was extinguished with the 10-inch pumping engine; and a five-wire fence was erected round the burnt area. A refuge was erected on the Ricketty-street Bridge to protect foot passengers from passing cattle.

The dredge "Ulysses" continued dredging the canal below Ricketty-street till November, when it was removed to George's River.

George's River.—Sundry small repairs were effected to the Sans Souci Wharf. The dredge "Ulysses" cut a channel at Upper and Lower Saltpan Creek. In December it was moved to Como, and made a cutting from the bridge to Willis' boatshed.

Port Hacking.

A fish tank, 100 ft. by 42 ft. by 7 ft. 6 in. deep, with 16 in. inlet, 12 in. outlet, and 10 in. drain pipes, valve, &c., has been partially constructed for the Fisheries Commissioners at Hungry Point, the work being stopped on 7th March for want of funds; cost, £488 4s. 2d.

Clifton.

An amount of £50 was granted to trustees for the construction of a swimming bath at Clifton according to a design submitted by the trustees.

Bulli.

A swimming bath, 70 feet by 30 feet, with 9-inch sluice valve, &c., was constructed at Bulli, and is much used by the residents; cost, £50.

Wollongong Harbour.

The very limited amount of money made available for maintaining this harbour, which is daily used for the loading of small colliers with coal, has only allowed of the work of overhauling of the three cranes and the keeping on of two men to maintain the lines. Some of the repairs are very urgently needed, such as new rails and sleepers, repairs to breakwater, repairs to timber wharves, new coal staith, &c., all of which have had to stand over for want of funds.

Port Kembla.

Harbour Works.—The work authorised by the Port Kembla Harbour Act of 1898 consists in the construction of an eastern breakwater 2,800 feet long and the necessary shipping appliances. Cost not to exceed £200,000 plus 10 per cent. The quarry from which the stone is obtained is from the hill to the south of the harbour and about 3,500 feet from the root of the breakwater. Here large blocks of augite andesite can be obtained suitable for the work. Quarrying operations were carried on continuously throughout

throughout the year, the total output being 147,288 tons, of which 50,445 tons were deposited on a ledge of rock outside the breakwater, run to spoil, used for making part of line to northern breakwater, and for the reclamation of the bay. The remainder, 96,843 tons, were deposited in the breakwater at a cost, including depreciation of plant and proportion of cost of opening quarry, of £14,754 16s. 4d., or 36·56 pence per ton, making an advance of 417 feet for the year. The total length of breakwater is now 1,201 feet, the quantity of stone being 191,740 tons, and cost £25,224 12s. 1d., or 31·57 pence per ton. Early in the year it was decided for the safety of the breakwater not to use any stone in its construction under 4 tons in weight, and from July to the present this rule has been observed, with the result that a large proportion of the stone quarried has been used for other purposes than the extending of the breakwater. As previously reported, a considerable saving would ultimately be effected if portion of this discarded stone, which cannot safely be deposited in the eastern breakwater, could be used in the construction of the northern breakwater, not yet authorised. During the last two months of the year the work was considerably restricted, owing to the enforced reduction in the expenditure from £1,400 to £800 per month, rendering it necessary to lay up one crane and work only two gangs of men in the quarry; the output of stone is therefore reduced and the cost per ton increased.

At the end of May a severe gale sent its full force into the port, some of the waves washing over the breakwater and drawing down a number of the stones and displacing the road for some distance. As showing the protection afforded by the breakwater, it might be mentioned that during the progress of the gale it was only necessary to remove a collier which was loading at Mount Kembla Co.'s jetty for 24 hours, when she resumed her work, notwithstanding a very heavy sea running outside and round the breakwater into the bay.

Jetties.—Extensive repairs were undertaken to the jetties resumed by the Government and used for loading coal by the Mount Kembla and Southern Coal Companies. Up to the end of the year a number of piles, girders, headstocks, decking, &c., had been replaced.

Kiama.

Repairs to the crane were effected.

Shoalhaven and Crookhaven Rivers.

Harbour Works.—The scheme for the improvement of the mouth of the Crookhaven River consists of northern and southern breakwaters, 2,800 feet and 1,700 feet long respectively, and several training-walls, having a total length of about 18,950 feet, and extending at intervals up to Numbaa Point. The stone for the works is obtained from a quarry opened by the Department on the river bank at Nowra, a distance of about 12 miles from the entrance, whence it is punted to the works and thrown by hand into the walls. Work was commenced on 10th October, 1902, on the wall extending from Numbaa Point to the upper end of Apple-tree Island, and 2,450 feet were constructed with 13,919 tons of stone, at a cost of £3,092 2s. 11d., or 53·31d. per ton. A length of 918 feet of the southern training-wall was also partially built with 3,828 tons, at a cost of £839 17s. 2d., or 52·65d. per ton. The above works were stopped on 14th June, 1903, for want of funds.

Dredging.—The ladder-dredge "Archimedes" opened the channel opposite the Blacks' Camp, about 1 mile inside the entrance, cutting 180 feet long by 130 feet wide to 10 feet at low water, lifting a quantity of sand which was towed to sea. This dredge was brought to Sydney in August to work at Rozelle Bay. The sand-pump dredge "Neptune" was subsequently sent and worked for seven months till March cutting a channel 1,140 feet long by 150 feet wide to 14 feet at low water, pumping a large quantity or sand into the shallow water close to the southern shore.

The pilot reported that at the end of June the water on the flats and bar was the worst for some years, there being only 3½ feet on the former and 6½ feet on the latter at low water.

Bateman's Bay.

Harbour Works.—The scheme of improvement for the entrance to the Clyde River consists of a training-wall extending along the southern shore fronting the village of Bateman, and thence on a curved line across the present position of the bar, the total length of which will be about 11,368 feet. The stone for the wall is obtained from the quarry, opened by the Department, about 2 miles upstream, whence it is conveyed in punts to the wall and thrown out by hand. The outer end of the wall was extended 500 feet to the full height, and 55 feet to low-water level, and at the inner end, 1,840 feet from outer end of reverse curve, to half-tide level. This extension upstream was rendered necessary owing to the rapid erosion of the sandy foreshore. The stone deposited during the year amounted to 38,560 tons, at a cost of £4,916 11s., or 30·60d. per ton. The total length of wall constructed to date is 5,078 feet, of which 3,183 feet is finished to full height, 1,840 feet to 3 feet above low water, and 55 feet up to low water.

The depth at low water alongside wall varies from 14 feet to 20 feet, the depth at the extreme end of wall being 12½ feet. The present depth on the bar is 7 feet at low water.

Although constructed with hand stone, no damage has been done to the wall by gales, &c., since the commencement of the work, three and a half years ago. The quarry has greatly improved, the stone being larger and of better quality, about one-half of the output having to be popped and spalled for handling.

Moruya River.

Dredging.—The sand-pump dredge "Tau" has done good work, principally near the Heads, where a channel has been cut from the present end of the southern training wall towards the outer end of the northern breakwater, about 3,800 feet long and 155 feet wide for the greater part of its length, and 10 feet deep at low water. This has given a straight run for the steamers from the bar, instead of the previous turns at two right angles to the channel. This cut keeps fairly well open; but if the southern wall,

wall, which was left in an unfinished condition, were extended as proposed, permanent deep water should be maintained without the assistance of the dredge. The "Tau" also deepened the channels between the entrance and the township of Moruya.

The "Antleon" was sent down in August, 1902, and deepened the bar about 1 foot, but was not allowed to remain long enough to do any permanent good.

Miscellaneous Works, South Coast.

Tathra.—The contract for increasing the area of the wharf, replacing damaged piles, fenders, &c. was completed. The crane on wharf was also overhauled and painted. The excavation of the baths was completed.

Eden.—The crane on the wharf at Eden has been repaired and painted.

Snagging Inland Rivers.

Darling River.—Three gangs of men were engaged in the removal of snags, overhanging trees, burning off of same, about 270½ miles being cleared, as follows:—

From	23 to 29	miles above Wentworth	6	miles.
„	84 „ 164	„ „	80	„
„	245 „ 315	„ „	70	„
„	446½ „ 561	„ „	114½	„
		Total	270½	„

The number of snags removed was 3,300; trees fallen, 2,744; fires burned out, 18,728. The cost of the work for the year was £6,534 11s. 10d., or £24 3s. per mile. Repairs were effected to the Wentworth wharf and approach.

Edwards River.—The snagging of this river was stopped at the end of December for the want of funds. The length completed during the half-year being 13½ miles, at a cost of £821 2s. 11d., or £60 16s. 6d. per mile; 1,198 snags were removed, 108 trees fallen back, and 97 fires burned out.

Murrumbidgee River.—Snagging operations were discontinued in July and restarted in March, the work done to date extending from the Murray up-stream 18 miles, or to within 220 miles of Hay. Cost, £783 9s. 8d., or £43 10s. 6d. per mile. Snags removed, 1,128; trees fallen back, 72.

Murray River.—An amount of £20 was granted to the Euston Progress Association to remove snags in the Murray River. The necessary gear was lent by the Department, to whose satisfaction the work was carried out.

Lighthouses.

Richmond River.—The roofs of keepers' quarters were recovered by contract with tiles, and verandahs and outbuildings with corrugated iron.

Clarence Head.—A new lamp was supplied by Robinson and Son for £5, to replace one destroyed by an explosion.

South Solitary Island.—The roofs, &c., of these quarters were repaired by day labour.

Tacking Point.—The cement of walls of quarters, &c., and other repairs were done by contract.

Seal Rocks.—A new stable, oil and paint store, and flagstaff, were erected by day labour.

Port Stephens.—The recovering of roofs with tiles, &c., was completed by contract.

Nobbys.—Repairs to the quarters were carried out by contract. A w.c. and copper were also erected.

Norah Head.—The work of erecting this lighthouse, quarters, &c., by day labour has steadily progressed, the sum of £12,677 having been expended during the year. It is expected the lighthouse will be ready for opening about the end of November next.

Hornby.—A new window was placed in one of the bedrooms of the head keeper's quarters.

Macquarie—A contract was let for repairs and painting the whole of the lighthouse buildings for £219 18s. 5d., but after £30 worth of work had been done, the contract was cancelled in April, owing to unsatisfactory progress. The completion of the works was then postponed until July, 1903.

Sundry repairs, renewals, &c., have been effected at twenty-three of the lighthouses, at a cost of £590 7s., exclusive of the lighthouse mechanic's wages.

The lighthouse mechanic has been engaged during the year carrying out new works and effecting repairs and renewals to machinery and electrical apparatus at the following lighthouses along the coast, viz.:—South Solitary, Smoky Cape, Port Stephens, Macquarie, Point Perpendicular, Ulladulla, Montagu Island.

Pilot Stations.

Tweed River.—A contract was let at £700 in June for the erection of a new house for the pilot, A dioptric 8 in. x 6 in. anchor lamp was erected on the east end of the training wall, with iron bracket and guide rods.

Clarence River.—Two new residences for boatmen have been erected at this station by the boatmen, to Departmental designs, at a cost of about £600 for materials.

Manning River.—A new cottage for one of the boatmen was erected with material costing £250, supplied by the Navigation Department, the work being done by the boatmen. Materials and plans have also been forwarded for the erection of a new kitchen and bedroom for the cottage of another boatman; cost of materials, £70; erection to be by boatmen.

Cape Hawke.—A new kitchen has been erected to one of the cottages by the boatmen, with materials supplied.

Newcastle.—Repairs, repainting, and additions to seven pilots' and twenty boatmen's houses have been carried out by contract for £1,050. Work completed in January.

South Head.—A gun-metal socket for signalling purposes and galvanized iron enclosure to balcony are being carried out.

Wollongong.—A contract was accepted in May for additions and repairs to pilot's house at £243 2s.

Kiama.—Additions and repairs to the pilot's house were completed in October, the contract amount being £170 10s.

Sundry repairs and renewals were carried out at seven of the pilot stations for £32 17s. 6d. for materials and labour. Plans, specifications, and estimates have been prepared for other works not yet undertaken.

Annual Inspection of Lighthouses, &c.

In September, 1902, the usual inspection was made of the lighthouses and pilot stations, with the Superintendent of Navigation; reports, plans, sketches, estimates, &c., for repairs, &c., being prepared by the Architect.

Fitzroy Dockyard.

Towards the close of the financial year 1902–3, the dockyard at Cockatoo Island was placed under the control of a Board of Management, consisting of the President of the Sydney Harbour Trust, the Principal Engineer for Harbours and Rivers, and the General Superintendent, Fitzroy Dock, the first meeting of the Board being held on 1st June, 1903. The works carried out at the dockyard during the eleven months of the year while under the Harbours and Rivers Branch will be found detailed in the report of the General Superintendent.

Dredging Operations.

Tabulated statements are attached showing the results of each vessel's operations, and reference to the nature of work performed has already been made under the heading of each district.

Thirty-eight dredges, viz., 11 ladder, 17 suction, and 10 grab, have been employed during the year, lifting and disposing of 6,692,254 tons of material, at a cost of £105,702, or 3·79 pence per ton.

The construction of the suction dredge "Glaucus" was completed at Fitzroy Dock, but up to 30th June had not been commissioned.

The new tugs "Wollombi" and "Burunda" were finished and commissioned; the former replaced the "Rhea," towing for Richmond River breakwater works, while the "Rhea" displaced a hired tug attending the "Alcides." The "Burunda" is constantly employed on coastal towing of dredge plant, ocean surveys, and as a substitute tug at Newcastle and the northern rivers.

The grab-dredge "Zeta" has been brought to Fitzroy Dock for lengthening and fitting up as a suction dredge.

The "Zeta's" Priestman's crane has been utilised by fitting on a wooden pontoon, thus providing a useful grab-dredge, which has been named "Upsilon."

During several months the "Captain Cook" and "Ajax" were under repairs, and the former engaged towing for this Branch; the "Galatea" acted as pilot steamer at Newcastle.

It is to be regretted that funds have not yet been provided for adding another vessel of the "Antleon" type to the fleet. The urgent demands for the services of this vessel have been so numerous that only temporary relief could be given to several of the bars operated upon during the year.

On 27th May the ladder dredge "Alcides" unfortunately foundered at Tweed Heads, owing to a quarter chain breaking, at a time when there was an abnormally high spring tide. Steps were immediately taken to raise the sunken vessel, and this work was in progress at the end of the financial year.

Statement of Ladder Dredge Expenditure for twelve months ending 30 June, 1903.

Ladder Dredge.	Where working.	Material lifted.	Tons lifted.	Hours dredging.	Hours working.	Expenditure.	Cost per ton.	Cost per hour dredging.	Cost per hour working.	Percentage working hours.							Remarks.
										Dredging.	Coaling.	Removals.	Bad weather.	Waiting for punts.	Repairs.	Other causes.	
						£ s. d.	d.	£ s. d.	£ s. d.								
"Samson"	Newcastle	Sand and mud	375,550	1,691	2,403	3,706 7 2	2·37	2 3 10	1 10 10	70	3	4	2	2	19	...	
"Newcastle"	do	Sand and mud	491,000	1,664	2,408	4,766 12 4	2·33	2 17 3	1 19 7	69	1	6	1	1	21	1	
"Hunter"	do	Sand, mud, and stone	308,100	1,795	2,610	4,335 3 10	3·38	2 8 4	1 13 3	69	3	4	2	6	15	1	
"Vulcan"	do (Lower Flats)	Sand, mud, and shell	196,690	1,543	2,401	3,555 12 7	4·34	2 6 1	1 9 7	64	...	8	1	2	24	1	
"Alcides"	Richmond and Tweed Rivers.	Rock, sand, and hard sand.	41,380	1,251	2,476	2,815 1 5	16·33	2 5 0	1 2 9	51	3	15	2	...	16	13	Dredge sank at moorings, Tweed Heads, 27/5/3.
"Ulysses"	Cook's River, George's River, Cape Hawke.	Clay, sand, mud, shell	127,604	1,101	2,427	3,294 10 10	6·20	2 19 10	1 7 2	45	2	25	1	1	25	1	Extensive repairs and removals.
"Fitzroy"	Macleay River	Sand, mud, and clay...	180,040	1,414	2,408	2,616 1 0	3·49	1 17 0	1 1 9	59	3	10	1	11	14	2	
"Minos"	Clarence River	Sand, mud, and clay...	142,520	1,404	2,420	2,599 3 0	4·38	1 17 0	1 1 6	58	3	8	1	1	28	1	
"Pluto"	Manning River	Sand and shingle	240,260	1,606	2,700	2,401 0 4	2·40	1 9 11	0 17 9	60	3	13	1	3	19	1	
"Archimedes"	Shoalhaven, Sydney Harbour, Hawkesbury River	Sand, mud, and shell	165,120	1,373	2,098	2,214 0 2	3·22	1 12 3	1 1 1	65	3	7	...	7	16	2	
"Titan"	Brisbane Water	Pipeclay, sandstone, mud.	76,000	1,536	2,413	1,332 3 11	4·21	0 17 4	0 11 1	64	4	11	...	4	13	4	
		Totals	2,344,264	16,378	26,764	33,635 16 7											
	Averages						3·44	2 1 1	1 5 2	61	3	11	1	3	19	2	

Statement of Sand-pump Dredge Expenditure for twelve months ending 30 June, 1903.

Sand-pump Dredge.	Where working.	Material lifted.	Tons lifted.	Hours dreding.	Hours working.	Expenditure.	Cost per ton.	Cost per hour dredging.	Cost per hour working.	Percentage of working hours.							Remarks.
										Dredging.	Coaling.	Removals.	Bad weather.	Silt to sea.	Repairs.	Other causes.	
						£ s. d.	d.	£ s. d.	£ s. d.								
"Neptune"	Shoalhaven	Shell and sand	238,850	935	1,876	3,691 14 3	3·71	3 19 0	1 19 4	50	1	29	...	...	20	...	Laid up for three, and under repairs for two months.
"Juno"	Newcastle	Sand	273,217	1,866	2,519	2,783 12 5	2·45	1 9 10	1 2 1	74	...	8	...	...	17	1	
"Jupiter"	do	Sand	436,800	941	2,852	4,340 9 5	2·38	4 12 3	1 10 5	33	3	2	8	32	20	2	Depositing at sea.
"Castor"	do	Sand, mud, and shell..	1,136,818	3,133	4,235	4,726 8 11	1·00	1 10 2	1 2 4	74	...	3	...	...	22	1	
"Antleon"	Moruya River, Clarence River, Richmond River, Tweed River, Camden Haven, Port Macquarie, Byron Bay.	Sand	227,050	472	2,754	4,391 19 2	4·64	9 6 1	1 11 11	17	7	19	8	27	16	6	Frequent removals and repairs, and depositing at sea.
"Actor"	Tweed River	Sand and stone	101,654	1,597	2,407	2,802 4 2	6·62	1 15 1	1 3 3	66	2	7	1	...	19	5	
"Alesus"	Nambucca River	Sand and gravel	237,635	1,061	2,437	2,470 3 3	2·49	2 6 7	1 0 3	44	2	16	...	...	38	...	
"Dorus"	Tweed River, Manning River.	Sand, mud, and clay...	550,980	1,451	2,478	3,021 1 5	1·32	2 1 8	1 4 5	58	5	16	2	...	9	10	
"Dictys"	Richmond River	Indurated sand	44,284	1,740	2,409	2,907 0 4	15·75	1 13 5	1 4 2	72	...	10	1	...	14	3	
"Groper"	Parramatta River, Newcastle.	Sand, shell, and clay...	141,014	808	2,410	5,535 9 0	9·42	6 17 0	2 5 11	34	...	10	...	...	56	...	Extensive repairs.
		Totals	3,388,302	14,004	26,377	36,670 2 4											
	Averages						2·60	2 12 4	1 7 10	52	2	12	2	6	23	3	

Statement of Combined Grab and Sand-pump Dredge Expenditure for twelve months ending 30 June, 1903.

Combined Grab and Sand-pump Dredge.	Where working.	Material lifted.	Tons lifted.	Hours dredging.	Hours working.	Expenditure.	Cost per ton.	Cost per hour dredging.	Cost per hour working.	Percentage of working hours.							Remarks.
										Dredging.	Coaling.	Removals.	Bad weather.	Waiting for Punts.	Repairs.	Other causes.	
						£ s. d.	d.	£ s. d.	£ s. d.								
"Gamma"	Paterson River	Gravel and sand	65,853	1,077	2,411	1,885 5 7	6·87	1 15 0	0 15 8	45	1	15	...	...	23	16	189 hours occupied in farm irrigating on Paterson River.
"Delta"	Camden Haven	Sand and shell	73,978	1,051	2,420	2,316 15 6	7·52	2 4 1	0 19 2	43	1	9	...	...	47	...	
"Eta"	Port Macquarie	Stones, gravel, and shingle.	34,010	1,214	2,406	1,454 12 9	10·27	1 4 0	0 12 1	50	2	14	2	...	29	3	Considerable repairs & docking.
"Theta"	Bellinger River	Sand	164,030	1,443	2,397	1,596 6 3	2·34	1 2 1	0 13 4	60	3	13	1	...	22	1	
"Sigma"	Cape Hawke, Tweed River	Sand and shell	59,812	917	2,522	1,866 16 3	7·49	2 0 9	0 14 10	36	1	27	...	...	25	11	Attending on "Alcides."
"Rho"	Myall River	Sand and mud	118,049	1,350	2,400	1,791 19 5	3·64	1 6 7	0 14 11	56	3	17	2	...	20	2	
"Tau"	Moruya River	Sand, shell, and shingle.	193,275	1,148	2,575	2,114 12 10	2·63	1 16 10	0 16 5	45	2	15	1	...	36	1	
		Totals	709,007	8,200	17,131	13,026 8 7											
	Averages						4·41	1 11 9	0 15 2	48	2	15	1	...	29	5	

Statement of Grab Dredge Expenditure for twelve months ending 30 June, 1903.

Grab Dredge.	Where working.	Material lifted.	Tons lifted.	Hours dredging.	Hours working.	Expenditure.	Cost per ton.	Cost per hour dredging.	Cost per hour working.	Percentage of working hours.							Remarks.
										Dredging.	Coaling.	Removals.	Bad weather.	Waiting for punts.	Repairs.	Other causes.	
						£ s. d.	d.	£ s. d.	£ s. d.								
"Alpha"	Tweed River	Sand and mud	64,271	1,505	3,309	1,213 12 2	4·53	0 16 2	0 7 4	45	8	9	1	...	31	6	
"Beta"	Bellinger River	Sand, gravel, & shingle	21,310	1,485	2,548	763 19 9	8·60	0 10 3	0 6 0	58	1	11	3	...	26	1	
"Zeta"	Richmond River	Sand and clay	18,340	1,093	1,422	693 7 11	9·07	0 12 8	0 9 9	77	2	16	...	...	5	...	
"Iota"	Nambucca River	Gravel	25,537	1,348	2,408	661 12 6	6·22	0 9 10	0 5 6	56	1	18	3	...	15	7	Extensive alterations.
"Kappa"	Brisbane Water	Stiff mud and sand	31,624	2,269	2,861	924 11 3	7·02	0 8 2	0 6 6	79	6	3	...	...	10	2	
"Lambda"	Richmond River	Clay, sand, and snags	14,541	1,803	2,412	572 7 4	9·45	0 6 4	0 4 9	75	1	9	1	1	7	6	
"Mu"	do	Sand and indurated sand.	27,535	1,210	2,420	1,542 1 11	13·44	1 5 6	0 12 9	50	1	17	...	1	27	4	Extensive repairs and cost of landing silt included.
"Nu"	Newcastle	Rock, clay, and mud	27,600	3,914	4,846	1,443 14 8	12·55	0 7 5	0 6 0	81	1	6	...	1	10	1	
"Omicron"	Cook's River, Newcastle	Rock, mud, and sand	8,263	698	1,655	1,216 12 6	35·34	1 14 10	0 14 8	42	1	6	...	...	50	1	Extensive repairs; laid up six months.
"Omega"	Clarence River	Blasted rock and sand	11,660	882	2,420	560 8 5	11·54	0 12 8	0 4 8	36	...	5	1	9	5	43	Attending diver five and a half months.
		Totals	250,681	16,207	26,301	9,592 8 5											
	Averages						9·18	0 11 10	0 7 4	60	2	10	1	1	19	7	

Statement of Tug Expenditure and Work for twelve months ending 30 June, 1903.

Tug.	Where employed.	Tons towed.	Miles run towing.	Miles run special service.	Total working hours.	Hours attending.	Cost of towing.	Cost of special service.	Cost per ton.	Cost per mile towing.	Cost per mile special service.	Cost per hour working	Cost per hour attending.	Percentage time.					Remarks
														Steaming.	Coaling.	Repairs.	Bad weather.	Other causes.	
							£ s. d.	£ s. d.	d.	s. d.	s. d.	s. d.	s. d.						
"Ceres"	Newcastle	375,750	7,725	.....	2,424	2,034	1,272 15 8	.....	·81	3 4	...	10 6	12 6	64	2	16	1	17	
"Orestes"	do	370,740	6,983	1,004	2,539	2,037	1,756 5 11	181 14 4	1·14	5 0	3 7	15 3	19 0	60	2	20	...	18	
"Rhea"	Tweed Heads	10,710	751	.....	616	598	209 13 11	.....	4·70	5 7	...	6 10	7 0	40	3	3	2	52	
"Galatea"	Newcastle	265,100	5,221	4,611	4,472	4,268	420 8 10	861 16 1	·36	1 6	3 9	5 8	5 11	44	1	4	1	50	
"Dooribang"	do	202,600	8,567	.....	2,648	2,182	1,407 15 8	.....	1·67	3 3	...	10 8	12 11	64	2	17	1	16	
"Dione"	Manning River	240,380	7,740	.....	2,885	2,358	935 9 3	.....	·93	2 5	...	6 6	7 11	68	3	18	...	11	
"Cyclops"	Shoalhaven	7,680	740	506	601	548	160 19 6	159 14 1	5·03	4 4	6 4	10 8	11 8	44	6	9	1	40	
"Phœnix"	Macleay River	39,459	5,285	118	2,539	2,134	752 7 5	10 0 1	4·58	2 10	1 8	6 0	7 2	52	4	16	3	25	
"Athena"	do	165,760	4,381	.....	2,527	2,128	667 17 1	.....	·97	3 1	...	5 3	6 3	57	2	16	...	25	
"Ganymede"	Newcastle	16,240	694	7,503	2,668	2,467	63 17 9	809 11 5	·94	1 10	2 2	6 7	7 1	42	1	8	...	49	
"Callisto"	Clarence River	121,100	6,863	319	2,810	2,273	1,424 12 0	25 6 0	2·82	4 2	1 7	10 4	12 9	63	3	19	3	12	
"Oberon"	Sydney and Hawkesbury River.	37,200	982	5,406	2,563	2,390	80 0 10	383 3 0	·52	1 8	1 5	3 7	3 11	67	4	7	...	22	
"Ariel"	Brisbane Water	74,480	4,650	102	2,444	2,084	374 6 0	7 14 0	1·21	1 7	1 6	3 2	3 8	73	6	15	...	6	
"Helen"	Sydney and Camden Haven.	14,330	3,291	903	2,246	2,115	568 4 5	178 4 7	9·52	3 5	3 11	6 8	7 1	57	4	6	...	33	
"Yimmang"	Newcastle	.....	.....	6,172	2,868	2,822	.....	311 11 7	...	...	1 0	2 2	2 2	70	...	2	...	28	
"Burunda"	Newcastle, Richmond River, & Clarence River.	129,599	5,165	3,658	2,570	2,383	652 0 8	578 13 7	1·21	2 6	3 2	9 7	10 4	66	2	7	6	19	
	Totals	2,071,128	69,038	30,302	39,420	34,821	10,726 14 11	3,507 8 9	...	...	...	...	...	...	...	...	...	...	
	Averages	.....	.....	.....	.....	.....	.....	.....	1·24	3 1	2 4	7 3	8 2	58	3	11	1	27	

Comparative Statement of Quantity and Cost of Work done by Ladder Dredges (with towing), for periods as stated.

Ladder Dredge.	1 July, 1901, to 30 June, 1902. Dredging, Towing, and Repairing.			1 July, 1902, to 30 June, 1903. Dredging, Towing, and Repairing.			Remarks.
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.	
		£ s. d.	d.		£ s. d.	d.	
"Samson," at Newcastle	384,850	6,280 11 2	3·92	375,550	5,055 2 3	3·23	
"Newcastle," at Newcastle	440,250	9,602 14 1	5·23	491,000	6,428 13 5	3·14	
"Hunter," at Newcastle	279,090	5,004 5 2	4·30	308,100	5,251 2 4	4·09	
"Vulcan," at Newcastle	168,910	5,110 17 4	7·26	196,690	4,927 17 11	6·01	
"Alcides," at Richmond River and Tweed River	47,760	3,936 5 6	19·78	41,380	3,746 18 8	21·73	
"Ulysses," at Cook's River, George's River, and Cape Hawke	143,975	3,036 8 10	5·06	127,604	3,692 19 0	6·95	
"Fitzroy," at Macleay River	200,480	3,861 2 0	4·62	180,040	3,346 1 4	4·46	
"Minos," at Clarence River	218,680	3,524 13 4	3·87	142,520	4,097 15 0	6·90	
"Pluto," at Manning River	132,340	3,740 1 7	6·78	240,260	3,336 9 7	3·33	
"Archimedes," at Shoalhaven, Sydney Harbour, and Hawkesbury River.	156,960	3,855 4 7	5·89	165,120	3,031 17 0	4·41	
"Titan," at Brisbane Water	71,520	1,992 8 3	6·69	76,000	1,719 4 3	5·43	

	Tons.	Cost. £ s. d.	Pence per ton.
Richmond River	22,290	2,357 14 6	25·39
Tweed River	19,090	1,389 4 2	17·47
Cook's River	69,464	1,401 8 1	4·84
George's River	22,012	1,302 10 0	14·20
Cape Hawke	36,128	989 0 11	6·57
Shoalhaven	7,920	336 14 3	10·20
Sydney Harbour	20,880	605 10 1	6·96
Hawkesbury River	136,320	2,089 12 8	3·68

Comparative Statement of Quantity and Cost of Work done by Sand-pump Dredges (with towing), for periods as stated.

Sand-pump Dredge.	1 July, 1901, to 30 June, 1902. Dredging, Towing, and Repairing. Tons.	Expenditure. £ s. d.	Pence per ton. d.	1 July, 1902, to 30 June, 1903. Dredging, Towing, and Repairing. Tons.	Expenditure. £ s. d.	Pence per ton. d.	Remarks.
"Neptune," at Cook's River, Bateman's Bay, Shoalhaven, Wollongong, and Newcastle.	336,835	4,323 5 11	3·08	238,850	3,757 10 5	3·77	
"Juno," at Newcastle	204,520	5,102 16 5	5·99	273,217	2,783 12 5	2·45	
"Jupiter," at Newcastle and Manly Beach	474,300	3,674 8 11	1·86	436,800	4,340 9 5	2·38	
"Castor," at Newcastle	782,105	5 574 19 8	1·71	1,136,818	4,779 2 9	1·01	
"Antleon," at Tweed River, Moruya River, Camden Haven, Clarence River, Macleay River, Richmond River, Manning River, Bellinger River, Port Macquarie, and Byron Bay.	257,500	5,561 6 8	5·18	227,050	4,456 19 2	4·71	Moruya River — Tons. 22,500; Cost. £ 702 7 4; Pence per ton. 7·49 Clarence River — 49,750; 767 2 0; 3·70 Camden Haven — 30,550; 883 12 6; 6·94 Richmond River — 88,000; 1,462 19 11; 3·99 Tweed River — 6,750; 233 0 10; 8·29 Port Macquarie — 5,750; 90 12 7; 3·78 Byron Bay — 23,750; 284 16 8; 2·88 Manning River — Nil.; 32 7 4; ...
"Actor," at Tweed River	258,222	2,676 18 11	2·49	101,654	2,804 4 2	6·62	
"Alesus," at Nambucca River	261,629	3,016 9 5	2·77	237,635	2,473 13 3	2·50	
"Dorus," at Port Hacking, Macleay River, Tweed River, and Manning River.	383,317	4,182 16 7	2·62	550,980	3,555 14 6	1·55	Manning River — 74,440; 846 12 0; 2·73 Tweed River — 476,540; 2,709 2 6; 1·36
"Dictys," at Richmond River	32,420	3,607 8 7	26·71	44,284	2,907 0 4	15·75	
"Groper," at Duck Creek, Parramatta River, and Newcastle	252,434	3,579 16 6	3·40	141,014	5,676 14 6	9·66	Parramatta River — 69,580; 4,329 7 9; 14·93 Newcastle — 71,434; 1,347 6 9; 4·53

Comparative Statement of Quantity and Cost of Work done by Combined Grab and Sand-pump Dredges for periods as stated.

Combined Grab and Sand-pump Dredge.	1 July, 1901, to 30 June, 1902. Dredging, Towing, and Repairing. Tons.	Expenditure. £ s. d.	Pence per ton. d.	1 July, 1902, to 30 June, 1903. Dredging, Towing, and Repairing. Tons.	Expenditure. £ s. d.	Pence per ton. d.	Remarks.
"Gamma," at Lake Macquarie, Hunter River, and Paterson River	114,441	1,736 11 1	3·64	65,853	1,897 2 9	6·91	
"Delta," at Camden Haven	113,780	1,669 14 3	3·52	73,978	2,422 17 6	7·86	
"Eta," at Port Macquarie	61,494	1,496 7 2	5·84	34,010	1,462 12 9	10·32	
"Theta," at Bellinger River	189,492	1,937 10 2	2·45	164,030	1,596 6 3	2·34	
"Sigma," at Hawkesbury River, Gosford, Kincumber Creek, Cape Hawke, and Tweed River.	63,506	3,377 16 3	12·77	59,812	2,116 6 3	8·49	Cape Hawke — Tons. 52,612; Cost. £ 1,614 10 2; Pence per ton. 7·36 Tweed River — 7,200; 501 16 1; 16·73
"Rho," at Myall River	204,085	1,691 11 2	1·99	118,049	1,791 19 5	3·64	
"Tau," at Moruya	154,745	1,723 3 3	2·67	193,275	2,114 12 10	2·63	

Comparative Statement of Quantity and Cost of Work done by Grab Dredges (with towing), for periods as stated.

Grab Dredge.	1 July, 1901, to 30 June, 1902. Dredging, Towing, and Repairing. Tons.	Expenditure.	Pence per ton.	1 July, 1902, to 30 June, 1903. Dredging, Towing, and Repairing. Tons.	Expenditure.	Pence per ton.	Remarks.
		£ s. d.	d.		£ s. d.	d.	
"Alpha," at Tweed River	64,732	1,595 19 6	5·92	64,271	1,217 12 0	4·55	
"Beta," at Bellinger River	28,930	712 3 7	5·91	21,310	769 19 9	8·67	
"Zeta," at Richmond River	27,842	1,251 2 11	10·78	18,340	1,019 3 7	13·34	
"Iota," at Nambucca River	40,945	691 6 0	4·05	25,537	663 2 6	6·23	
"Kappa," at Cape Hawke / Brisbane Water	20,320	1,285 8 5	15·18	31,624	930 15 11	7·06	
"Lambda," at Richmond River	22,109	543 5 4	5·90	14,541	581 7 4	9·60	
"Mu," at Richmond River	34,030	883 7 0	6·23	27,535	1,551 1 11	13·52	
"Nu," at Newcastle	40,320	1,975 11 6	11·76	27,600	1,477 5 1	12·85	
"Omicron," at Cook's River / Newcastle	39,344	1,071 6 1	6·53	8,263	1,357 9 1	39·42	Cook's River: Tons 6,193 ... Cost. £ 794 15 9 ... Pence per ton. d. 30·80 Newcastle: Tons 2,070 ... Cost. £ 562 13 4 ... Pence per ton. d. 65·24
"Omega," at Clarence River	40,900	682 3 6	4·00	11,660	563 19 6	11·61	

Average Cost of Dredging and Towing, for periods as stated.

Class of Dredge.	1 July, 1901, to 30 June, 1902. Tons dredged.	Hours dredging.	Dredging only. Expenditure.	Average cost per ton.	Average cost per hour.	Dredging and Towing. Expenditure.	Average cost per ton.	1 July, 1902, to 30 June, 1903. Tons dredged.	Hours dredging.	Dredging only. Expenditure.	Average cost per ton.	Average cost per hour.	Dredging and Towing. Expenditure.	Average cost per ton.
			£ s. d.	d.	£ s. d.	£ s. d.	d.			£ s. d.	d.	£ s. d.	£ s. d.	d.
Ladder	2,244,815	17,343	37,901 9 5	4·05	2 3 8	49,944 11 10	5·34	2,344,264	16,378	33,635 16 7	3·44	2 1 1	44,634 0 9	4·57
Sand-pump	3,243,282	12,728	41,011 4 10	3·03	3 4 5	41,300 7 7	3·06	3,388,302	14,004	36,670 2 4	2·60	2 12 4	37,535 0 11	2·66
Combined Grab and Sand-pump	901,543	10,212	13,392 7 2	3·57	1 6 3	13,632 13 4	3·63	709,007	8,200	13,026 8 7	4·41	1 11 9	13,401 17 9	4·54
Grab	359,472	17,543	9,590 10 7	6·40	0 10 11	10,691 13 1	7·14	250,681	16,207	9,592 8 5	9·18	0 11 10	10,131 16 8	9·70
	6,749,112	57,826	101,895 12 0	3·62	1 15 3	115,569 6 7	4·11	6,692,254	54,789	92,924 15 11	3·33	1 13 11	105,702 16 1	3·79

Surveys, Drawings, &c.

In addition to the surveys, plans, specifications, estimates, &c., for many of the works described, a large number of others were prepared for repairs to dredging plant, to illustrate various reports, to accompany official papers, and for other purposes. Appended are returns of the expenditure for the year.

THOMAS W. KEELE,
Principal Engineer for Harbours and Rivers.

The Under Secretary for Public Works.

RETURN of Expenditure on Public Works by Harbours and Rivers Branch from 1 July, 1902, to 30 June, 1903.

Work.	Whether Constructing or under Repair.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, amount of Expenditure to 30 June, 1903.	If finished, actual amount of Expenditure.
			£ s. d.	£ s. d.	£ s. d.
DREDGE SERVICE—					
Excavation of Silt by Dredges	Annual Service...	1902	93,039 3 10	.....	93,039 3 10
Landing Silt, forming Ground, and Special Dredging	Improving	1899	14,601 7 10	.....	101,491 18 7
New Sand Pump Dredge for Harbour Reclamation and other works	Constructing.....	1899	*a* 9,543 1 10	.....	26,834 6 4
SYDNEY DISTRICT—					
Careening Cove and Neutral Bay Reclamation	Improving	1894	1 6 0	.....	1,755 2 1
Clark and Shark Islands—Reclamation	„	1901	6 15 1	.....	596 19 5
Glebe Island Improvements, Levelling, &c.	„	1898	321 11 10	.....	29,500 0 0
Mosman's Bay Reclamation	„	1899	*b* 294 16 2	.....	2,953 8 8
Naval Ordnance Depôt, Spectacle Island	„	1898	27 8 10	1,890 17 8	.....
Shea's Creek and Cook's River Works, including Land Compensation	„	1887	973 6 2	321,037 5 11	.....
Spectacle Island—Erection of Shell Magazine and Wharf, including Reclamation and Water Supply	Constructing.....	1900	7,546 5 7	13,511 18 6	.....
Woolloomooloo Bay Wharf, Cargo Sheds, &c., east side	„	1897	532 13 6	.....	38,039 16 9
Wharfs, &c.—					
Addy's Creek, Windsor—Clearing	Improving	1902	75 0 0	.....	75 0 0
Botany Long Wharf—Repairs	Repairs	„	12 6 1	.....	12 6 1
Beacon Piles, Bayview, Pittwater	„	„	7 0 6	.....	7 0 6
Bayview Wharf—Repairs, Approaches	„	„	0 14 0	.....	0 14 0
Clareville Wharf, Pittwater—Land	„	„	35 2 6	.....	35 2 6
Circular Quay—Clearing Drain, east side	Improving	„	33 17 4	.....	33 17 4
Colo River—Wharf Survey	.....	„	3 19 6	.....	3 19 6
Church-street Wharf, Pittwater—Repairs, Approaches	Repairs	„	5 10 0	.....	5 10 0
Darling Harbour Wharf—Land Claims	.....	...	10 15 10	.....	10 15 10
Ebenezer Wharf, Hawkesbury River	Constructing.....	1902	98 2 9	.....	98 2 9
Farm Cove—Boat Landing, Painting Moorings	Repairs	„	3 11 6	.....	3 11 6
George's River—Beacons	.....	„	5 9 3	.....	5 9 3
Glebe Island, Cattle Shipping Yards—Refund Fines	.....	„	30 0 0	.....	30 0 0
Garden Island—New Wharf, Survey	.....	„	13 15 0	.....	13 15 0
„ Crane	Repairs	„	104 5 9	.....	104 5 9
„ Baths	„	„	0 4 9	.....	0 4 9
„ Flower Garden	„	„	4 10 0	.....	4 10 0
„ Ladder	„	„	13 3 4	.....	13 3 4
„ Conductor	„	„	12 4 8	.....	12 4 8
„ Smoke Stack	„	„	25 2 5	.....	25 2 5
„ Turntables, &c.	„	„	212 18 9	.....	212 18 9
Jervis Bay Lighthouse—Fence at Cliff	Constructing.....	„	10 11 2	.....	10 11 2
Kurnell Wharf—Repairs	Repairs	„	25 8 4	.....	25 8 4
Long Cove Canal Footbridge—Removing and re-erecting	.....	„	83 11 0	.....	83 11 0
„ „ Fencing Resumed Land	Constructing.....	„	21 13 10	.....	21 13 10
Long Bay—Sea Wall	Repairs	„	219 3 5	.....	219 3 5
Mosman's Bay—Footbridge	„	„	4 5 3	.....	4 5 3
Manly Sea Wall	„	„	73 13 9	.....	73 13 9
„ North Steyne—Asphalting Footpath	„	„	59 19 8	.....	59 19 8
Macdonald River—Removing Snags	Improving	„	7 19 0	.....	7 19 0
Neutral Bay Reclamation—Land	.....	„	1 7 3	.....	1 7 3
Port Hacking Wharf	Repairs	„	11 4 11	.....	11 4 11
„ „ Mooring buoys	„	„	5 0 0	.....	5 0 0
Pemberton's Wharf, Mangrove Creek—Shed	„	„	3 0 0	.....	3 0 0
Riley's Island Channel—Deepening	Improving	„	322 9 6	.....	322 9 6
Rozelle Bay—Roadway	Repairs	„	40 10 11	.....	40 10 11
„ Filling in Drain	Improving	„	165 19 0	.....	165 19 0
Shea's Creek—Repairing Scrap Iron	Repairs	„	7 16 0	.....	7 16 0
Sackville Reach Wharf—Fencing	„	„	6 1 10	.....	6 1 10
Shea's Creek and Cook's River—Maintenance	„	„	438 16 8	.....	438 16 8
Shea's Creek, Fencing in lease	Constructing.....	„	97 18 0	.....	97 18 0
„ Sluice gates	Repairs	„	0 6 10	0 6 10	.....
„ Extinguishing fire	.....	„	42 16 10	.....	42 16 10
Sans Souci—Wharf	Repairs	„	2 11 1	.....	2 11 1
Tuggerah Lakes—Opening up Entrance	Improving	„	40 0 0	.....	40 0 0
Valuations of Wharfs, Sydney Harbour	.....	„	48 14 6	.....	48 14 6
Wright's Creek Wharf, Central Macdonald River	Repairs	„	19 14 2	.....	19 14 2
Wiseman's Ferry Wharf—New Boat Landing	Constructing.....	„	74 6 10	.....	74 6 10
Wolli Creek—Dredging	Improving	„	12 12 0	.....	12 12 0
Webb's Creek, Hawkesbury River—Snagging	„	„	6 17 0	.....	6 17 0
SOUTH COAST AND WOLLONGONG DISTRICT.—					
Bermagui Wharf and Approach	Improving	1899	0 7 3	.....	1,880 9 8
Bateman's Bay Training-wall	Constructing ...	„	5,000 7 11	16,027 11 5	.....
Crookhaven River Improvements	Improving	1901	4,849 9 10	5,063 8 4	.....
Port Kembla Harbour Works	„	1898	48,071 9 1	91,905 14 7	.....
„ „ Maintenance	„	1902	391 19 3	391 19 3	.....
Wollongong Harbour Works—Maintenance	„	1896	461 15 9	4,966 12 8	.....
Wharf, Merimbula—Crane and Shed	Constructing.....	1899	1,742 0 6	.....	6,633 14 5

a £375 4s. charged to Vote "Reclamation and Dredging Works Generally"; £4,488 charged to Vote "Dredge Service Contingencies."
b Charged to Vote "Sea Walls, Reclamation, and Dredging."

Expenditure on Public Works by Harbours and Rivers Branch—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903. £ s. d.	If Unfinished, amount of Expenditure to 30 June, 1903. £ s. d.	If Finished, actual amount of Expenditure. £ s. d.
SOUTH COAST AND WOLLONGONG DISTRICT—*continued.*					
Wharf Narooma—Appoaches	Constructing	1900	87 0 0		321 14 0
„ Tathra	„	1901	1,328 11 9		1,675 0 2
Wharfs, &c.—					
Bateman's Bay—Old Wharf, Removal of		1902	27 10 0		27 10 0
Eden Wharf—Trucks	Repairs	„	4 14 8		4 14 8
„ Crane	„	„	27 4 1		27 4 1
Illawarra S.N. Co., Wollongong—Coal Staithes	„	„	5 6 5		5 6 5
Kiama Basin—Crane	„	„	10 7 6		10 7 6
South Coast Jetties—Inspection of Piles under Water	„	„	186 15 0		186 15 0
„ District—Overhauling Cranes	„	„	48 16 6		48 16 6
Southern Coal Co.'s Wharf, Port Kembla	„	„	574 7 7		574 7 7
Tathra Wharf	„	„	12 2 1		12 2 1
„ „ Shed	„	„	9 17 9		9 17 9
HUNTER RIVER AND NEWCASTLE DISTRICT—					
Extra Mooring Accommodation, Newcastle Harbour	Improving	1897	2,996 5 7	30,233 19 6	
Ferry Landings—Alterations, &c.	„	1901	426 4 10		1,601 1 3
Newcastle Harbour Works—Maintenance	„	1897	2,914 8 11	17,578 11 1	
Newcastle, Stockton, and Bullock Island—Reclaiming Land and Ballast Appliances	„	1901	1,861 17 8	2,966 13 2	
North Harbour, Newcastle—Reclamation	„	1894	4,847 6 11	50,239 7 10	
Wharf and Shipping Appliances, Newcastle, including cost of Steam Cranes, &c.	Constructing and Improving.	1858	23,678 5 1	535,399 10 9	
Workshops, Newcastle—Extension, and providing extra Machinery, &c.	Constructing	1900	231 11 9	258 11 9	
Wharf, Sawyer's Point	„	1902	519 8 4		519 8 4
„ Paterson River, at Hinton—Purchase, &c.		„	250 0 0		250 0 0
Hunter-street Drain, West Maitland	Improving	„	150 0 0		150 0 0
Wharfs, &c.—					
Bungwall Wharf and Approach, Myall River	Constructing	„	64 0 0		64 0 0
Boat Harbour, Raymond Terrace—Filling in	Improving	„	0 14 6		0 14 6
Belmont Wharf	Repairs	„	21 19 8		21 19 8
Cockle Creek Wharf	„	„	6 9 11		6 9 11
„ Snagging	Improving	„	72 1 1		72 1 1
Lorne Embankment, West Maitland	Repairs	„	0 2 3		0 2 3
Mead's Crossing, Wallamba River—Removal of Rocks	Improving	1900	1 10 0		333 10 3
Miller's Forest Wharf	Repairs	1902	0 14 6		0 14 6
Marking Channel to Inner Basin, Newcastle	Improving	„	186 18 2	186 18 2	
Nelson's Bay Wharf	Repairs	„	11 11 4		11 11 4
Newcastle New Dock—Borings, &c.		„	93 11 11		158 1 5
„ Wharf and Ferry Landings—Alterations	Improving	„	26 11 6		26 11 6
„ Harbour Deepening—Borings	„	„	122 12 0	122 12 0	
Port Macquarie Wharf	Repairs	„	2 3 1		2 3 1
„ „ Washaway	„	„	5 0 0		5 0 0
Paterson River, at Hinton—Removal of Rocks	Improving	„	81 14 6		81 14 6
Port Stephens—Monkey	Repairs	„	1 15 2		1 15 2
Quarantine Wharf, Stockton—Store	Constructing	„	74 1 3		74 1 3
Saltash Wharf	Repairs	„	57 18 9		57 18 9
Swansea Wharf—Shed, &c.	„	„	14 10 8		14 10 8
Stockton Cemetery Wharf	„	„	2 6 4		2 6 4
Salty Creek—Snagging, near Young Wallsend	Improving	„	39 4 8		39 4 8
Seaham Wharf and Approach	Constructing	„	100 10 0		100 10 0
Sulphide Wharf, Bullock Island	Repairs	„	70 2 5		70 2 5
Swan Reach Wharf	„	„	44 14 0		44 14 0
Tea Gardens Wharf—Damaged by s.s. "Toroa"	„	„	7 12 6		7 12 6
Wallis Creek, East Maitland—Clearing out	Improving	„	0 17 2		0 17 2
LAKE MACQUARIE DISTRICT—					
Lake Macquarie Harbour Works	Constructing	1877	4 4 1		93,424 18 10
CLARENCE RIVER DISTRICT—					
Alumny Creek—Clearing	Improving	1901	56 15 4	170 13 10	
Improvements at Heads	Constructing and Improving.	1862	26,780 10 3	461,672 0 8	
Removal of Rocks, South Arm, Clarence River	Improving	1901	636 0 4	651 7 0	
Coff's Harbour Jetty	Repairs	1902	181 6 11		181 6 11
Eatonsville Wharf	Constructing	„	146 18 0	146 18 0	
Woolgoolga Jetty	Repairs	„	75 15 8		75 15 8
Wharfs, &c.—					
Ashby Dry Dock	„	„	94 14 5		94 14 5
Brushgrove Wharf	„	„	44 10 5		44 10 5
Coff's Harbour Jetty	„	„	38 10 8		38 10 8
„ „ Removal of Sand Drift		„	29 19 4		29 19 4
Clarenza Wharf	Repairs	„	83 1 9		83 1 9
Copmanhurst Wharf and Approach	„	„	57 7 2		57 7 2
Eatonsville Wharf—Survey		„	0 11 3		0 11 3
Great Marlow Wharf	Repairs	„	48 14 8		48 14 8
Great Marlow Levee	„	„	34 2 6		34 2 6
Iluka Wharf	„	„	68 11 10		68 11 10
Iluka Fish Wharf—Shed		„	22 18 6		22 18 6
McQueen's Wharf, King's Creek—Survey		„	0 15 0		0 15 0
North Grafton Wharf	Repairs	„	6 14 7		6 14 7
North Arm—Snagging	Improving	„	1 8 5		1 8 5
Oxley Island Wharf—Shed and Pig Pen	Constructing	„	72 2 9		72 2 9
Public Wharfs—Inspection		„	3 12 0		3 12 0
Palmer's Island Wharf	Repairs	„	33 6 10		33 6 10
Palmer's Channel—Removing Tree		„	3 4 9		3 4 9
South Grafton Wharf	Repairs	„	29 11 8		29 11 8
Shark Creek Wharf at Powell's—Survey		„	1 10 0		1 10 0
Ulmarra Wharf	Repairs	„	86 12 4		86 12 4
Upper Southgate Wharf	„	„	16 10 2		16 10 2

Expenditure on Public Works by Harbours and Rivers Branch—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
			£ s. d.	£ s. d.	£ s. d.
CLARENCE RIVER DISTRICT—*continued.*					
Wharfs, &c.—					
Woolgoolga Jetty	Repairs	1902	13 2 5	.....	13 2 5
„ „ Crane	„	„	130 16 8	.....	130 16 8
Woodford Quarry—Drainage	.....	„	44 15 7	.....	44 15 7
Woodfordleigh Wharf	Repairs	„	86 2 2	.....	86 2 2
Water Hyacinth—Inspection	.....	„	4 16 0	.....	4 16 0
Yamba Wharf and Approach	Repairs	„	69 2 1	.....	69 2 1
HASTINGS RIVER—					
Wharfs, &c.—					
Morton's Creek Wharf	„	„	45 15 0	.....	45 15 0
MANNING RIVER—					
Improvements	Improving	1895	12,704 11 0	92,251 8 5	.....
Wharfs, &c.—					
Ghinni Ghinni Wharf	Repairs	1902	0 19 3	.....	0 19 3
Removal of Tree at Lansdowne	.....	„	5 0 0	.....	5 0 0
Redbank Wharf	Repairs	„	53 12 10	.....	53 12 10
NAMBUCCA RIVER—					
Improving Entrance	Improving	1895	6,609 0 8	30,723 12 0	.....
Taylor's Arm Wharf	Constructing	1902	538 10 4	.....	538 10 4
Wharfs, &c.—					
Nambucca Heads Wharf	Repairs	„	0 10 6	.....	0 10 6
Removal of Tree, Nambucca River	.....	„	1 0 0	.....	1 0 0
Walsh's Wharf	Repairs	„	28 18 11	.....	28 18 11
MACLEAY RIVER—					
Improving Entrance	Improving	1896	8,212 12 6	68,918 6 4	.....
Pilot Station at New Entrance	Constructing	1900	273 13 0	.....	4,189 10 9
Wharfs, &c.—					
Kempsey Dock	Repairs	1902	7 1 0	.....	7 1 0
Maintenance of various Wharfs	„	„	105 18 2	.....	105 18 2
Old Macksville Wharf—Fencing	.....	„	0 10 0	.....	0 10 0
Trial Bay Wharf	Repairs	„	50 1 11	.....	50 1 11
Wharf at the New Road to Rainbow Reach	Constructing	„	4 11 8	.....	92 16 8
Warrell Creek—Clearing	Improving	„	17 2 0	.....	17 2 0
BELLINGER RIVER—					
Improvements	„	1890	9,224 5 2	55,403 6 9	.....
Cahill's Wharf	Constructing	1902	15 14 2	15 14 2	.....
Wharfs, &c.—					
Bellinger Heads Wharf	Repairs	„	2 9 7	.....	2 9 7
Opening up Drain at Saltwater Swamp	Improving	„	1 1 0	.....	1 1 0
Removal of Tree, South Arm	„	„	1 10 0	.....	1 10 0
CAMDEN HAVEN—					
Improvements at Entrance	„	1896	3,492 1 6	27,067 8 5	.....
Wharfs, &c.—					
Camden Haven—Removal of Tree	„	1902	1 6 3	.....	1 6 3
„ Maintenance	„	„	15 0 5	.....	15 0 5
„ Deepening Crossing at Kendall	„	„	17 17 11	.....	17 17 11
RICHMOND RIVER—					
Dredge Dock	Constructing	1897	785 17 3	*a*	11,605 10 9
Flood Relief Works, *via* Evans' River	Improving	1895	940 9 1	9,980 14 3	.....
Improving Entrance	„	1878	29,539 12 3	365,390 3 3	.....
Snagging, &c., Tributaries, Richmond River	„	1894	1,236 6 9	*b*	13,312 19 0
Cherry-street Wharf, Ballina	Constructing	1901	148 12 10	.....	331 11 10
Wharfs, &c.—					
Ballina Swamps—Filling in	Improving	1902	284 18 1	.....	284 18 1
Ballina (North) Wharf	Repairs	„	1 5 11	.....	1 5 11
Bungawalbyn Proposed Wharf	Surveys	„	1 7 6	.....	1 7 6
Coraki (East) Wharf	Repairs	„	2 6 9	.....	2 6 9
Codrington (North) Wharf	„	„	16 15 5	.....	16 15 5
Docking Tug "Rescue"	.....	„	3 11 11	.....	3 11 11
Engineer's Residence	Repairs	„	26 13 9	.....	26 13 9
Gundurimba (East) Wharf	„	1902	10 4 6	.....	10 4 6
„ (South) „	„	„	4 15 3	.....	4 15 3
German Creek Wharf	„	„	14 15 2	.....	14 15 2
„ Clearing out	Improving	„	1 14 3	.....	1 14 3
Lismore Wharf	Repairs	„	13 10 2	.....	13 10 2
McInnes-lane Landing Place	Constructing	1901	3 8 10	.....	28 6 10
Martin-street Wharf, Ballina	Repairs	1902	3 8 2	.....	3 8 2
Oakey Creek Wharf—Extension	Constructing	1901	205 12 1	.....	238 0 8
„ „ Crane	Repairs	1902	8 11 7	.....	8 11 7
Pimlico River Bank Protection	„	„	3 18 9	.....	3 18 9
„ Wharf—Survey	Survey	„	0 14 10	.....	0 14 10
Pashley's Wharf—Removal of Snag	Improving	„	2 14 0	.....	2 14 0
Richmond River Wharfs—Inspection	Repairs	„	3 19 3	.....	3 19 3
South Lismore Wharf	„	„	77 2 8	.....	77 2 8
South Woodburn Wharf	„	„	1 18 3	.....	1 18 3
Steve King's Plains Wharf	„	„	8 19 8	.....	8 19 8
Tucki Wharf	„	„	3 11 4	.....	3 11 4
Wardell Wharf	„	„	22 13 11	.....	22 13 11
Woodburn (North) Wharf	„	„	4 17 1	.....	4 17 1
„ „ „ Crane	.....	„	18 12 3	.....	18 12 3
Wyrallah (North) Wharf	Repairs	„	3 0 3	.....	3 0 3
TWEED RIVER—					
Cape Byron Lighthouse and Quarters	Constructing	1897	44 6 8	.....	18,897 4 2
Improvements	Improving	1890	14,079 3 7	84,361 5 5	.....
Construction of Works to prevent erosion of Shore, Byron Bay	Constructing	1901	1 4 4	.....	303 11 6
Lavender Creek—Improvements	Improving	„	1,743 18 6	2,507 6 3	.....
Murwillumbah Wharf	Constructing	„	779 2 4	.....	784 2 4

a £679 19s. 4d. charged to Vote "Works Generally." *b* £244 18s. 9d. charged to Vote "Works Generally."

Expenditure on Public Works by Harbours and Rivers Branch—*continued.*

Work.	Whether Constructing or under Repair.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
			£ s. d.	£ s. d.	£ s. d.
TWEED RIVER—*continued.*					
Wharfs, &c.—					
Byron Bay Jetty	Repairs	1902	18 19 0	.....	18 19 0
" " Additional Landing	Constructing	"	85 4 7	.....	85 4 7
" " Skids	"	"	85 0 3	.....	85 0 3
" " Crane	Repairs	"	7 1 7	.....	7 1 7
Cudgen Wharf	"	"	42 9 11	.....	42 9 11
" Mooring Piles	"	"	44 5 6	.....	44 5 6
Condong Flat Beacon Piles	"	"	26 11 1	.....	26 11 1
Dunbible Creek—Snagging	Improving	"	9 1 1	.....	9 1 1
Murwillumbah (South) Wharf	Constructing	1901	27 19 0	.....	90 17 9
" Wharf—Extra Mooring Piles	"	1902	19 17 7	.....	19 17 7
" " Crane Erection	"	"	11 0 3	.....	11 0 3
Terranora Dock—Landing Stage	"	"	20 10 2	.....	25 2 11
" "	Repairs	"	6 0 8	.....	6 0 8
Tumbulgum Wharf	"	"	31 14 7	.....	31 14 7
Tweed Heads "	"	"	0 1 6	.....	0 1 6
Tweed River—Snagging	Improving	"	4 1 7	.....	4 1 7
MORUYA RIVER—					
Improving Entrance—Fascine Banks, Dykes, &c.	"	1888	410 17 10	.....	31,474 13 7
DARLING RIVER—					
Improving	"	1856	6,958 18 3	130,919 9 2	.....
MURRUMBIDGEE RIVER—					
Improving	"	"	1,170 10 1	88,605 3 2	.....
COCKATOO ISLAND—					
Dock Establishment—Contingencies	Annual Service	1902	7,620 19 9	.....	7,620 19 9
Electric Light—Maintenance	"	"	563 15 10	.....	563 15 10
Fitzroy Dock—Extension and Appliances	Constructing	1898	15,411 6 11	a35,245 6 6	.....
Wharfs, &c.—					
Driving Piles, West Side	Improving	1902	4 0 0	.....	4 0 0
Fitzroy Dock Wharf	Repairs	"	48 11 7	.....	48 11 7
Parramatta Ferry Wharf	"	"	21 5 2	.....	21 5 2
Sutherland Dock Wharf	"	"	77 8 10	.....	77 8 10
Storing Cranes and Machinery	.....	"	40 18 7	.....	40 18 7
Wharf used by Henley's Steamer—Piles	Improving	"	11 0 0	.....	11 0 0
MISCELLANEOUS—					
Admiralty Charts along Coast—Revision of	.....	"	57 10 1	.....	57 10 1
Alterations to s.s. "Victoria"	Improving	1901	0 11 3	.....	258 4 3
Cape Hawke Entrance	"	1894	604 19 10	.....	15,818 14 5
Conversion of Grab Dredge "Zeta" into Sand-pump Dredge, &c.	.....	1902	1,249 19 7	1,249 19 7	.....
Copper Sheathing for N.S. "Sobraon"	.....	"	646 19 5	.....	646 19 5
Collecting Copper Samples	.....	"	59 2 5	.....	59 2 5
" Muntz Metal Samples	.....	"	74 12 0	.....	74 12 0
Coogee Baths	Constructing	"	198 1 3	.....	198 1 3
Dredges, Punts, Tugs, and Barges	"	1900	2,309 18 7	.....	14,232 17 6
Dredging Blackwattle and Rozelle Bays	Improving	1902	499 12 3	.....	499 12 3
Expenses of Tugs on Special Service	Annual Service	"	56 9 5	.....	56 9 5
Edwards River—Snagging	Improving	1870	1,059 14 4	.....	6,509 6 6
Fitzroy Dock Royal Commission	.....	1902	94 11 10	.....	94 11 10
Harbour and River—Preliminary Surveys	Annual Service	"	464 19 4	.....	464 19 4
Incidental	.....	...	300 1 2	.....	300 1 2
Lighthouses, &c.—Repairs	Annual Service	1902	†1,993 16 2	.....	1,993 16 2
Norah Head Lighthouse—Quarters, &c.	Constructing	1899	11,977 8 5	16,293 17 11	.....
Pile Driver—Purchase	.....	1902	10 0 0	.....	10 0 0
Punt for various works—Purchase	.....	"	250 0 0	.....	250 0 0
Rose Bay Jetty	Repairs	"	189 9 9	.....	189 9 9
Salaries, Equipment, Travelling Allowances, &c.	Annual Service	"	12,432 18 8	.....	12,432 18 8
Steamer for Lunacy Department	Constructing	1901	573 16 0	.....	1,557 2 11
Steamer "Forester" at Tocumwal—Raising	.....	"	44 18 0	.....	198 2 8
Shale Croquet Balls—Sample	.....	1902	2 18 11	.....	2 18 11
Special Deposit Account, Reclamation Fenwick's Estate, Ballina	.....	1901	208 15 2	.....	236 15 0
Special Deposit, Public Works Suspense Account	.....	...	1,654 14 5	.....	1,654 14 5
Towards Fitting Steam-steering Gear on Tugs, &c.	Improving	1902	213 1 6	213 1 6	.....
Trust Fund—Ballast Account, Newcastle Jetties	.....	...	2,768 19 6	.....	2,768 19 6
Wentworth Wharf and Approach	Repairs	1902	77 15 0	.....	77 15 0
Work done for other Departments	.....	"	18,595 8 0	.....	18,595 8 0
Totals	.....	...	443,220 18 6	2,563,569 2 0	577,552 1 5

a £2,963 2s. 6d. charged to Vote "Dock Establishment Contingencies." * For items under this heading see Schedule marked "A." †For items under this heading see Schedule marked "B."

TOTAL EXPENDITURE FOR THE YEAR.	£ s. d.
Harbours and Rivers Revenue	61,765 1 3
Dredge Service Revenue	97,527 3 10
Harbours and Rivers Loans	265,333 5 5
Services of other Departments	18,595 8 0
Total	£443,220 18 6

NOTE.—Items under the heading of "Wharfs, &c.," charged to Vote "Works Generally."
* Of this amount, £101 5s. 9d. charged to Vote "Works Generally," and £363 13s. 7d. to Vote "Salaries, Equipments, &c."

Harbours and Rivers Votes and Expenditure.

Year.	Votes.				Expenditure.			
	Loans.	Revenue.	Other Departments.	Total.	Loans.	Revenue.	Other Departments.	Total.
	£	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d
Previous to 1859...	.....	.....	.....	.....	.....	.....	.....	95,765 10 8
1859.....	5,000	18,139	.....	23,139	.....	.....	.....	16,183 19 4
1860.....	96,317	33,833	.....	130,150	.....	.....	.....	31,134 1 11
1861.....	53,815	29,293	.....	83,108	.....	.....	.....	52,314 4 9
1862.....	31,600	30,477	.....	62,077	.....	.....	.....	84,280 19 5
1863.....	95,275	33,604	.....	128,879	.....	.....	.....	53,318 16 11
1864.....	62,812	35,810	.....	98,622	.....	.....	.....	80,830 9 5
1865.....	13,900	28,708	.....	42,608	.....	.....	.....	58,347 6 8
1866.....	49,000	39,687	.....	88,687	.....	.....	.....	53,678 15 0
1867.....	10,000	42,654	.....	52,654	.....	.....	.....	70,840 7 10
1868.....	26,100	40,689	.....	66,789	.....	.....	.....	83,204 11 10
1869.....	84,000	42,268	.....	126,268	.....	.....	.....	81,279 12 9
1870.....	71,900	38,791	.....	110,691	.....	.....	.....	65,675 14 5
1871.....	13,356	33,175	.....	46,531	.....	.....	.....	67,425 7 11
1872.....	55,397	48,680	.....	104,077	.....	.....	.....	67,121 3 9
1873.....	164,560	74,071	.....	238,631	.....	.....	.....	111,160 12 6
1874.....	70,200	91,119	.....	161,319	.....	.....	.....	137,749 17 1
1875.....	36,000	57,884	.....	93,884	.....	.....	.....	222,913 19 6
1876.....	135,000	290,294	.....	425,294	.....	.....	.....	175,189 8 4
1877.....	.....	218,377	.....	218,377	.....	.....	.....	186,916 18 0
1878.....	.....	189,821	.....	189,821	.....	.....	.....	218,001 4 11
1879.....	1,086,768	179,651	.....	1,266,419	.....	.....	.....	247,110 1 10
1880.....	150,000	126,826	.....	276,826	.....	.....	.....	279,913 18 7
1881.....	130,000	157,744	.....	287,744	.....	.....	.....	313,217 0 1
1882.....	500,000	130,749	.....	630,749	.....	.....	.....	596,332 7 4
1883.....	155,000	163,253	.....	318,253	.....	.....	.....	733,620 0 0
1884.....	935,200	147,694	.....	1,082,894	.....	.....	.....	698,458 6 2
1885.....	.....	169,840	.....	169,840	.....	.....	.....	689,171 14 10
1886.....	609,853	150,909	.....	760,762	.....	.....	.....	817,631 16 11
1887.....	.....	135,612	.....	135,612	.....	.....	.....	596,743 8 8
1888.....	511,500	147,761	.....	659,261	122,811 10 2	134,682 11 4	.....	257,494 1 6
1889.....	132,600	178,048	.....	310,648	339,364 2 0	140,115 13 9	.....	479,479 15 9
1890.....	459,000	175,443	.....	634,443	254,760 15 7	166,833 6 8	.....	421,594 2 3
1891.....	.....	207,022	.....	207,022	257,885 19 9	200,012 15 2	.....	457,898 14 11
1892.....	82,000	255,987	.....	337,987	189,095 15 9	233,532 8 1	.....	422,628 3 10
1893.....	78,650	152,529	.....	231,179	161,192 13 10	169,168 19 11	.....	330,361 13 9
1 January, 1894, to 30 June, 1895.	215,700	246,666	.....	462,366	267,099 11 10	229,205 2 1	.....	496,304 13 11
1 July, 1895, to 30 June, 1896.	327,600	140,238	.....	467,838	202,816 17 0	152,120 8 5	.....	354,937 5 5
1 July, 1896, to 30 June, 1897.	299,000	120,150	13,596	432,746	235,039 12 7	123,347 19 9	13,595 3 10	371,982 16 2
1 July, 1897, to 30 June, 1898.	443,000	119,825	11,833	574,658	276,707 17 7	119,383 0 2	11,832 0 4	407,922 18 1
1 July, 1898, to 30 June, 1899.	192,350	124,494	11,093	327,937	403,605 2 6	136,007 11 1	11,092 15 3	550,705 8 10
1 July, 1899, to 30 June, 1900.	518,550	123,469	85,125	727,144	393,834 6 9	137,026 14 4	85,124 12 2	615,985 13 3
1 July, 1900, to 30 June, 1901.	268,950	128,903	55,404	453,257	420,444 8 5	238,014 13 10	55,403 17 6	713,862 19 9
1 July, 1901, to 30 June, 1902.	279,350	142,870	19,991	442,211	261,474 0 8	182,983 8 0	19,990 6 9	464,447 15 5
1 July, 1902, to 30 June, 1903.	189,900	156,608	18,595	365,103	265,333 5 5	159,292 5 1	18,595 8 0	443,220 18 6
Totals ...£	8,639,203	5,199,665	215,637	14,054,505	3,851,465 19 10	2,521,726 17 8	215,634 3 10	13,774,358 18 8

Schedule A.

Harbours and Rivers Surveys.

Works.	Amount.	Works.	Amount.
	£ s. d.		£ s. d.
Bomaderry Creek—Survey of Reef	2 2 0	Nowra Wharf, Quarry Site	3 3 0
Byron Bay Soundings	7 5 5	Obstruction to Channel at Oakland (Richmond Kiver)	2 16 0
Cook's River and Shea's Creek	27 1 10	Port Kembla Bay—Borings	18 16 6
Duck River Borings	49 4 9	Plant	62 9 9
Fort Macquarie—Land	2 2 0	Richmond River Harbour	32 2 3
Hen and Chicken Bay Reclamation	3 13 6	Shoalhaven River—Survey of Reef	16 12 8
Hunter River, Morpeth to Raymond Terrace	15 11 1	Wharf-street Embankment, South Grafton	0 18 9
Incidental	66 13 1	Wollongong Harbour	0 12 0
Long Bay	1 14 1		
Myall River	10 1 1		
Newcastle Harbour	141 19 7	Total	£464 19 4

Schedule B.

Harbours and Rivers.

Items charged to Vote "Repairs to Lighthouses."

Works.	Amount.	Works.	Amount.
	£ s. d.		£ s. d.
Barranjoey Lighthouse	1 9 6	Port Stephens Lighthouse and quarters	406 16 10
Clarence Heads Lighthouse	10 6 11	Point Perpendicular Lighthouse	15 3 0
Cape Byron „ Painting	29 0 10	Richmond River Heads Lighthouse	11 2 2
Crowdy Head „	0 11 1	Solitary Island Lighthouse	261 12 4
Fingal Head „	1 18 11	Seal Rocks „	532 12 5
Green Cape „	71 3 0	Smoky Cape „	35 2 9
Hornby Lighthouse and quarters	60 1 2	South Head Signal Station	0 4 1
Incidental	138 0 10	Tweed Heads Lighthouse	1 17 6
Macquarie Lighthouse and quarters—Painting	67 4 10	Twofold Bay „	1 12 10
Montague Island Lighthouse	96 14 3	Tacking Point „	50 6 8
„ „ and quarters	57 3 4	Ulladulla „	5 3 2
Nelson's Head Lighthouse	6 16 0	Warden Head „	20 0 4
Nobby's Lighthouse and quarters	76 11 5		
Newcastle Leading Light Towers	35 0 0	Total	£1,993 16 2

Water Conservation, Water Supply, Drainage, and Sewerage.

Report of the Principal Engineer.

Department of Public Works, Sydney, 9 October, 1903.

I BEG to forward the following report on the work carried out by the Water Supply and Sewerage Branch of this Department for the year ending 30th June, 1903.

L. A. B. WADE,
Principal Engineer.

WATER CONSERVATION BRANCH.

The principal works of water conservation constructed during the year have been small weirs and dams for impounding water in creeks and small rivers to afford supplies for stock. A considerable amount of money has been expended in repairing existing dams, &c., and some tanks have also been excavated. It is difficult to specify all the details of such miscellaneous work, but the following are the most important:—

The Cape Weir.—This weir has been constructed across the Billabong Creek, about 4 miles above Jerilderie. The object of the work is to give an increased water supply to the township of Jerilderie and travelling stock route, and, incidentally, to take the place of an old bridge. The dam is of earth, 15 feet high, and 20 feet wide on the top. It is situated at the upper end of the old storage reservoir, and is provided with a 9-inch earthenware pipe and valve, so that water impounded by the dam can be used to replenish the old reservoir. The by-wash has been constructed in a natural depression by filling it with a timber weir 178 feet in length and 7 feet in height. The road traffic is provided for by a causeway of stone pitching, 15 feet in width across the by-wash, and 20 feet wide on the top of the dam. The works were interrupted by heavy floods, which caused considerable damage, but are now completed.

Mehi Weir.—This weir, situated on the Mehi River, 20 miles west of Moree, has now been completed. The object of the work is to divert water into a cutting leading to the Moomen River, by which a large tract of dry country will be benefited. The weir is of timber, 235 feet long and 17 feet high, with sloping front and water cushion, all constructed of piles and sheet-piling sawn in the district.

Lake Albert.—This lake, in the neighbourhood of Wagga, has been much improved, and its capacity has been enlarged by building an earthen dam across the natural outlet. The dam has been faced with stone, and the inlet to the lake has been improved by making a short cutting from a tributary creek.

Nineteen-mile Dam.—This earthen embankment has been constructed across the Bokhara River, about 22 miles above the junction with the Darling River. The dam is 1,500 feet in length, and 9 feet wide on the top; the slopes are 4 to 1 and 2 to 1. The dam holds up 15 feet of water, and the river is backed up for about 20 miles. The work is protected from the burrowing of rabbits by means of a close wire-netting fence.

Lake Cudgellico Weir.—This work is now in progress, being part of the scheme for impounding the surplus waters of the Lachlan River in Lake Cudgellico, from whence they will be used to maintain the flow in the lower reaches of the Lachlan during dry seasons. The weir will be of concrete and iron, with a length of 250 feet and a height of 17 feet, and its location is 47 miles below Condobolin. The structure is not built across the river, but is placed in a channel cut from one bend to another. When the weir is completed the present river channel will be blocked with an earthen dam, and the whole river will then flow through the cutting and over the weir.

Peak Hill.—A weir of cribwork and stone has been constructed across the Bogan River about 3½ miles from Peak Hill. The weir is 6 feet high, and backs up the water surface for a distance of 3 miles.

Booligal.—This weir, across the Lachlan River at Booligal, is now under construction, all the piles having been driven. The structure will be of timber, and its height will be 6 feet.

Deniliquin.—A timber weir across the Edwards River at Deniliquin is now under construction, the object being to give a supply for the municipality.

Bokhara.—A timber weir across the Bokhara River, situated 26 miles from Brewarrina, on the Godooga-road, is now under construction. A similar structure across the Bogan River, 34 miles from Brewarrina, on the Bourke-road, is also in hand.

Congolgon.—This is an old concrete weir across the Bogan River, 27 miles from Brewarrina. The work done consists of repairs to a washaway; this was affected by means of rubble and concrete.

Condobolin.—The township is supplied with water from a reservoir formed with a timber and earth weir. The height of this dam has been raised 3 feet, thus largely increasing the quantity of impounded water, so that the township may now be said to be placed beyond the possibility of a water famine.

Box Creek.—This is an ana-branch of the Lachlan River, and it has now been dammed 30 miles below Hillston, the object being to prevent the water from other creeks flowing back into the Lachlan River. The dam has been provided with a sluice pipe.

Willandra Creek.—This diversion work is situated on the Lachlan River, 50 miles below Condoblin, and consists of a cribwork weir across the Lachlan, and a cutting into the Willandra Creek. The weir has been raised 2 feet in height, and the cutting has been widened from 6 to 12 feet, the object being to throw an increased supply of water into the Willandra. The old drop-board regulator at the entrance to the cutting is now being replaced by a regulator with timber gates actuated by racks and pinions.

Middle

Middle Billabong.—This diversion work is also situated on the Lachlan River, 20 miles above Hillston. The improvements now being carried out are the deepening of cutting and raising weir crest. The supply to both these works will be supplemented from the new storage at Lake Cudgellico. The ultimate object is the distribution of the water over a patch of dry country extending from Willandra weir to Mossgiel and Booligal.

Warren Weir.—A gradual erosion of the left bank of the channel above the weir has necessitated the protection of a length of 110 feet, which has been affected by a facing of poor concrete, 4 inches in thickness, embedded with wire netting.

Cuttings.—The following cuttings to divert water from rivers into creeks and ana-branches traversing dry country have been completed during the year:—

Dry Bogan.—This is an ana-branch of the Darling River. A cutting half a mile long and 8 feet wide, with side-slopes of 1½ to 1, has been excavated to give a better inlet from the Darling River.

Nehi River.—This is an ana-branch of the Gwydir River. A cutting ¾ mile in length and 9 feet wide, with side-slopes of 1 to 1, has been excavated to give a free flow from the Gwydir. The bottom of the cutting is made 18 inches above the running level of the Gwydir River.

Carore Creek.—This cutting is also from the Gwydir River; its length is 1¾ mile, width 9 feet, with side-slopes of 1 to 1.

Gunidgera Creek.—This is a diversion from the Namoi River, now in progress. The cutting is 5¾ miles long and 9 feet wide, with side-slopes of 1 to 1. Its greatest depth is 6 feet, and its grade is 6 inches per mile. It takes out of the Namoi about 2 miles from Wee Waa. A continuation of this cutting from Gunidgera Creek into Pian Creek is also part of the scheme, and is now completed. Its length is 2¼ miles, with the same section as the first cutting, but with a grade of 16 inches per mile. The object of these cuttings is to give a supply of water down Pian Creek, which is surrounded with dry country.

Regulators.—Works for regulating the supply have been constructed at the following places:—Duck Creek, Crooked Creek, Gunningbar Creek, and Deep Creek. The style of work has been the same in each case, timber piles, sheathed and strutted, and an opening left for drop-boards.

Bridges.—Seven bridges for road traffic, or for the convenience of landholders, have been built over various diversion cuttings, &c.

Tanks and Wells.—Tanks have been excavated in various parts of the State, ranging from 3,000 cubic yards capacity to 10,000 cubic yards capacity. The most important were made at Girilambone, Mingelo, Binalong, Bendick Morell, Ganmain, and Milbrulong. A 35-mile dry stage on the Brewarrina-Goodooga road has been provided with a well (Willoh Point) 46 feet deep, which affords a supply of 2,000 gallons of water per day.

Artesian Bores.—Artesian boring has hitherto been carried out under the Artesian Wells Act, but an attempt is now being made to bring such work under the provisions of the Water and Drainage Act.

To the end of June of this year, 101 bores have been completed. Of these thirteen have proved failures, and twenty-two are pumping bores, in which the water will not rise to the surface; the remainder are all flowing bores. The total depth bored has been 185,000 feet, and the daily flow is estimated at 54,000,000 gallons. It is intended to make a series of observations on the flow, so that the discharge can be accurately known.

It is gratifying to be able to report that a small amount of irrigation is now being carried on at some of the bores. This is an indication that the bore is at last taking a recognised place in the development of the country.

A complete list of the tanks, wells and bores will be found in the Appendix.

WATER SUPPLY.

Ballina.—The works for the supply of this town have been completed during the year. A pipe-head dam of concrete 120 feet long and 6 feet high has been constructed across a creek, and the water is from thence conveyed into the town by means of a pipe-line, 12,629 yards in length, of 6-inch cast-iron pipes. The creek is at an elevation of 327 feet above the town, so that a pressure of 140 lb. per square inch is available for the reticulation. This consists of 3,061 yards of 6-inch pipes and 3,463 yards of 3-inch pipes, with the usual fittings.

Blayney.—These works were completed in November last, and handed over to the Municipal Council. The supply is obtained from a well 31 feet deep by 10 feet in diameter, fed by 500 feet of 6 feet by 4 feet tunnels in the drift. The underground storage amounts to 110,000 gallons, and up to the present it has not been found possible to permanently lower the water level in the well. The machinery comprises a 23 horse-power boiler and Worthington pumps in duplicate, enclosed in a shed of galvanized iron. Each pump is capable of delivering 12,000 gallons of water per hour into the reservoir. The rising main is 69 chains long and 8 inches in diameter, and the reticulation consists of 81 chains of 6-inch pipe, 99 chains of 4-inch pipe, and 151 chains of 3-inch pipe. The reservoir is of concrete, 56 feet in diameter, and 16½ feet deep, with a capacity of 254,000 gallons, giving a head of 133 feet in the pipes.

Wollongong.—These works were described in last year's report. Some extra reticulation has been put in, and some fencing and clearing were done at the reservoir. The whole of the works have now been completed, and were handed over to the Metropolitan Board of Water Supply and Sewerage in January last.

Tumut.—These works were handed over to the Municipal Council in May last. The supply is obtained from a well 26 feet deep and 10 feet in diameter, lined with brick. The machinery comprises an 18 h.p. boiler, with duplex Jeanville pumps, capable of delivering 8,000 gallons per hour. The rising main is 198 chains long and 6 inches in diameter. The reticulation from the rising main consists of 280 chains of 4-inch and 186 chains of 3-inch cast-iron pipes. The reservoir is of concrete, 52 feet in diameter, and 16 feet deep, with a capacity of 209,000 gallons, and a head of 320 feet.

Cobar.—Over 45 miles of drains have been excavated in the catchment area, with the object of preventing the rainfall from being absorbed in the sandy patches and to keep the flow in the harder ground. The main drains have been made from 4 to 8 feet wide. All the drains deliver into the storage reservoir near the dam.

Germanton.—The supply of this township has been obtained from a well 35 feet deep and 5 feet in diameter. As the drought had seriously affected the quantity of water available, the well was sunk to 45 feet deep and bricked in; a fair additional supply was thus obtained.

Wagga.—At present the supply for this township is obtained by pumping from the Murrumbidgee River. It was proposed to improve the quality of the water by sinking a well on the bank and pumping from the well; in this way it was hoped that a naturally-filtered supply would be secured. A well 20 feet in diameter was sunk to a depth of 57 feet and bricked in, but, unfortunately, the flow proved to be insufficient. The Municipal Council is now carrying out boring operations to test the drifts at lower levels.

Narrabri.—The artesian bore at this place was driven to a depth of 2,040 feet, without success. After striking rock at that depth the work was abandoned.

Moree.—The reticulation for the supply of this township has been extended.

Coonamble.—The water supply from the artesian bore at this place has been used for domestic purposes, but a portion is now to go to the supply of a swimming-bath. This has been constructed on the bank of the Castlereagh River, and consists of an excavation 49 feet by 18 feet, lined with pine timber. The depth varies from 2 to 6 feet. The bath is surrounded with a hoarding containing eighteen dressing-boxes and three shower-baths, caretaker's room, &c. The Municipal Council has undertaken to pay an annual rate of 4 per cent. on the cost of the work.

Parkes.—The concrete dam of the reservoir at Parkes has been raised 18 inches, increasing the capacity of the reservoir to 75,000,000 gallons. Some small leaks in the foundation have also been staunched.

Cootamundra.—The dam of this reservoir has been found to sweat considerably, and as the reservoir dried up during the drought, advantage was taken to paint the inner surface with cement wash. The work was stopped by the break of the drought, so that part of the face remains unpainted, but the loss by percolation is now very slight.

Quarantine Station, Sydney Harbour.—A valve chamber connecting the old and new reservoirs has been put in.

Sydney.—In July of last year, the water level in the Prospect Reservoir had fallen so low that it was deemed advisable to make arrangements for pumping an auxiliary supply from the Nepean River to Penrith. Contracts were therefore arranged for the erection of the necessary centrifugal pumps, engines and pipes, and a sand-bag dam was thrown across the river near the railway bridge. This backed up water for a distance of 10 miles, and the quantity impounded was estimated at 1,200,000,000 gallons. In November, however, the situation was saved by the fall of rain, and the work was suspended. The plant, &c., is still being held in readiness, as it is the ultimate stand-by for the city until the Cataract Dam is completed.

In order to make still further provision, it was decided to pump about 4,000,000 additional supply from the Nepean River at Menangle. A weir was accordingly erected across the river immediately below the railway bridge. The greater part was on rock foundation, but a portion resting on a sandbank is strengthened with sheet piling. The weir is built of rubble; its height is 6 feet, length 220 feet, and it backs up the water for 8 miles, thus impounding 166,000,000 gallons.

The large dam at Cataract is now under construction, and upwards of 500 workmen are employed. They are housed in barracks built for the purpose, and the main camp is already provided with numerous stores, halls, churches, and a school and a resident doctor. The basin of the reservoir has been cleared of timber, and the excavations for the dam are in progress. Quarries for the supply of stone for the concrete have been opened up, and a reserve of 10,000 cubic yards of stone has been broken up and stacked ready for use. The quarries have been connected with the dam by means of 5 miles of railway, and access to the site from Campbelltown has been effected by making 7 miles of roadway. A traction engine is employed to draw material along this roadway.

The plant required to convey the material into the dam will be electrically driven, and will consist of overhead aerial cableways, supported on stagings placed on each side of the gorge. This is now in course of erection.

The 6-foot pipe from Pipe Head to Potts Hill has been scraped and given two coats of cement wash. This has been used in lieu of bitumen, and gives satisfactory results, the only precaution found necessary in applying the coating being that it had to be kept wet by means of a hose and spray.

DRAINAGE.

Grenfell.—A concrete drain to carry off surface waters has been completed at this township. The cross-section adopted was semi-circular, and the lengths constructed were 630 feet of 5 feet by 2 ft. 3 in. 396 feet of 3 feet by 2 feet, and 356 feet of 3 feet by 2 feet.

Casino.—This town drainage has been effected by earthenware pipes, the flow from the streets of the township being collected in concrete gullies at the street corners. The lengths of pipes laid were, 11⅓ chains of 16 inch, and 4 chains of 12 inch. Four concrete manholes were also provided.

Botany.—This stormwater drain, 1,070 feet in length, has been constructed to relieve the district around Botany-street, which is subject to periodical flooding. The cross-section varies from 4 ft. 6 in. by 3 ft. 6 in. down to 3 ft. 3 in. by 3 feet. The invert and sides have been made of concrete, and the top of Monier slabs. Where the drain intersects the street, the concrete crown is strengthened by the insertion of 75-lb. steel rails.

Erskineville.—The drainage of Macdonaldtown Park to Albert-street, with a branch to Erskineville railway station, has been effected by means of 618 feet of 42-inch circular concrete channel and the following Monier pipes:—548 feet of 36-inch, 1,072 feet of 30-inch, and 1,038 feet of 24-inch. The usual gullies and man-holes were put in.

Shea's Creek.—This channel has been extended from Botany-road to the Quatre-Bras Wool-scouring Works. The cross-section adopted was the same as that of the Marrickville channel—a concrete invert, 20 feet in width, graded to the centre, and brick sides with batters of 1 in 4. At present there is no outlet to the channel, but in the near future it will be extended to Shea's Creek.

Newcastle.

Newcastle.—The drainage of Hannel-street was extended by laying 13 chains of 16-inch earthenware pipes provided with three manholes, &c. The existing 18-inch pipe was also relaid for a distance of 17 chains.

The portion of the Hamilton channel, which intersects the Agricultural Society's grounds, was covered in by means of concrete with rails embedded in it.

Clay Cliff, Parramatta.—Sixteen chains of 3-foot Monier pipes, with manhole, inlet and outlet, have been constructed.

Balmain.—Eleven chains of 24-inch earthenware pipes, 10 chains of 9-inch, and 26 chains of 6-inch have been laid, also 25 chains of 9-inch cast-iron pipes, and 5 chains of 6-inch. Four shafts and fifteen manholes have also been constructed.

Coopernook Swamp.—This canal was described in last year's report; the work is now practically completed. A bridge has been constructed to carry the traffic of the Laurieton Road across the canal, and all the side drains and the outlet to Cattai Creek have been completed. This work has been carried out by contractors, and great delay has been caused through the heavy rains which are perennial on the coast.

SEWERAGE.

Mosman.—The construction of the sewerage system of this important suburb of Sydney is now in progress, and at present the main-pipe line and the septic tanks are completed. The tanks are situated on the shores of Middle Harbour, protected from waves by a massive stone sea-wall, which much enhances the appearance of the works. They are four in number, 69 feet by 28 feet, and 7 feet deep, covered in with roofs of red tiles, and ventilated through a stone shaft 50 feet high. The tanks alternately receive the sewage, and it is run from them to the filter-beds by means of four sets of automatic actuating gear. The filter-beds are open tanks, eight in number, each measuring 68 feet by 32 feet and 5 feet deep. The tanks and filter-beds have all been constructed in concrete. The purified effluent from the filter-beds flows through 600 feet of 16-inch cast-iron pipe to the outfall in the harbour. Trees have been planted to surround the site, and the slopes have been grassed.

The pipe-line comprises 2,736 feet of 16-inch earthenware pipes, 970 feet of 21-inch Monier pipes, 2,274 feet of 12-inch earthenware pipes, and an aqueduct of 15-inch cast-iron pipes 180 feet long. The usual manholes have been provided.

A wooden footbridge has been constructed over the aqueduct in Reid Park to give access to the other side of the ravine at the head of Mosman's Bay.

Hay.—This scheme is now under construction. On account of the flatness of the country it has been found necessary to make provision for pumping the whole of the sewage, and the area has been divided into seven districts; in each of these is placed a station furnished with two 50-gallon Shone ejectors; in one district their capacity is 150 gallons. The ejectors are worked by compressed air obtained at the waterworks station, and distributed by means of galvanised wrought-iron pipes. The sewage is conveyed to the ejector stations by means of 6-inch earthenware pipes, the grade of these pipes has to be secured by laying them at different depths. The ejectors discharge into 4-inch cast-iron rising mains, which, in turn, flow into a 6-inch rising main leading to the outfall. The outfall works are on the banks of the Murrumbidgee River, and consist of septic tanks and filter beds. The filtered effluent will be allowed to pass into the river. At present two of the ejector stations have been finished, and the septic tanks are being roofed in, half the manholes are constructed. The following pipes have been laid:—5½ miles of 6-inch earthenware pipes, 4,500 feet of 6-inch cast-iron pipes, 4,200 feet of 4-inch cast-iron pipes, and 3,500 feet of 2-inch air pipes.

Randwick and Kensington.—This work has been continued during the year. The work has proved extremely difficult on account of the large quantities of water in the sandy soil, part of the excavations was through soft black mud. Ten shafts have been sunk, and 36 chains of tunnel excavated. Thirty-nine chains of the tunnel have been lined with concrete up to the springing of the arch. Thirty-two chains have been packed, and three of the shafts have been lined with brick.

Coogee-Waverley.—This work was completed during the year, the total length being 54 chains. All the shafts have been lined with concrete, and the year's work includes 864 feet of tunnel in solid rock, and the laying of 2,300 feet of 29-inch Monier pipe.

Liverpool.—This scheme has been slightly extended, and ventilation and fencing have been carried out, also the construction of drains for the drying-ground at the Benevolent Asylum, and a flushing station has been completed.

Narrandera.—Some improvements have been made in this scheme by providing additional ventilating shafts along the main sewer, and altering the actuating gear at the septic tanks.

Lismore.—This scheme is now under construction, and the excavation of the septic tank is completed.

Newcastle.—This important scheme has now been commenced, and will be pushed on with during the coming year.

Sydney Low Levels.—A great deal of miscellaneous work in connection with this work has been done during the year.

The pumps in fourteen of the stations are now working, and the sewage which formerly found its way into the harbour is now being intercepted and pumped into the main system with its outfall at Bondi. The scheme is now in working order at Ultimo, Annandale, Balmain, Sussex-street, Circular Quay, Woolloomooloo Bay, Elizabeth Bay, and Pyrmont. The bulk of the interceptions have been made and a few others are still in progress. The underground machinery chambers are being lined with opalite tiles, and the houses over the chambers are nearly all erected.

The following reticulations connected with the low-level system have been laid during the year :—

Woolloomooloo.—An extension from the Police Station to the bay has been put in, consisting of 28 chains of 3 ft. 9 in. circular sewer constructed in concrete.

Concord.—The extensions consist of 12-inch earthenware pipes, 97 chains of 9-inch, and 125 chains of 6-inch, with 72 manholes, 3 shafts, and 2 flushing stations.

Long Cove Creek.—The following cast-iron pipes have been laid :—48 chains of 9-inch, 6 chains of 6-inch, and 48 chains of earthenware pipe, 6 inch diameter, and 43 manholes have also been laid down.

Homebush.—Two sections have been carried out, the total lengths laid being :—58 chains of 12-inch earthenware pipes, 41 chains of 9-inch, and 148 chains of 6-inch, with 89 manholes.

Depôt.—Buildings have been erected at Murray-street, Ultimo, for the general use of the construction branches of this Department. They comprise blacksmith's shop, bridges store, tool store, carpenter's shop, and cement-testing store.

SURVEYS AND PROJECTED WORKS.

A considerable amount of survey work has been carried out during the year, principally in connection with water conservation. Two officers have been kept engaged in examining the western country, the chief works undertaken being the fixing of lock and weir sites on the Darling River between Wentworth and Wilcannia. The question of diverting flood water from the Darling into the network of the great ana-branch and Lake Talywalka, has also been under consideration, and many levels, sections, and borings have been taken. At present, a classification of the land between the Billabong Creek and the Murray River is proceeding. The area is about 1½ million acres, and lies under the command of the proposed Murray River canal.

The following extensions of the Sydney Water Supply are in prospect:—32-inch pipe from Pipe Head to Ryde ; 15-inch rising main, Ryde to Wahroonga ; 32-inch pipe from Ryde to Petersham ; and service tank at Mosmans, with a capacity of 1½ million gallons. A new service reservoir at Waratah is being commenced, and extensions to the Forbes, Casino, and Ballina water supplies are in prospect. At Broken Hill it is proposed to erect a dam across the Umberumberka Creek. This will be a novel construction, being rock-filled with a watertight face of wrought-iron plates.

Schemes have been designed for sewerage systems at the following places :—Orange, Parramatta, Bathurst, Forbes, and Coonamble. The extension of the Sydney sewerage system will also be carried on.

RETURN of Expenditure, Pneumatic Tubes Construction, from 1st July, 1902, to 30th July, 1903.

Work, and where situated.	Whether Constructing or under Repair.	When commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Finished, Actual Amount of Expenditure.
			£ s. d.	£ s. d.
Pneumatic Tubes, between G.P.O. and Merchants' Exchange, Sydney—(Postal Department Vote, £7,000, 64 Vic. No. 60)	Constructing	1901	2,312 17 11	6,603 17 5

SUMMARY of Expenditure, 1st July, 1902, to 30th June, 1903.

Loans ..... £2,312 17s. 11d.

RETURN

RETURN of Expenditure, Telephone Tunnels Construction, from 1 January, 1892, to 30 June, 1903.

Work, and where situated.	Whether Constructing or under Repair.	Contract or Day Labour.	When Commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
				£ s. d.	£ s. d.	£ s. d.
Section 1.—Moore-street	Constructing	Contract	1892	.....	.....	3,560 10 0
,, 2.—General Post Office to The Exchange	,,	,,	1895	.....	.....	4,756 4 0
,, 3.—Moore-street, along Barrack-street to Clarence-street.	,,	Day labour	,,	.....	.....	3,420 5 8
,, 4.—General Post Office to Park-street	,,	,,	,,	.....	.....	4,520 0 10
,, 5.—Barrack-street to Liverpool-street	,,	,,	1896	.....	.....	9,551 15 3
,, 6.—Castlereagh and King Streets	,,	,,	,,	.....	.....	2,808 14 0
,, 7.—Park-street to Goulburn-street	,,	,,	,,	.....	.....	4,174 14 8
,, 8.—Goulburn-street to Railway Station	,,	,,	,,	.....	.....	9,353 6 4
Hunter-street	,,	,,	,,	.....	.....	47 9 10
,, 9.—Railway Station to Glebe-road	,,	,,	1898	.....	.....	11,830 1 1
,, 10.—Exchange to the Treasury	,,	,,	1899	.....	.....	3,483 9 7
,, 11.—Druitt-street, along York-street to Barrack-street.	,,	,,	1900	9 0 0	.....	4,581 11 11
,, 12.—Liverpool-street, along George-street to Engine-street.	,,	,,	1899	.....	.....	7,468 0 3
,, 13.—George-street, down Engine-street, across Thomas-street, up Ultimo-road to Harris-street to McArthur-street.	,,	,,	,,	5 6 10	.....	8,952 17 10
,, 14.—Parramatta-street, along Newtown-road to Alma-street to Darlington Post Office.	,,	,,	,,	.....	.....	5,701 16 10
,, 15.—Alma-street, through Deaf and Dumb Institution Grounds to Forbes-street, Newtown.	,,	,,	1898	.....	.....	4,156 9 7
,, 16.—Central Coffee Palace, along Clarence-street, across and down Erskine-street to corner of Sussex-street.	,,	,,	,,	8 4 7	.....	3,872 15 2
,, 17.—Forbes-street, Newtown, along King-street to Congregational Church.	,,	,,	1900	86 13 9	.....	13,090 4 4
,, 18.—McArthur-street, along Harris-street to Pyrmont Post Office (Union-street).	,,	,,	,,	27 9 2	.....	9,859 8 2
,, 19.—George-street, *via* Liverpool and Oxford Streets to Dowling-street (and branch in Bourke and Flinders streets).	,,	,,	,,	329 2 0	.....	14,345 7 2
,, 20.—Dowling-street, along Oxford-street to Paddington Post Office (and branch Paddington Town Hall).	,,	,,	1901	339 7 7	.....	9,631 0 7
Repairs generally	Repairs	,,	1895	.....	.....	1,680 15 4
Cable Entrance, Pitt-street	Constructing	,,	1896	.....	.....	26 11 3
Fitting Account	,,	.....	,,	199 19 2	.....	7,068 3 0
George-street Conduit	,,	.....	1898	.....	.....	3,483 1 3
Edgecliff Conduit	,,	.....	,,	.....	.....	2,623 8 6
A. L. & G. McCredie	Supervision, &c.	.....	1895	1,531 18 9	.....	7,035 13 0
J. H. Cardew	Professional fee, Telephone Tunnel Inquiry.	.....	1897	.....	.....	125 0 0
Sheerin & Hennessy	,, ,,	.....	,,	.....	.....	147 0 0
J. B. Alderson	,, ,,	.....	,,	.....	.....	36 15 0
Attorney General	Law Expenses	.....	1902	188 16 1	.....	188 16 1
Rowe and Curtis and another	,, ...	.....	,,	0 15 8	.....	0 15 8
Plant Account	.....	.....	1900	.....	.....	77 8 3
Lowering Man-hole, Erskine and Clarence streets.	Repairs	.....	1902	0 12 1	.....	0 12 1
Marshall's Paddington Brewery	Compensation, damage to property.	.....	1901	.....	.....	115 5 0
J. Eade		.....	,,	.....	.....	10 0 0
Work done for Department of Home Affairs	Repairs	.....	1902	26 12 10	.....	26 12 10
Drainage Account	.....	.....	1900	.....	.....	830 14 5
Miscellaneous	.....	.....	1899	64 6 7	.....	503 18 9
Removing Timber—Moore-street	.....	Contract	1898	.....	.....	7 3 11
Removing Timber—G.P.O., Exchange	.....	,,	,,	.....	.....	402 0 1
Section 3.—Removing Timber—Moore and Barrack streets	.....	Day labour	,,	.....	.....	73 17 6
,, 4.—Removing Timber—G.P.O. to Park-street	.....	,,	,,	.....	.....	534 11 0
,, 5.—Removing Timber—Barrack, Clarence, and Liverpool streets.	.....	,,	,,	.....	.....	118 10 2
,, 7.—Removing Timber—Park-street to Goulburn-street.	.....	,,	,,	.....	.....	314 12 1
,, 8. Removing Timber—Goulburn-street to Railway.	.....	,,	,,	.....	.....	173 14 0
Totals	.....	.....	..	2,818 5 1	.....	164,771 2 3

SUMMARY of Expenditure from 1st July, 1902, to 30th June, 1903.

	£ s. d.
From Revenue Vote	2,791 12 3
Work done for other Departments	26 12 10
Total	£2,818 5 1

TELEPHONE TUNNELS CONSTRUCTION.

VOTES AND EXPENDITURE.

Year.	Votes.				Expenditure.			
	Loans.	Revenue.	Other Departments.	Total.	Loans.	Revenue.	Other Departments.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1892–3	3,560 10 0	.....	.....	3,560 10 0	3,560 10 0	.....	.....	3,560 10 0
1894–5	432 0 0	.....	.....	432 0 0	432 0 0	.....	.....	432 0 0
1895–6	29,489 3 5	.....	.....	29,489 3 5	29,489 3 5	.....	.....	29,489 3 5
1896–7	21,698 19 9	.....	.....	21,698 19 9	21,698 19 9	.....	.....	21,698 19 9
1897–	4,915 15 3	.....	.....	4,915 15 3	4,915 15 3	.....	.....	4,915 15 3
1898–	17,533 18 1	.....	.....	17,533 18 1	17,533 18 1	.....	.....	17,533 18 1
1899–1900	4,704 9 7	.....	.....	4,704 9 7	4,704 9 7	.....	.....	4,704 9 7
1899–1900	50,000 0 0	.....	.....	50,000 0 0	27,981 7 6	.....	.....	27,981 7 6
1900–1901	.....	.....	.....	.....	37,282 9 10	.....	.....	37,282 9 10
1901–1902	30,000 0 0	.....	.....	30,000 0 0	14,354 3 9	.....	.....	14,354 3 9
1902–1903	.....	2,791 12 3	.....	2,791 12 3	.....	2,791 12 3	.....	2,791 12 3
1902–1903	.....	.....	26 12 10	26 12 10	.....	.....	26 12 10	26 12 10
Total £	162,334 16 1	2,791 12 3	26 12 10	165,153 1 2	161,952 17 2	2,791 12 3	26 12 10	164,771 2 3

Post and Telegraph Department, General Votes.

SEWERAGE CONSTRUCTION BRANCH.

RETURN of Expenditure by Sewerage Construction Branch from 1 July, 1902, to 30 June, 1903.

Work.	When commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, amount of expenditure to 30 June, 1903.	If finished, actual amount of expenditure.
		£ s. d.	£ s. d.	£ s. d.
Ashfield Storm-water Channel—Purchase of, from Borough Council	1900	.....	4,500 0 0	.....
Baptist-street Storm-water Channel	1892	.....	14,500 0 0	.....
Bondi-Waverley Sea Slopes	1894	.....	16,000 0 0	.....
Botany Road Storm-water Channel	1895	2,552 15 5	6,176 13 7	.....
Branch Sewer Draining parts of Waverley and Randwick	1896	6,815 7 3	33,000 0 0	.....
Buckland-street Storm-water Channel	1890	1,322 12 4	1,707 17 2	.....
Burren-street, Erskineville, Storm-water Channel Extension	1902	2,719 15 3	2,719 15 3	.....
Circular Quay Low-level Sewerage Works	1896	.....	8,978 6 0	.....
City Low-level Sewerage Extension	1902	5,000 0 0	5,000 0 0	.....
Clay Cliff Creek, Parramatta, Stormwater Channel Extension	"	1,000 0 0	1,000 0 0	.....
Coogee-Waverley Eastern Slopes Extension	"	2,995 12 0	2,995 12 0	.....
Country Towns Sewerage and Storm-water Channels generally	1895	8,002 13 1	42,847 13 11	.....
Darling Harbour Low-level Sewerage Works	"	1,917 17 5	22,000 0 0	.....
Darlington Sewerage	1902	423 0 2	423 0 2	.....
Double Bay Creek Storm-water Channel, from Main Bondi Sewer to Double Bay	1896	1 10 0	.....	10,859 19 1
Drainage, Parkes and Forbes	1900	1 11 11	1,572 14 8	.....
Extension of Sewer, Waverley and Woollahra, to Randwick	1898	.....	16,000 0 0	.....
Forbes Sewerage	1902	24 2 8	24 2 8	.....
Glebe Sewerage—Value of Works taken over from Borough Council	"	9,103 10 4	.....	9,103 10 4
Hay Sewerage	"	6,433 12 1	6,433 12 1	.....
Jenolan Caves—Drainage of Government Buildings	1898	1 11 1	.....	918 14 3
Lismore Sewerage	1902	1,497 16 1	1,497 16 1	.....
Low Levels generally	"	2,398 13 4	2,398 13 4	.....
Metropolitan Area—Sewerage and Storm-water Channels generally	"	3,391 9 6	9,852 14 5	.....
Mosman and Outfall Works	1896	.....	19,000 0 0	.....
Mosman and South Willoughby Sewerage Extension	1902	3,000 0 0	3,000 0 0	.....
Mosman Storm-water Channel	1900	6 4 0	4,334 3 6	.....
Newcastle Sewerage	1902	485 9 9	485 9 9	.....
Northern Slopes, North Sydney	1898	.....	3,796 9 3	.....
North Sydney and Mosman Sewerage Extension	1896	855 10 3	18,962 6 4	.....
" " Middle Harbour Slopes	1902	10,000 0 0	10,000 0 0	.....
Pyrmont Branch Sewer	1891	.....	29,999 19 2	.....
Rockdale Creek Storm-water Sewer	1899	0 15 11	839 3 3	.....
Rockdale Sewerage	1902	25 8 8	25 8 8	.....
Rookwood Asylum Sewerage Extension	"	14 5 5	14 5 5	.....
Sanitary Works	1900	9,919 12 2	9,919 12 2	.....
Sewerage in Low-level Zone, Rushcutters' Bay	1898	18 1 8	8,978 14 7	.....
Sewerage Work generally	1899	18 18 3	6,654 11 8	.....
South Willoughby and Outfall Works	1897	.....	14,116 4 5	.....
Storm-water Channels and Drainage generally	1900	9,042 13 5	32,926 14 1	.....
Victoria Barracks and Lake Kippax Drainage	1901	0 3 10	3,216 19 6	.....
Waverley, Randwick, and Bondi Sewerage	1895	1,510 13 5	11,300 0 0	.....
" " and Kensington Sewerage	1902	7,000 0 0	7,000 0 0	.....
Western Suburbs Sewerage, Main Scheme	1889	.....	.....	830,000 0 0
" " Completion	"	29,146 2 9	134,336 12 2	.....
Woolloomooloo—Providing new sewers and elevating Sewerage into Main Bondi Outfall Sewer	1896	41 17 6	11,500 0 0	.....
Detail Surveys, General Surveys, Salaries, Travelling Expenses, and Contingencies	1902	9,381 12 9	.....	9,381 12 9
Cement Testing	"	1,558 5 5	.....	1,558 5 5
Metropolitan Board of Water Supply and Sewerage—Election Expenses	"	19 2 4	.....	19 2 4
Hunter River District Board of Water Supply and Sewerage—Election Expenses	"	20 13 8	.....	20 13 8
Work done for other Government Departments	"	265 9 3	.....	265 9 3
Totals	...	£137,934 10 4	530,035 5 3	862,127 7 1

SUMMARY OF EXPENDITURE from 1 July, 1902, to 30 June, 1903.

	£ s. d.
Loans	126,689 6 11
Revenue	10,979 14 2
Work done for other Departments	265 9 3
Total	£137,934 10 4

WATER SUPPLY AND SEWERAGE BRANCH.

Votes and Expenditure.

Year.	VOTES.				EXPENDITURE.			
	Loans.	Revenue.	Of other Departments.	Total.	Loans.	Revenue.	Services for other Departments.	Total.
	£	£		£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1879	400,000	.....	.....	400,000	409 12 3	.....	.....	409 12 3
1880	.....	266	.....	266	2,941 12 10	265 5 2	.....	3,206 18 0
1881	.....	4,735	.....	4,735	12,083 6 9	4,734 14 10	.....	16,818 1 7
1882	.....	6,870	.....	6,870	32,498 18 8	4,008 14 6	.....	36,507 13 2
1883	100,000	9,172	.....	109,172	105,321 5 5	286 12 2	.....	105,607 17 7
1884	20,000	4,375	.....	24,375	119,730 10 10	2,795 19 4	.....	122,526 10 2
1885	.....	15,950	.....	15,950	155,931 12 2	14,834 2 11	.....	170,765 15 1
1886	250,000	3,817	.....	253,817	148,292 8 7	12,401 11 3	.....	160,693 19 10
1887	.....	4,381	.....	4,381	108,774 18 3	20,181 10 2	.....	128,956 8 5
1888	146,812	9,201	.....	156,013	64,063 9 6	11,998 9 4	.....	76,061 18 10
1889	1,063,453	12,615	.....	1,076,068	81,315 18 10	9,616 0 4	.....	90,931 19 2
1890	586,648	3,670	.....	590,318	82,985 19 9	11,006 19 5	.....	93,992 19 2
1891	.....	5,218	.....	5,218	202,922 0 11	8,775 3 7	.....	211,697 4 6
1892	109,692	8,505	.....	118,197	202,294 2 1	11,113 7 8	.....	213,407 9 9
1893	18,850	4,340	.....	23,190	109,638 7 3	4,281 18 8	.....	113,920 5 11
1 January, 1894, to 30 June, 1895	91,627	4,500	.....	96,127	236,340 3 10	5,347 18 9	.....	241,688 2 7
1 July, 1895, to 30 June, 1896	40,000	2,500	.....	42,500	131,428 4 0	471 6 5	.....	131,899 10 5
1 July, 1896, to 30 June, 1897	133,110	.....	67	133,177	127,757 14 11	2,884 19 6	66 17 5	130,709 11 10
1 July, 1897, to 30 June, 1898	22,580	1,633	230	24,443	194,372 3 5	5,100 7 9	229 13 8	199,702 4 10
1 July, 1898, to 30 June, 1899	28,500	4,838	1,084	34,422	196,848 15 9	5,978 0 11	1,084 9 1	203,911 5 9
1 July, 1899, to 30 June, 1900	73,900	5,574	.....	79,474	152,368 19 4	7,339 9 1	.....	159,708 8 5
1 July, 1900, to 30 June, 1901	49,400	7,488	125	57,013	210,708 3 3	8,353 0 4	125 8 6	219,186 12 1
1 July, 1901, to 30 June, 1902	86,140	14,458	3,692	104,290	136,641 5 5	9,739 12 9	3,691 11 11	150,072 10 1
1 July, 1902, to 30 June, 1903	58,104	10,980	266	69,350	126,688 16 11	10,979 14 2	265 9 3	137,934 0 4
Totals ..... £	3,278,816	145,086	5,464	3,429,366	2,942,358 10 11	172,494 19 0	5,463 9 10	3,120,316 19 9

WATER SUPPLY BRANCH.

RETURN of Expenditure, Water Supply Branch, from 1st July, 1902, to 30th June, 1903.

Work.	When commenced.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, Amount of Expenditure to 30 June, 1903.	If Finished, Actual Amount of Expenditure.
WATER SUPPLY.		£ s. d.	£ s. d.	£ s. d.
Reservoir and other Works at Waratah	1902	2,941 16 7	2,969 16 8	.....
Sydney Water Supply—				
Improvements in Mains	*1902	16,659 19 7	25,303 18 9	.....
Strengthening Upper Canal	*1902	189 14 10	2,172 15 2	.....
Raising Puddle Wall	,,	2,705 19 11	2,705 19 11	.....
Constructing Storage Reservoir, Potts' Hill	*1902	5 0 6	69 15 10	.....
Duplicate Main, Prospect to Potts' Hill	1897	18,008 2 0	94,122 3 5	.....
Improvements—Penrith Temporary Water Supply Scheme, Menangle Weir, &c., Cataract Dam, Survey, Design, &c.	1902	125,724 5 5	125,724 5 5	.....
Northern Suburbs Water Supply	,,	12,500 0 0	12,500 0 0	.....
Federal Cities, Survey of Sites	,,	58 14 5	.....	58 14 5
Public Baths	,,	1,185 5 10	1,185 5 10	.....
Pipe Inspection for West Australian Government	.....	76 6 0	.....	76 6 0
Royal Commission, Sydney Water Supply	.....	622 9 11	.....	622 9 11
Special Deposit Account, Public Works Suspense Account	.....	9 0 0	.....	9 0 0
Salaries, Equipment, Travelling Allowances, &c.	.....	5,396 12 3	.....	5,396 12 3
Services of other Departments	.....	37 13 8	.....	37 13 8
COUNTRY TOWNS WATER SUPPLY.				
		£ s. d.	£ s. d.	£ s. d.
Armidale	.....	19 4 11	.....	36,923 14 8
Ashford	.....	2 14 2	2 14 2	.....
Blayney	.....	3,011 6 7	9,498 14 1	.....
Berry	.....	17 18 5	.....	4,210 14 3
Broken Hill	.....	546 17 0	546 17 0	.....
Ballina	.....	10,749 3 5	11,152 2 1	.....
Bathurst	.....	77 2 7	54,443 16 7	.....
Condobolin	.....	108 9 6	6,593 12 2	.....
Cootamundra	.....	144 8 7	.....	21,995 7 3
Coonamble	.....	465 7 3	8,287 7 0	.....
Casino	.....	7 9 7	7 9 7	.....
Cowra	.....	3 15 10	63 6 8	.....
Cobar	.....	1,528 2 6	.....	23,750 17 8
Forbes	.....	39 9 9	.....	16,634 4 3
Gunnedah	.....	91 13 4	91 13 4	.....
Grafton	.....	194 9 2	194 9 2	.....
General Charges	.....	270 9 7	.....	270 9 7
Hay	.....	290 15 0	8,363 10 1	.....
Hillgrove	.....	208 13 4	.....	258 2 8
Inverell	.....	148 5 3	.....	267 9 9
Junee	.....	113 16 3	.....	43,340 7 11
Katoomba	.....	114 1 6	114 1 6	.....
Lithgow	.....	31 19 7	.....	12,126 7 9
Lismore	.....	10 14 6	12,324 17 9	.....
Mudgee	.....	116 13 7	.....	18,826 14 4
Mittagong	.....	50 0 11	223 4 7	.....
Moree	.....	143 12 2	.....	9,305 15 9
Narrabri	.....	734 15 0	.....	1,687 16 4
Orange	.....	52 19 9	3,150 18 8	.....
Port Kembla	.....	4 6 7	.....	354 19 6
Parkes	.....	1,817 11 5	30,152 11 0	.....
Quirindi	.....	3 14 9	3 14 9	.....
Singleton	.....	2 6 8	2 6 8	.....
Tamworth	.....	181 12 9	.....	47,265 1 6
Tumut	.....	6,061 8 9	9,826 11 10	.....
Wollongong	.....	2,717 0 3	.....	33,754 19 3
Wagga	.....	1,861 14 0	39,351 13 5	.....
Wellington	.....	68 8 5	.....	11,290 11 8
Yass	.....	18 4 11	.....	101 1 7
	.....	218,151 18 5	461,149 13 1	288,565 10 11

* Previous Expenditure under "Metropolitan Board of Water Supply and Sewerage."

SUMMARY OF EXPENDITURE FROM 1 JULY, 1902, TO 30 JUNE, 1903:—

	£ s. d.
Loans	210,765 16 4
Revenue	7,348 8 5
Services for other Departments	37 13 8
Total	£218,151 18 5

WATER SUPPLY—VOTES AND EXPENDITURE.

Year.	Votes.				Expenditure.			
	Loans.	Revenue.	Other Departments.	Total.	Loans.	Revenue.	Other Departments.	Total.
	£	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1888	790,000	5,013	.....	795,013	173,151 4 5	5,012 19 7	.....	178,164 4 0
1889	100,000	8,562	.....	108,562	215,157 11 10	8,561 2 4	.....	223,718 14 2
1890	50,000	9,005	.....	59,005	143,190 15 10	9,004 11 11	.....	152,195 7 9
1891	.....	11,195	.....	11,195	191,641 18 4	11,194 4 1	.....	202,836 2 5
1892	.....	3,615	.....	3,615	115,712 2 2	3,615 5 5	.....	119,327 7 7
1893	30,000	.....	.....	30,000	74,421 17 11	.....	.....	74,421 17 11
1 January, 1894, to 30 June, 1895	238,000	.....	.....	238,000	105,599 0 7	.....	.....	105,599 0 7
1 July, 1895, to 30 June, 1896	25,000	.....	.....	25,000	28,972 3 0	.....	.....	28,972 3 0
1 July, 1896, to 30 June, 1897	100,000	.....	.....	100,000	54,353 13 9	.....	.....	54,353 13 9
1 July, 1897, to 30 June, 1898	110,000	1,000	.....	111,000	99,633 7 9	434 15 0	.....	100,068 2 9
1 July, 1898, to 30 June, 1899	35,000	1,238	.....	36,238	112,735 4 8	1,464 17 6	.....	114,200 2 2
1 July, 1899, to 30 June, 1900	15,000	2,490	.....	17,490	47,807 12 10	1,752 18 1	.....	49,560 10 11
1 July, 1900, to 30 June, 1901	25,000	2,110	.....	27,110	43,995 17 10	1,356 18 1	.....	45,352 15 11
1 July, 1901, to 30 June, 1902	48,000	3,500	402	51,902	50,695 5 0	3,217 3 1	402 10 5	54,314 18 6
1 July, 1902, to 30 June, 1903	182,663	7,030	38	189,731	210,765 16 4	7,348 8 5	37 13 8	218,151 18 5
Total ..... £	1,748,663	54,758	440	1,803,861	1,667,833 12 3	52,963 3 6	440 4 1	1,721,236 19 10

WATER SUPPLY AND SEWERAGE BRANCH.

RETURN of Expenditure on Public Watering Places and Water Conservation Works, for year ending 30 June, 1903.

Work.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, Amount of Expenditure to 30 June, 1903.	If finished, Actual Amount of Expenditure.	Work.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, Amount of Expenditure to 30 June, 1903.	If finished, Actual Amount of Expenditure.
PUBLIC WATERING PLACES.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Alectown Tank	432 14 3	.....	432 14 3	Canoon Tank	298 18 0	.....	565 19 3
Angle Corner Tank	93 6 10	93 6 10	.....	Canowindra Well	.....	134 4 9	.....
Artesian Bore	.....	.....	25 3 0	Carawandool Tank	9 15 4	9 15 4	.....
Arumpo Bore	.....	.....	1,480 5 9	Careunga Bore	2,180 19 0	5,408 15 4	.....
Bagdad Dam	58 12 1	.....	179 6 11	Carrathool to Green Hills Well	.....	.....	38 2 6
Bangheet Tank	.....	.....	403 2 11	Cessnock Tank	30 0 0	30 0 0	.....
Baratta Tank	.....	10 12 2	.....	Collarendabri Water Supply	.....	.....	323 8 6
Barmedman Tank	.....	.....	16 0 6	Collie Bore	7 0 0	2,511 4 4	.....
Barnato Tank	.....	.....	55 2 6	Combaning Tank	75 14 9	.....	1,537 9 9
Bartley's Creek Dam	.....	.....	02 5 9	Come-by-Chance Bore	12 3 0	3,345 19 9	.....
Beargamil Dam	42 0 3	.....	689 9 2	Cookamidgera Well	221 13 0	.....	242 6 11
Beefwood Dam	.....	.....	3 2 0	Cookardinia Tank	.....	.....	331 7 0
Benedick-Morell Tank	438 19 6	493 15 6	.....	Coonamble Bore and Water Supply	17 10 3	401 17 11	.....
Beremegad Tank	.....	.....	20 11 0	Corowa Well	67 6 0	.....	67 6 0
Berrigan Tank	.....	.....	79 13 0	Coubal	132 1 11	132 1 11	.....
Bidura Bore	607 16 6	.....	2,065 1 11	Cowcumbla Tank	234 8 6	234 8 6	.....
Billabong Creek Weir	13 6 0	.....	305 15 0	Crooked Creek to Lake Albert	.....	599 2 0	.....
Black Range Well	47 14 10	.....	47 14 10	Cullaburra Bore	.....	.....	290 14 7
Black Dam	.....	.....	405 1 11	Cumnock Water Supply	.....	.....	86 17 0
Bogan Gate Tank	26 13 11	.....	864 18 11	Curlewis Tank	16 19 5	.....	1,732 19 6
Bogewong Bore	36 8 0	36 8 0	.....	Curragh Bore	.....	.....	405 17 6
Bokhara Dam	.....	1,638 16 4	.....	Cuttaburra Tank and appliances	104 19 5	.....	2,025 5 2
Boogaldie Tank	.....	4 7 6	.....	Dandaloo Dam	.....	.....	16 18 6
Boomi Bore	110 8 8	110 8 8	.....	Dargle Bore	.....	12 0 0	.....
Bora Creek Dam	.....	.....	255 0 0	Davisville Well	.....	.....	1 7 7
Box Creek Tank	.....	.....	6 10 0	Daysdale Tank	.....	.....	105 14 11
Box Tank	447 1 9	932 6 9	.....	Deebles' Tank	.....	.....	42 9 11
Brewarrina-Goodooga Well	71 14 0	.....	71 14 0	Devlin's Tank	20 6 5	.....	51 14 11
Brewarrina and Walgett District	.....	.....	92 4 1	Dimby Well	.....	23 17 0	.....
Brindingabba Bore	3 6 0	.....	473 9 7	Dimby Ridge Well	.....	.....	12 16 6
Brocklesby Tank	.....	.....	63 0 0	Dingle Ridge Bore	.....	.....	12 0 2
Brohgan Dam	.....	.....	39 10 0	Dolgelly Bore	2 1 8	312 17 2	.....
Broula Springs	.....	.....	10 12 3	Downside Tank	642 9 7	642 9 7	.....
Bulga Bore	13 8 0	13 8 0	.....	Dry Lake Tank	.....	.....	322 17 1
Bulgandramine Tank	.....	.....	173 17 3	Dulah Tank	223 0 0	223 0 0	.....
Bull Oak Tank	.....	.....	1,198 9 0	East Goonumbla Tank	252 6 4	252 6 4	.....
Bulyeroi Bore	.....	.....	82 4 6	Eight-mile Tank	12 9 2	12 9 2	.....
Bundwarrah Tank	2 11 8	2 11 8	.....	Eighteen-mile Tank	10 14 0	84 19 0	.....
Bungambil Tank	120 0 0	120 0 0	.....	Eleven-mile Tank	.....	808 7 0	.....
Bunker Tank	937 7 0	937 7 0	.....	Euraba Bore	.....	82 19 0	.....
Burraga Dam	.....	18 14 4	.....	Eurie Bore	94 14 0	1,620 9 6	.....
Burrumbuttock Tank	21 11 0	1,150 4 8	.....	Euriowie Tank	110 10 0	110 10 0	.....
Cameron's Tank	42 1 1	.....	359 1 1	Eurongilly Tank	202 0 0	202 0 0	.....

RETURN of Expenditure on Public Watering Places and Water Conservation Works—*continued.*

Work.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, Amount of Expenditure to 30 June, 1903.	If finished, Actual Amount of Expenditure.
	£ s. d.	£ s. d.	£ s. d.
Finley's Bore	.....	.....	912 1 6
Ford's Bridge Bore	.....	1,751 12 10	.....
Flagstone Creek Dam	.....	.....	84 0 4
Flood's Tank	.....	1,527 1 5	.....
Florida Bore	1,844 11 7	1,945 19 9	.....
Galong Well	28 11 2	28 11 2	.....
Ganmain Tank	706 2 7	706 2 7	.....
Germanton Town Well	66 3 5	.....	125 17 4
Gidgen Camp Bore	.....	.....	5 2 6
Gilgandra Bore	1 16 0	1 16 0	.....
Gilgunnia Tank	63 9 4	.....	255 18 1
Ginghet Bore	9 16 0	9 16 0	.....
Girilambone Tank	599 7 6	.....	599 7 6
Glenalbyn Bore	143 0 4	.....	1,723 18 4
Glendon Tank	.....	.....	.....
Goangra Bore	1,278 18 4	1,278 18 4	.....
Go Bang Creek	.....	943 0 10	.....
Gongolgan Weir	.....	722 1 7	.....
Goodooga Water Supply	96 5 7	.....	1,340 10 10
Grafton Bore	149 11 0	.....	2,749 7 11
Grayrigg Tank	.....	.....	373 5 5
Grogan Tank	11 19 3	.....	922 4 9
Grong Grong Tank	10 0 10	1,413 13 7	.....
Gulargambone Bore	258 0 6	.....	2,064 2 9
Gulph Creek Well	8 12 3	.....	65 18 5
Gunnanie Well	.....	.....	24 7 9
Gurie Gurie Dam	.....	.....	256 13 3
Haddon Rigg Bore	635 3 1	635 3 1	.....
Hall's Creek Well	124 19 2	.....	254 5 9
Hermidale Tank	36 14 9	.....	2,549 1 6
Hermitage Tank	.....	.....	43 11 7
Hexham Water Supply	.....	21 8 2	.....
Hiawatha Tank	.....	11 12 1	.....
Hillgrove Water Supply	7 6 7	.....	121 16 2
Hodgman Tank	234 7 6	234 7 6	.....
Holywood Bore	57 7 6	57 7 6	.....
Howlong Water Supply	.....	.....	8 3 10
Hughstonia Tank	260 8 1	.....	260 8 1
Hungerford Bores	577 6 8	913 17 10	.....
Incidental	94 11 8	96 3 2	.....
Ironbark Tank	.....	129 18 7	.....
Jumping Sandhill Well	.....	192 13 10	.....
Kamandra Dam	.....	.....	114 8 8
Keighran's Tank	.....	.....	45 12 6
Kelly's Camp Bore	.....	.....	4 10 0
Kelly's Gully Tank	.....	.....	19 1 4
Kenmare Bore	.....	.....	2 0 9
Kensington Bore	603 16 3	603 16 3	.....
Kerrigundi Tank	.....	.....	0 3 6
Kinchega Tank	83 9 0	1,391 7 9	.....
Kiga Bore	1,708 9 11	1,708 9 11	.....
Killowen Bore	1,267 10 10	.....	1,267 10 10
Lake George Borings	83 19 4	.....	83 19 4
Leadville Water Supply	74 2 7	.....	146 7 1
Limestone Tank	.....	.....	15 8 1
Lockhart Tank	.....	.....	92 7 10
London Tank	222 12 2	1,379 7 9	.....
Mabin's Corner Well	19 6 1	.....	394 18 2
Mandamah Tank	152 1 0	1,184 19 5	.....
Manfred Bore	804 14 6	.....	3,366 16 7
Manildra Weir	.....	313 3 0	.....
Marengo Well	111 14 0	111 14 0	.....
Marsden Overflow Dam	.....	.....	125 0 0
Marshmead	.....	5 19 0	.....
McPhail's Tank	13 2 1	.....	1,317 1 2
Megum Tank	107 0 4	1,334 16 10	.....
Mercadool Bore	5 10 0	.....	1,994 17 1
Meribooka Tank at Circle Y Reserve	23 12 10	65 1 1	.....
Merungie Well	.....	.....	422 11 4
Milbrulong Tank	561 6 11	561 6 11	.....
Milchomi Bore	65 14 9	65 14 9	.....
Miller's Forest Borings	14 4 0	.....	14 4 0
Millie Bore	1,079 16 9	1,079 16 9	.....
Millthorpe Water Supply	0 19 8	223 5 4	.....
Mingelo Tank	219 7 1	219 7 1	.....
Momba Bore	112 9 8	112 9 8	.....
Mona Vale Well	9 13 7	.....	9 13 7
Mongulla Bore	.....	.....	180 15 4
Moomin Creek Bore	.....	100 4 4	.....
Morangerell Tank	.....	.....	74 10 3
Morven Tank	.....	.....	444 2 0
Moree Bore	1 13 0	.....	208 10 5
Mossgeil Tank	.....	.....	21 13 8
Mount Boppy Tank and Water Supply	254 4 7	1,384 3 0	.....
Mount Chrystal Tank	12 17 4	12 17 4	.....
Mount Hope Tank	.....	.....	57 4 8
Mulganey Bore	.....	.....	5 0 0
Mulga Valley Tank	67 18 4	95 1 4	.....
Mullaley Bore	481 1 8	481 1 8	.....
Mullipa Tank	.....	.....	27 18 1
Mumblebone Bore	16 5 5	.....	1,125 8 6
Mungindi Well	39 1 6	.....	39 1 6
Mungyer Bore	81 11 7	81 11 7	.....
Mulga Valley Tank	349 17 6	349 17 6	.....
Murray Hut Well	.....	.....	88 17 11
Murrumbidgerie Tank	3 14 3	.....	471 5 3
Myalla	.....	.....	77 5 9
Narrabri Bore	.....	12 0 0	.....
Narrabri Bore Casing	.....	.....	1,487 1 10
Narraburra Tank	9 5 3	.....	880 12 11
Narrowin Bore	.....	.....	3 13 5
Nedgera Bore	15 1 4	.....	1,570 9 6
Nineteen-mile Tank	.....	.....	858 2 7
Ninety-one-mile Bore	.....	348 2 11	.....
Normanston Well	.....	10 4 3	.....
Nouraine Tank	.....	.....	3 1 4
Nymagee Tank	.....	.....	1,247 6 10
Nyrang Creek Dam	.....	.....	242 18 3
Oakey Creek Tank	.....	411 10 9	.....
Oakland Well	11 0 0	.....	553 9 4

Work.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, Amount of Expenditure to 30 June, 1903.	If finished, Actual Amount of Expenditure.
	£ s. d.	£ s. d.	£ s. d.
Oberon Well	.....	.....	30 0 0
Old Gnomery Bore and Drains	103 17 6	137 10 0	.....
Old Gunbar Tank	.....	.....	97 18 8
Ooarnoo Bore	594 0 8	.....	1,209 6 11
Oreel No. 1 Tank	312 14 4	4,208 4 3	.....
Oreel No. 2 ,,	1,446 18 9	3,963 13 8	.....
Osacar Tank	.....	.....	100 12 2
Osborne Well	.....	.....	714 15 8
Pack-saddle Bore	135 17 11	.....	1,063 10 11
Pagan Creek Bore	24 17 4	24 17 4	.....
Paika Creek Tank	51 16 0	.....	51 16 0
Paldramatta Bore	.....	.....	128 0 7
Palganertie Tank	.....	25 14 1	.....
Pambula Well	.....	44 13 6	.....
Parragundy Bore	3 0 4	3 0 4	.....
Pera No. 1 Bore	.....	.....	3 12 4
Pera No. 2 Bore	.....	.....	18 7 1
Piliga Bore	1,165 3 6	1,165 3 6	.....
Pine Ridge Well	10 16 7	.....	576 12 2
Pine Vale Well	35 1 6	.....	91 15 4
Poison Point Tank	751 9 0	.....	1,006 9 0
Polygonum Hut Tank	.....	2 1 0	.....
Ponds' Creek Tank	.....	.....	325 8 3
Ponto Common Tank	.....	.....	50 0 0
Purdy's Springs	.....	.....	35 10 0
Red Hill Tank	.....	123 1 8	.....
Ringwood Tank	.....	.....	1,514 10 10
Rocky Dam	.....	.....	1,003 1 5
Rockley Public Watering Place	.....	.....	27 7 8
Sandy Creek Bore	4 13 0	.....	8 2 0
Sandridge Tank	.....	751 5 5	.....
St. Albans Well	.....	79 5 5	.....
Seventeen-mile Tank	.....	20 16 1	.....
Shallow Well	.....	2 19 3	.....
Shuttleton Water Supply	114 8 0	114 8 0	.....
Sibra Bore	.....	.....	51 15 0
Site of Artesian Well, Walgett	.....	.....	13 13 0
Sixteen-mile Tank	638 4 0	849 9 6	.....
Sloane Tank	277 5 2	298 7 1	.....
Springdale Tank	202 5 10	.....	202 5 10
Spring Creek Works	.....	404 13 8	.....
Stock Casing, Stanchions	10,383 0 8	18,693 19 9	.....
Stuart Town Water Supply	300 5 2	.....	735 11 2
Sunny Corner Water Supply	5 6 10	.....	24 17 6
Tanbar Springs	.....	.....	66 9 11
Tarrion Creek Dam	101 19 3	.....	903 6 7
Tathra Well	.....	.....	12 5 5
Tea-tree Tank	.....	.....	514 10 11
Tenandra Bore	.....	.....	1,779 5 11
Terramungamine Tank	227 1 6	.....	2,038 12 11
Texas Road Well	23 10 10	.....	23 10 10
Three Corners Bore	226 15 7	1,152 16 1	.....
Thorndale Tank	.....	8 13 10	.....
Till Till Tank	.....	.....	0 9 1
Tincroo Bore	.....	.....	443 7 7
Tin Pot Water Supply	.....	.....	1 7 6
Toogimbie Tank	203 15 6	551 10 9	.....
Toole's Creek Tank	941 11 2	941 11 2	.....
Tomingley Tank	.....	.....	53 0 0
Trangie Water Supply	253 18 1	.....	604 18 6
Trigalong Water Supply	0 3 0	.....	423 11 9
Trundle Water Supply	254 3 9	254 3 9	.....
Tubba Bore	646 0 7	646 0 7	.....
Tubbali Tank	.....	.....	141 2 10
Tuckland Tank	.....	5 9 9	.....
Tuncoona Bore	.....	.....	936 7 11
Tuon Bore	.....	.....	970 9 2
Ulumbie Bore and Drains	812 2 0	2,181 13 8	.....
Uranbah Bore	146 10 3	146 10 3	.....
Wah Wah Tank	140 0 1	.....	508 7 1
Wah Wah Creek and Carathool Bore	.....	.....	17 5 0
Walgett Bore and Drains	3 8 6	.....	1,939 0 8
Wallace Town Dam	.....	.....	104 16 3
Wallow Bore	.....	.....	192 9 0
Walters Range Tank	.....	.....	97 10 10
Wamboota Tank	4 3 3	.....	171 11 9
Wanaaring Tank	.....	111 0 0	.....
Wandook Tank	.....	.....	199 1 0
Warrana Tank	629 10 9	629 10 9	.....
Warri Warri Bore	1,096 9 5	3,395 3 1	.....
Warri Well	394 4 5	394 4 5	.....
Warialda Tank	.....	.....	5 18 0
Water Supplies for Minor Towns and Incidental Expenses	4,427 1 6	.....	9,107 7 9
Weetaliba Bore	61 4 6	61 4 6	.....
Wheoga Tank	5 17 8	5 17 8	.....
White Cliffs Tank No. 2, and Extension of Piping to Town	33 3 2	917 3 5	.....
White Swamp Tank	.....	.....	25 0 0
Whittingham Dam	.....	.....	19 2 0
Whoey's Tank	.....	.....	358 4 8
Willandra Tank	.....	.....	18 13 1
Wilcannia Store	.....	.....	5 2 10
Willara Bore	81 18 9	.....	427 18 9
Willie Bore	791 8 10	598 15 10	.....
Windoran Tank	580 17 1	601 15 1	.....
Wingelo Tank	4 9 3	4 9 3	.....
Wiseman's Ferry Well	18 9 2	.....	18 9 2
Wolongbar Tank	7 3 10	.....	7 3 10
Woolabra Bore	.....	.....	453 10 6
Woolabra Bore Suspense Account	1 4 0	.....	1 4 0
Wormaminta Tank	649 13 0	.....	1,818 11 9
Wyalong No. 2 Tank	.....	.....	22 12 4
Yalpunga Tank	.....	.....	37 3 10
Yarren Tank	.....	.....	716 15 0
Yellow Water Holes	235 6 0	.....	1,311 11 8
Yerong Creek	.....	.....	15 18 4
Youendah Bore	1,370 4 7	1,481 0 9	.....
Youhl Plains	.....	.....	0 16 4
Salaries, Equipment, Travelling Allowances, &c.	23,731 17 10	.....	23,731 17 10

Return of Expenditure, Water Conservation Branch, for year ending 30 June, 1903.

Work.	Expenditure from 1 July, 1902, to 30 June, 1903.	If unfinished, Amount of Expenditure to 30 June, 1903.	If finished, Actual Amount of Expenditure.
Water Conservation.	£ s. d.	£ s. d.	£ s. d.
Angledool Weir	.....	.....	84 3 1
Barren Jack Weir	11 10 8	1,146 10 8	.....
Belaringar Creek Cutting and Regulator	447 17 5	4,846 1 3	.....
Billabong Creek Dam, near Jerilderie	.....	100 0 0	.....
Blackheath Water Supply	20 0 0	.....	.....
Bogan River Weirs	330 17 0	330 17 0	.....
Boggy Wheeney Drainage	100 4 2	.....	100 4 2
Bogolong Spring	19 0 0	.....	19 0 0
Booberoi Improvements	209 1 3	.....	7,703 12 8
Booligal Weir	4 7 6	4 7 6	.....
Bourke Loch and Weir	105 9 6	.....	14,851 0 10
Box Creek Dam	34 19 0	34 19 0	.....
Bungowannah Proposed Weir	.....	35 13 0	.....
Burrowa Weir	83 0 3	.....	1,181 7 4
Cape Bridge Dam	481 5 9	481 5 9	.....
Carore Creek	661 7 6	661 7 6	.....
Conargo Weir	27 2 10	27 2 10	.....
Condobolin Weir	482 5 3	482 5 3	.....
Coopernook Swamp Drainage	2,553 7 7	6,176 19 9	.....
Crooked Creek, Improvements and Regulator	1,122 8 3	7,269 1 5	.....
Cudal Weir	207 13 7	207 13 7	.....
Cumberoona Storage Site	71 5 3	101 9 3	.....
Cutting at the head of Meii River	414 15 11	.....	414 15 11
Dam at Mirool Creek	50 0 0	50 0 0	.....
Dandaloo Weir	208 8 8	208 8 8	.....
Darling River Flood-waters Diversion	30 13 10	30 13 10	.....
Deniliquin Weir	547 6 11	609 12 7	.....
Dry Bogan Weir	5 12 1	5 12 1	.....
Dry Bogan Cutting	122 5 10	122 5 10	.....
Duck Creek Cutting and Regulator	158 8 0	.....	3,571 11 4
Duranbah Swamp, Tweed River	.....	2,073 5 3	.....
Eagle Creek Cutting	824 8 6	.....	6,290 8 11
Ewenmar Creek Weir	83 0 8	83 0 8	.....
Gauges	87 15 2	87 15 2	.....
Gauge Reading	.....	616 18 2	.....
General Charges (Salaries, &c.)	5,712 9 10	.....	5,712 9 10
Geurie Water Supply	9 3 6	9 3 6	.....
Gin Gin Weir	1,657 1 10	.....	17,405 15 8
Gol Gol Lake	4 17 8	4 17 8	.....
Goobang Weir	.....	.....	162 9 3
Great Ana Branch Cutting	120 8 10	120 8 10	.....
Gulpha Creek Cutting	315 0 0	315 0 0	.....
Gumbalie Dam Extension	506 15 5	.....	506 15 5
Gunningbar Creek Regulator	96 12 3	1,847 1 11	.....
Gwyder River Diversions	5,955 6 4	28,807 9 4	.....
Lachlan River Weirs	131 12 11	131 12 11	.....
Lachlan Storage Reservoir Site	.....	.....	29 11 8
Lake Albert Improvements	287 8 7	287 8 7	.....
Lake Cowal Works	.....	.....	277 6 11
Lake Cudgellico Improvements and Weir	5,738 15 6	25,908 2 2	.....
Lock and Weir proposed—Lane Cove River	.....	.....	154 4 9
Lower Macleay Drainage	15 6 8	1,906 0 8	.....
Marowrie Creek Extension	699 0 5	699 0 5	.....
Meters	.....	17 0 5	.....
Middle Billabong Creek Regulator and Weir, &c.	225 13 2	8,392 10 9	.....
Mudgee Common Dam	20 0 0	.....	20 0 0
Murray River Canal	142 0 4	277 4 0	.....
Murray River Royal Commission	3,635 12 9	.....	3,635 12 9
Murray River, Cumberoona, Talmalmo Storage Sites	46 16 1	46 16 1	.....
Murrumbidgee Board Weir	.....	.....	110 1 1
Murrumbidgee Canal	634 0 11	1,323 2 2	.....
Murrumburrah Weir	1 5 0	1 5 0	.....
Narrabri Creek Cutting	.....	.....	135 2 3
Narrandera, Proposed Weir	.....	207 11 0	.....
Narromine District	72 15 0	72 15 0	.....
Narromine Regulator Bridges	.....	.....	358 1 2
Newrybar Swamp Drainage	.....	36 1 7	.....
Nineteen-mile Dam, Bokhara River	527 14 1	527 14 1	.....
Old Gerogery—Trial Shaft	7 0 0	.....	7 0 0
Old Man Creek to Sandy Creek Cutting	594 14 0	.....	594 14 0
Para Creek By-wash	.....	.....	102 7 5
Peak Hill Weir	411 7 7	.....	411 7 7
Pian Creek	3,712 8 0	3,780 0 0	.....
Pitt Town Dam	59 14 0	59 14 0	.....
Queen Charlotte Vale Creek Dam	23 9 11	.....	749 0 10
Queanbeyan Weir	.....	.....	1,240 17 1
River Gauging	592 10 6	592 10 6	.....
River Discharges, &c.	.....	258 4 1	.....
Services for other Departments	.....	.....	511 19 8
Sheep Bridge over By-wash 12-mile, Bokhara River	150 1 3	.....	150 1 3
Surveys	1,054 2 9	1,269 5 5	.....
Suspense Account	.....	.....	11 5 10
Tocumwal Weir and Embankment	49 10 0	93 0 7	.....
Tuppal Cutting	344 19 5	10,130 8 4	.....
Wakool Cutting	.....	.....	5,828 0 6
Warialda District	.....	.....	2,306 16 10
Warren Weir	293 8 0	.....	4,403 8 11
Watton Weir	33 18 11	600 8 3	.....
Water Conservation, Salaries, Equipment, Allowances, &c.	7,088 7 9	.....	7,088 7 9
Weir on By-wash, Nyngan	.....	.....	583 7 5
Wentworth Irrigation Works	261 2 3	7,386 2 11	.....
Whalan Creek Survey	.....	.....	14 14 6
Whiteas Weir, Billabong Creek	14 1 6	14 1 6	.....
Willandra Cutting Extension	2,552 9 8	2,592 8 10	.....
Willah Point Weir	4 11 1	4 11 1	.....
Windmill, Warialda	17 15 0	.....	17 15 0
Wogangla Dam	23 9 0	23 9 0	.....
Wolfrey's Weir	55 17 2	55 17 2	.....
Woytchugga Creek Improvements	.....	.....	13 5 9
Wyangal Dam, Lachlan	.....	.....	855 19 1
Yanga Lake	14 5 0	14 5 0	.....
Yanko Creek Improvements	1,060 12 5	.....	6,023 12 6
Yanko and Colombo Creek Profiles	.....	.....	84 17 2
Totals	£ 133,708 6 7	217,834 13 10	204,234 0 9

Water Conservation Expenditure.

Year.	Votes.				Expenditure.			
	Loans.	Revenue.	Other Departments.	Total.	Loans.	Revenue.	Other Departments.	Total.
	£	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1 August, 1896, to 30 June, 1897	100,000	.....	117	100,117	32,518 2 10	12 0 0	117 6 5	32,647 9 3
1 July, 1897, to 30 June, 1898	.....	825	526	1,351	15,613 13 0	969 12 3	525 12 0	17,108 17 3
1 July, 1898, to 30 June, 1899	.....	766	.....	766	12,084 7 6	1,582 7 10	.....	13,666 15 4
1 July, 1899, to 30 June, 1900	.....	1,275	.....	1,275	15,133 3 9	684 13 1	.....	15,817 16 10
1 July, 1900, to 30 June, 1901	39,650 portion of 110,000	1,500	.....	41,150	56,482 15 7	1,359 13 11	.....	57,842 9 6
1 July, 1901, to 30 June, 1902	.....	7,100	512	7,612	72,876 11 2	6,266 17 4	511 19 8	79,655 8 2
1 July, 1902, to 30 June, 1903	200,000	8,316	.....	208,316	43,649 3 7	10,803 11 0	.....	54,452 14 7
Totals £	339,650	19,782	1,155	360,587	248,357 17 5	21,678 15 5	1,154 18 1	271,191 10 11

Summary of Expenditure from 1 July, 1902, to 30 June, 1903.

	£ s. d.
Loans—Water Conservation	43,649 3 7
„ Public Watering Places	55,523 14 2
Consolidated Revenue—Water Conservation	10,803 11 0
„ „ Public Watering Places	23,731 17 10
Total	£133,708 6 7

Expenditure on Water Conservation, Public Watering Places, Artesian Borings, &c., since Commencement of Work to 30 June, 1903.

	£ s. d.
Loans	1,003,061 0 7
Revenue	674,050 4 9
Total	£1,677,111 5 4

Report

Report of the Government Land Valuer.

I HAVE to transmit a report upon the operations of this Branch from the 1st July, 1902, to the 30th June, 1903.

Railways and Tramways.—The following lines have been proclaimed and confirmed :—

Grafton to Casino Railway, Part 2.
" " " " 4.
" " " " 3.
Culcairn to Germanton " " 2.
Narrabri to Walgett " " 4.
Darling Street, Balmain Tramway, Part 1.
" " " " 2.
Little Bay to La Perouse "
Manly to Narrabeen "
Phillip Street to Circular Quay and Fort Macquarie Tramway.
Parramatta to Baulkham Hills Tramway.
Kensington to Little Bay "
Merewether to the Beach (Part 1) "
" " (" 2) "
Dover Road to the Lighthouse "
Botany to Botany Cemetery "
Leichhardt to Balmain (Part 1) "
Broken Hill Tramway (" 2).

Notifications of Resumption have been issued in respect of the following works :—

Armatree—Platform.
Ballina—Water Supply.
Brewarrina—Water Supply.
Broken Hill—Tramway.
Charlton—Water Supply.
Crookwell—Tank.
Cataract River—Dam.
Come-by-Chance—Artesian Well.
Coonamble and Gulgandra—Water Supply.
Collarendabri—Artesian Well.
Coraki—Bridge over Richmond River
Colah—Defence Purposes.
Dubbo—Fence in lieu of Cattle Stops.
Dubbo—Loop Line.
Gongolgon—Weir across Bogan River.
Gravesend—Triangle, Moree to Inverell Railway.
Grenfell—Water Supply.
Gular—Water Supply.
Gwydir River—Improvements.
Ginghet—Artesian Well.
Koorawatha and Grenfell—Water Supply.
Liverpool Asylum—Drainage.
Lilyville—Construction of Drains.
Luskintyre—Approaches to Bridge.
Lockhart—Water Supply.
Luddenham Water Supply.
Murwillumbah South—Diversion of Lavender Creek.
Nelson's Plains—Approach to punt.
Newcastle—Sewerage.
Pyrmont—Fire Brigade Station.
Penrith—Sydney Water Supply.
South Head Road—Widening of.
Tamworth—Extension of Survey Office.
Telegraph Point—Caretaker's Residence.
Tweed River—Railway Station.
Ulumbie—Artesian Well.
Wollongong—Water Supply.
Yagobie—Water Supply.

Lands purchased for under-mentioned works :—

The Oaks—Police Station.
Tea Gardens—Court-house.
Gerringong—Rifle Range.
Largs—Police Station.
Homebush—Pumping Station.
Mosman—Water Supply
Hinton—Approach to Wharf.
Collinroobie—Water Supply.
Botany—Fire Station.

372 cases standing over from previous years have been finally settled; 290 valuations in various parts of the State have been made; 265 cases were advanced to a stage for valuation.

A great number of estimates have been prepared of schemes which have not yet matured. Many matters of a miscellaneous nature have been advanced, which have kept the staff fully occupied.

EDWARD J. SIEVERS,
Government Land Valuer.

2nd November, 1903.

Government Dockyard—Annual Report.

Department of Public Works, New South Wales,
Sydney, 15 September, 1903.

In compliance with your request by letter of 30th June last, I have the honor to forward herewith a "Statement of the work carried out at the Government Dockyard, Biloela, during the year to 30th June, 1903."

A. E. CUTLER,
Superintendent.

Statement of work carried out at Government Dockyard, Biloela, during year to 30th June, 1903.

Expenses in connection with the working of the Dockyard.

	£ s. d.	£ s. d.
General working Expenses	729 10 7	
Repairs to machinery (Sutherland Dock)	430 17 9	
" " (Fitzroy Dock)	235 14 10	
Electric lighting (repairs, &c.)	578 4 9	
Conveyance of workmen	884 15 6	
		2,859 3 5
Docking and repairing H.M. ships	2,824 2 4	
" " other vessels	298 6 2	
Material used in docking	342 5 9	
Launch "Swift" (repairs)	477 7 5	
		3,942 1 8
Improvements to the Dockyard—		
Removal of rock	889 4 1	
Pattern shop	560 7 10	
Moulders' shop	1,869 4 1	
Blacksmiths' shop	418 4 7	
Machine shop	1,515 6 6	
Saw-mill	207 5 6	
Tram shed	2 19 8	
Boiler shop	190 16 6	
Furnace	287 9 1	
Repairs to wharfs	5 1 11	
Coppersmiths' shop	3 5 3	
		5,949 5 0
New machinery	.....	6,837 17 7
Dredge Service—docking and repairs, general overhaul to—		
Dredges	15,940 11 8	
Tugs	2,365 14 5	
Punts and barges	1,179 9 7	
Dredge "Glaucus" construction	7,112 3 4	
" "Zeta" alteration	1,685 12 11	
Tug "Burunda" construction	1,904 18 1	
" "Wollombi" "	3,843 4 6	
		34,031 14 6
Harbours and Rivers Branch—		
Surveys	31 7 3	
Port Kembla Harbour Works	333 10 8	
Reclamation pipes	0 10 2	
Clarence River improvements	1,026 5 11	
Newcastle Harbour Works	519 2 4	
Richmond River improvements	305 9 2	
Macleay River entrance works	537 4 4	
Manning River improvements	1,225 19 3	
Tweed " "	80 19 3	
Camden Haven "	172 8 3	
Glebe Island	10 18 6	
Launch "Vivandiere"	0 19 7	
Tug "Phœnix"	34 19 8	
Crookhaven Harbour	179 5 11	
Moruya Harbour	146 17 0	
Coogee Baths	32 8 6	
Darling River—Snagging	119 4 0	
"Forrester" tug (old machinery)	4 16 2	
South Coast District	11 14 2	
Coff's Harbour	10 11 8	

	£ s. d.	£ s. d.
Harbours and Rivers Branch—*continued.*		
Spectacle Island...	20 13 4	
Wollongong Harbour	5 16 5	
Blackwattle Bay...	36 0 0	
Edwards River—Snagging	73 6 2	
Bateman's Bay	28 12 7	
Manly—Sea Wall	3 9 3	
Long Bay—Baths	40 9 8	
Little Bay—Baths	1 3 1	
Hubert Island Channel	7 6 5	
Lavender Creek—Improvements	146 17 6	
Bulli—Baths	9 7 0	
Shea's Creek	4 17 0	
Sundry Small Services	80 16 4	
Oakey Creek	11 14 8	
		5,255 1 2
Other Branches of the Public Works Department—		
Water Supply and Sewerage Branch	3,499 9 9	
Roads and Bridges	1,528 6 9	
" Launch "Eva"	506 16 8	
" " "Helen"	148 15 0	
Government Architect	2,038 0 3	
Railway Construction	4,432 5 0	
Tramway Construction	3,916 6 9	
Special Services	56 2 7	
Lighthouses and Pilot Stations...	492 18 10	
Labour Depôt	4 14 0	
		16,623 15 7
Department of Lands	.....	3 11 0
Department of Navigation—		
Pilot Service	793 11 6	
S.S. "Victoria"	271 0 3	
S.S. "Ajax"	936 18 8	
S.S. "Captain Cook"	751 14 2	
Launch "Carrington"	67 14 8	
" "Gladys"	365 10 5	
" "Nea"	182 19 5	
" "Premier"	567 6 10	
" "Sol"	74. 6 6	
" "Mabel"	541 13 7	
		4,552 16 0
Board of Health—		
Launch, P.H.O	50 7 7	
" "Lorna Doone"	193 18 9	
		244 6 4
Mercantile Explosives Department—		
Tug "Kate"	.....	28 16 6
Department of Justice—		
Launch "Argus"	62 19 5	
" "Biloela"	44 18 3	
H.M. Gaols	33 4 11	
Trial Bay Prison...	254 8 10	
		395 11 5
Fisheries Department—		
Repairs, Buoy	.....	0 5 8
Commonwealth—		
Launch "Miner"	16 1 0	
" "Ohm"	246 11 9	
Submarine Mines	1 11 4	
H.M. Customs Launches Nos. 1 and 2	550 8 8	
		814 12 9
Department of Mines—		
Launch "Golden Fleece"	.....	195 13 11
Lunacy Department—		
Launch "Psyche"—Construction	.....	769 14 9
Public Instruction Department—		
N.S.S. "Sobraon"	706 2 2	
Special Services H/O	1 7 2	
		707 9 4
Naval Depot, Garden Island—		
Repairs to Ladders, Tram-line, &c.	.....	169 5 4
Harbour Trust—		
Repairs, Dredges and Tugs	603 5 9	
" Wharfs, Punts, &c.	919 11 2	
		1,522 16 11
Total...	.....	£84,903 18 10

VESSELS Docked during the Year 1902–3.

Sutherland Dock.

	No.	Tonnage.	Dues.	Expenses.
			£ s. d.	£ s. d.
H.M. Ships	21	45,290	1,452 7 1	1,452 7 1
„ Troopships	6	30,454	293 0 7	293 0 7
Government Plant	18	4,379	121 16 5	121 16 5
Merchant Ships	1	1,583	96 5 6	19 12 10
	46	81,706	1,963 9 7	1,886 16 11

Fitzroy Dock.

	No.	Tonnage.	Dues.	Expenses.
			£ s. d.	£ s. d.
H.M. Ships	3	2,650	299 14 8	299 14 8
Government Plant	52	9,187	137 18 5	137 18 5
Merchant Ships	1	912	129 7 4	18 18 6
	56	12,749	567 0 5	456 11 7

Annual Returns.

Department of Public Works, New South Wales,
Sydney, 14 September, 1902.

HEREWITH are submitted returns in connection with the work performed by this Sub-branch during the financial year just closed:—

Return "A" gives details of the number of requisitions received from the various branches, their estimated value, and the total number of orders issued.

For purpose of comparison, Return "B" has been compiled. This gives in detail the operations for a period of three years, 1900-1 to 1902-3.

Return "C" shows the value of stationery, stamps, &c., issued from Head Office stock. As, however, this is the first year a monetary value has been put against these items, no comparison can be made with previous years.

Return "D" shows approximately the value of portable plant, tools, and instruments in the possession of the Department on the 30th June, 1903. This does not, however, include the value of stock at Fitzroy Dock or the Railway Workshops at Clyde.

The general depôt was established late in the year, and on the 14th May the first issue was made. Between that date and the 30th June, plant and tools, to the value of £1,089, were supplied to different works.

The stock held on the 30th June was valued at £7,056.

J. M. CAMERON,
Superintendent of Stores.

The Accountant. Under Secretary.—T.R.S., 16/9/03.

"A."

Department of Public Works, Accounts Branch, 3 September, 1903.

RETURN showing the estimated value of material and services requisitioned for by Officers of the Department, from 1st July, 1902, to 30th June, 1903, as compiled from the Requisition Register:—

	No. of Requisitions.	Estimated Value. £ s. d.
Government Architect	4,024	49,379 11 9
Harbours and Rivers—		
(1) Harbour Improvement Works	2,023	30,512 4 0
(2) Fitzroy Dock	306	14,286 16 6
(3) Dredge Service	1,527	25,510 2 8
Railway Construction	1,793	59,848 1 7
Tramway "	770	14,330 3 1
Water Supply and Sewerage—		
(1) Sydney and Suburbs	1,279	27,666 7 5
(2) Country Towns	1,293	46,093 14 1
(3) Miscellaneous	233	728 1 6
Roads	3,876	19,142 6 0
Bridges (not included in Roads)	563	4,931 9 5
Public Watering Places (not included in Roads)	88	3,452 1 5
Labour Commissioners	794	4,034 1 8
Head Office	381	4,060 6 8
Miscellaneous	183	292 1 4
Totals—No. of Orders issued, 36,238	19,133	304,267 9 1

"B."

"B."

RETURN showing the estimated value of material and services requisitioned for by the Officers of the Department from 1st July, 1900, to 30th June, 1903, as compiled from the Requisition Register:—

	Number of Requisitions.			Amount, 1900-1.	Amount, 1901-2.	Amount, 1902-3.
	1900-1.	1901-2.	1902-3.	£ s. d.	£ s. d.	£ s. d.
Government Architect	5,525	4,693	4,024	102,284 16 4	60,316 4 4	49,379 11 9
Darling Harbour Resumptions	.....	.....	.....	13,256 9 3	.....	.....
Harbours and Rivers—						
(1) Harbour Improvement Works	2,506	1,976	2,023	44,182 17 2	33,078 0 5	30,512 4 0
(2) Fitzroy Dock	287	368	306	24,165 19 8	19,133 0 11	14,286 16 6
(3) Dredge Service	1,526	1,561	1,527	29,266 1 8	28,094 13 10	25,510 2 8
Railway Construction	1,258	1,589	1,793	21,040 11 4	29,252 7 4	59,848 1 7
Tramway Construction	641	.....	770	30,713 7 5	21,656 3 6	14,330 3 1
Water Supply and Sewerage—						
(1) Sydney and Suburbs	.....	.....	1,279	.....	.....	27,666 7 5
(2) Country Towns	2,486	3,267	1,293	93,717 19 5	99,622 16 1	46,093 14 1
(3) Miscellaneous	.....	.....	233	.....	.....	728 1 6
Roads	3,814	4,329	3,876	26,181 16 3	25,370 19 1	19,142 6 0
Bridges (not included in roads)	615	744	563	7,397 9 2	6,738 17 3	4,931 9 5
Public Watering Places	607	330	88	8,514 5 11	8,055 18 7	3,452 1 5
Labour Commissioners	.....	611	794	.....	2,598 0 11	4,034 1 8
Head Office	377	367	381	2,161 16 4	10,273 8 7	4,060 6 8
Miscellaneous	232	171	183	1,113 9 1	323 9 10	292 1 4
Totals	19,874	21,130	19,133	£403,996 19 0	£324,514 0 8	£304,267 9 1
Number of orders issued	43,500	39,000	36,238			

"C."

RETURN showing the value of Stationery issued from Head Office Stock during the year, and the total value of Postage and Railway Stamps issued from 1st November, 1902, to 30th June, 1903.

	£ s. d.
Stationery	1,112 1 9
Postage and Railway Stamps	6,184 11 7

"D."

SUMMARY of Quarterly Returns, 30th June, 1903.

Branch.	Plant and Tools.		Instruments.	Totals.
	Store.	Field.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Roads and Bridges	7,479 2 8	15,300 3 3	2,131 19 7	24,911 5 6
Harbours and Rivers	4,393 7 10	552,354 19 6	1,153 13 11	557,902 1 3
Government Architect	1,859 3 7	14,491 11 0	209 6 6	16,560 1 1
Railway Construction	3,265 1 6	12,663 16 11	45 0 0	15,973 18 5
Water and Sewerage	929 1 10	7,792 19 6	980 14 0	9,702 15 4
Miscellaneous (Labour Commissioners, Cement Tests, &c.).	740 17 5	696 4 4	.....	1,437 1 9
Fitzroy Dock	45,939 9 7	.....	.....	45,939 9 7
Railway Construction - Store at Clyde	53 7 5	.....	.....	53 7 5
	£64,659 11 10	£603,299 14 6	£4,520 14 0	£672,480 0 4

Grand Total ..... £672,480 os. 4d.

J. M. CAMERON,
Superintendent of Stores.

RETURN of Expenditure from 1st July, 1902, to 30th June, 1903.—Public Wharfs, Resumed Properties, and Darling Harbour Resumptions.

Work.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Unfinished, amount of Expenditure to 30 June, 1903.	If Finished, actual amount of Expenditure.
	£ s. d.	£ s. d.	£ s. d.
Darling Harbour Resumptions—			
Compensations, wages, and miscellaneous	1,559,163 18 6	3,042,496 5 4	.....
Interest paid on compensation money	170,255 8 10	253,608 1 4	.....
Public Wharfs and Resumed Properties—			
Salaries	6,500 8 10	.....	10,421 9 6
Contingencies	809 8 6	.....	1,493 7 7
Fire insurance	862 4 9	.....	1,719 3 7
Water rates (paid by the Treasury)	.....	.....	1,382 6 9
City Improvement Advisory Board—			
Fees	988 10 0	.....	2,158 10 0
Salaries	767 9 2	.....	1,493 8 8
Wages	.....	.....	76 10 6
Contingencies	63 12 8	.....	330 4 5
Pictures of Old Sydney	.....	.....	250 13 8
Miscellaneous—			
Compensation, Bennett and Speechly—tools	868 0 0	.....	868 0 0
Grafton Wharves and Stores—contingencies	69 5 7	.....	69 5 7
Rocks Area—repairs to buildings	1,435 7 9	1,435 7 9	.....
Totals	1,741,783 14 7	3,297,539 14 5	20,263 0 3

SUMMARY of Expenditure from 1st July, 1902, to 30th June, 1903.

	£ s. d.
Loans	1,559,163 18 6
Consolidated Revenue	182,619 16 1
Total	£1,741,783 14 7

VOTES and Expenditure.

	Votes.				Expenditure.			
Year.	Loans.	Revenue.	Other Departments.	Total.	Loans.	Revenue.	Other Departments.	Total.
	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1900-1901*	100,000	.....	.....	100,000 0 0	73,589 13 5	.....	.....	73,589 13 5
1901-1902*	4,000,000	83,352 12 6 10,081 0 0	1,382 6 9	4,094,815 19 3	1,409,742 13 5	91,304 6 6	1,382 6 9	1,502,429 6 8
1902-1903*	.....	170,255 8 10 12,364 7 3	.....	182,619 16 1	1,559,163 18 6	182,619 16 1	.....	1,741,783 14 7
Total	4,100,000	276,053 8 7	1,382 6 9	4,377,435 15 4	3,042,496 5 4	273,924 2 7	1,382 6 9	3,317,802 14 8

* These Votes are also being operated on by the Harbour Trust.

RETURN of Expenditure, Labour Commissioners and State Labour Board, from 1st July, 1902, to 30th June, 1903.

Work.	Whether Constructing or under Repair.	Expenditure from 1 July, 1902, to 30 June, 1903.	If Finished, actual amount of Expenditure.
		£ s. d.	£ s. d.
Labour Commissioners of New South Wales—			
Fees	.....	854 14 0	854 14 0
Travelling Expenses	.....	19 11 3	19 11 3
Government Labour Bureau—			
Salaries	.....	1,744 4 3	1,744 4 3
Contingencies	.....	351 15 10	351 15 10
Travelling Expenses	.....	25 4 7	25 4 7
Labour Bulletin	.....	340 14 10	340 14 10
Bunnerong Road Labour Depôt—			
Shelter Sheds	Additions	319 14 1	319 14 1
Salaries	.....	353 1 6	353 1 6
Wages	.....	424 4 1	424 4 1
Materials, &c.	.....	432 2 10	432 2 10
Provisions and Clothing	.....	1,125 10 5	1,125 10 5
Pitt Town Casual Labour Farm—			
Salaries	.....	347 10 10	347 10 10
Farm	Additions	220 14 7	220 14 7
Material	.....	280 13 3	280 13 3
Wages	.....	438 10 6	438 10 6
Provisions and Clothing	.....	738 17 3	738 17 3
Contingencies	.....	176 15 1	176 15 1
Seeds, Tools, &c.	.....	26 5 6	26 5 6
Live Stock	.....	6 0 0	6 0 0
Railway Freight and Cartage of Firewood, &c.	.....	1,059 7 5	1,059 7 5
Female Registry—			
Salaries	.....	110 11 9	110 11 9
Contingencies	.....	190 14 0	190 14 0
Night-shelter for Homeless Men—			
Contingencies	.....	475 9 4	475 9 4
Miscellaneous—			
Conveyance of the unemployed	.....	522 5 7	522 5 7
State Labour Board—			
Fees	.....	71 8 0	71 8 0
Salaries	.....	569 2 5	569 2 5
Contingencies	.....	12 0 9	12 0 9
Trades' Hall Registry	.....	73 13 0	73 13 0
Totals £	.....	11,310 16 11	11,310 16 11

SUMMARY of Expenditure from 1st July, 1902, to 30th June, 1903.

	£ s. d.
Consolidated Revenue	9,991 16 8
Special Deposit Account—	
Pitt Town Farm Revenue	1,260 11 5
Bunnerong Road Farm Revenue	58 8 10
Total	£11,310 16 11

LABOUR Commissioners' Votes and Expenditure.

Year.	VOTES. Revenue.	VOTES. Special Deposit Account.	VOTES. Total.	EXPENDITURE. Revenue.	EXPENDITURE. Special Deposit Account.	EXPENDITURE. Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1900–1	12,888 0 0	2,481 18 0	15,369 18 0	6,516 18 6	841 9 5	7,358 7 11
1901–2	19,702 0 0	2,307 13 4	22,009 13 4	9,624 13 10	1,306 4 4	10,930 18 2
1902–3	10,146 5 8	1,867 19 11	12,014 5 7	9,991 16 8	1,319 0 3	11,310 16 11
£	42,736 5 8	6,657 11 3	49,393 16 11	26,133 9 0	3,466 14 0	29,600 3 0

Department of Public Works, New South Wales.

RETURN showing cost of Rents, Cleaning, Lighting, Municipal Rates, Telephones, &c., from 1st July, 1902, to 30th June, 1903.

	Rent.	Cleaning.	Lighting.	Municipal Rates.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Roads and Bridges	1,208 5 11	405 15 8	76 3 10	16 4 0	97 3 1
Harbours and Rivers	271 14 7	1 18 0	2 18 6	.....	20 14 8
Water Supply and Sewerage Construction	131 14 0	.....	.....	.....	3 10 4
Railway Construction	151 4 2	.....	.....	4 3 6	5 11 4
Government Architect	279 0 0	6 0 0	12 19 2	5 4 0	18 16 0
Miscellaneous	2,743 1 0	.....	3,454 16 9	.....	179 11 5
Total	4,784 19 8	413 13 8	3,546 18 3	25 11 6	325 6 10

ROADS and Bridges, 1st July, 1902, to 30th June, 1903.

	Rent.	Cleaning.	Lighting.	Municipal Rates.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Albury	.....	10 0 0	.....	.....	1 0 0
Armidale	.....	.....	.....	.....	2 1 0
Bombala	13 0 10	6 10 7	.....	1 10 0	1 0 0
Bathurst	9 2 5	.....	15 0 0	.....	1 0 0
Bega	33 17 3	7 1 4	.....	.....	1 14 0
Blayney	26 1 1	.....	.....	.....	.....
Braidwood	14 1 8	.....	.....	.....	.....
Bellingen	26 1 1	6 10 5	.....	.....	.....
Bourke	.....	.....	.....	0 8 8	1 0 0
Ballina	31 6 2	6 10 3	.....	.....	1 8 9
Casino	27 2 7	7 1 8	.....	.....	1 0 0
Cowra	27 14 0	6 3 1	.....	.....	1 0 0
Cootamundra	.....	1 12 11	.....	.....	1 0 0
Campbelltown	20 16 11	5 19 2	.....	.....	.....
Cobar	38 8 0	.....	.....	.....	1 0 0
Coonamble	36 1 5	5 16 0	.....	.....	1 0 0
Cooma	7 16 1	6 10 7	.....	.....	1 0 0
Crookwell	.....	6 10 7	.....	.....	.....
Cudgellico	26 1 1	0 15 9	.....	.....	.....
Dubbo	39 1 11	6 10 7	.....	.....	1 0 0
Deniliquin	.....	4 8 8	.....	1 10 0	.....
Forbes	7 16 1	.....	.....	.....	1 1 0
Gosford	28 3 11	7 1 4	.....	.....	1 12 6
Goulburn	38 11 2	7 1 4	.....	.....	1 0 0
Grafton	.....	3 15 4	6 11 0	.....	3 3 4
Glen Innes	29 19 5	.....	.....	.....	1 18 8
Hay	.....	.....	.....	.....	3 12 0
Inverell	6 0 0	.....	.....	.....	2 1 11
Kempsey	26 1 1	6 10 7	.....	.....	.....
Kiama (Nowra)	31 12 9	2 11 11	.....	.....	.....
Lismore	.....	10 19 6	.....	.....	1 0 0
Lithgow	24 1 1	6 10 4	.....	.....	0 19 6
Mudgee	13 3 7	.....	.....	.....	.....
Maclean	29 19 1	6 10 7	.....	.....	2 0 0
Moss Vale	26 1 1	6 10 3	.....	.....	1 0 0
Maitland	.....	14 2 3	52 15 0	.....	1 0 0
Moruya	29 19 11	2 3 7	.....	.....	1 0 0
Moree	.....	.....	.....	.....	1 1 0
Muswellbrook	20 16 11	6 10 5	.....	.....	.....
Newcastle	.....	9 0 0	0 15 7	.....	15 2 1
Narrabri	.....	.....	.....	.....	1 0 0
Orange	6 10 3	10 8 0	0 11 9	.....	2 1 0
Parramatta	32 11 8	6 10 3	0 10 6	.....	2 5 6
Port Macquarie	26 1 1	5 8 9	.....	.....	.....
Queanbeyan	15 0 0	6 10 7	.....	.....	.....
Quirindi	26 1 1	6 10 7	.....	.....	1 4 0
Richmond	23 18 3	5 10 0	.....	.....	.....
Stroud	32 12 6	7 1 7	.....	.....	.....
Tumut	26 0 6	6 10 7	.....	1 18 4	.....
Taree	26 1 1	6 4 8	.....	.....	1 3 6
Tweed (Murwillumbah)	26 1 1	6 10 3	.....	.....	1 6 6
Tumberumba	.....	.....	.....	.....	1 10 0
Tenterfield	.....	6 10 7	.....	.....	1 0 0
Tamworth	6 10 3	13 0 10	.....	.....	1 0 0
Walgett	.....	6 10 7	.....	.....	1 0 0
Warialda	.....	.....	.....	.....	1 0 0
Wilcannia	32 11 8	8 2 6	.....	10 17 0	1 0 0
Wollombi	28 3 11	7 1 4	.....	.....	19 0 8
Wagga Wagga	7 12 3	6 9 9	.....	.....	2 1 8
Yass	28 5 2	.....	.....	.....	1 0 0
Young	7 3 2	6 10 7	.....	.....	1 0 0
Narrandera	29 18 1	.....	.....	.....	1 6 5
Abattoirs Road Relief Works	1 0 0	.....	.....	.....	.....
Broken Hill	32 10 9	6 9 8	.....	.....	.....
Balranald	14 14 7	.....	.....	.....	1 5 0
North Sydney Bridge	90 0 0	.....	.....	.....	.....
Pyrmont Bridge	.....	100 5 7	.....	.....	.....
Glebe Island Bridge	.....	.....	.....	.....	2 3 1
Total £	1,208 5 11	405 15 8	76 3 10	16 4 0	97 3 1

Harbours and Rivers, 1st July, 1902, to 30th June, 1903.

District.	Rent.	Cleaning.	Lighting.	Municipal Rate.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Abattoirs, Glebe Island	50 0 0	.....	.....	.....	6 11 4
Ballina	.....	.....	.....	.....	2 0 0
Bateman's Bay	4 0 0	.....	.....	.....	.....
Camden Haven Improvements	4 1 0	.....	.....	.....	.....
Fitzroy Dock	.....	1 18 0	.....	.....	.....
Moruya	.....	.....	.....	.....	1 1 0
Newcastle	.....	.....	2 18 6	.....	7 10 0
Rent of store, west side Circular Quay	27 17 0	.....	.....	.....	.....
„ two stores, shed, and land, west side Circular Quay	78 11 3	.....	.....	.....	.....
„ land and shed, west side Circular Quay	40 17 0	.....	.....	.....	.....
„ land near Phillip-street—Storing poles	47 13 4	.....	.....	.....	.....
„ land, Darling-street, Balmain	18 15 0	.....	.....	.....	.....
Taree	.....	.....	.....	.....	1 1 0
Water and Sewerage Rates on 40 and 42, Erskine-street.—					
Water-side workers	.....	.....	.....	.....	2 11 4
Total £	271 14 7	1 18 0	2 18 6	.....	20 14 8

Water Supply and Sewerage Construction, 1st July, 1902, to 30th June, 1903.

District.	Rent.	Cleaning.	Lighting.	Municipal Rates.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Penrith Water Supply	3 10 0	.....	.....	.....	.....
Marrickville Stormwater Channel	22 18 0	.....	.....	.....	.....
Cudal Weir	0 18 0	.....	.....	.....	.....
Rent of Office and Store, Blayney	14 13 7	.....	.....	.....	.....
Wollongong Water Supply	11 9 1	.....	.....	.....	1 7 0
Coogee and Waverley Slopes	.....	.....	.....	.....	2 3 4
Water Supply and Sewerage, Junee	16 10 0	.....	.....	.....	.....
Narromine	7 17 5	.....	.....	.....	.....
Dubbo	10 18 5	.....	.....	.....	.....
Brewarrina	20 9 6	.....	.....	.....	.....
Hay Sewerage Works	10 10 0	.....	.....	.....	.....
Total £	131 14 0	.....	.....	.....	3 10 4

Railway Construction, 1st July, 1902, to 30th June, 1903.

District.	Rent.	Cleaning.	Lighting.	Municipal Rates.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Dubbo to Coonamble	53 6 2	.....	.....	.....	.....
Dawes Point Tramway	5 12 6	.....	.....	.....	.....
Belmore Park to Fort Macquarie	2 10 0	.....	.....	.....	.....
Weston-street, Balmain	10 10 0	.....	.....	.....	.....
Gundagai to Tumut	6 0 0	.....	.....	.....	.....
Narrabri to Walgett and Collarendabri	16 13 0	.....	.....	.....	0 4 0
Tramways, Newcastle District	32 10 0	.....	.....	0 12 0	.....
Grafton to Casino	4 7 6	.....	.....	.....	3 9 4
Darling-street Tramway	2 4 0	.....	.....	.....	.....
Lismore to Casino	.....	.....	.....	3 11 6	.....
Merewether to the Beach	10 0 0	.....	.....	.....	.....
Temora to Wyalong	7 11 0	.....	.....	.....	1 18 0
Total £	151 4 2	.....	.....	4 3 6	5 11 4

Government Architect, 1st July, 1902, to 30th June, 1903.

District.	Rent.	Cleaning.	Lighting.	Municipal Rates.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Armidale	.....	.....	0 18 4	5 4 0	2 4 0
Bathurst	.....	.....	.....	.....	1 0 0
Newcastle Post Office	40 0 0	.....	12 0 10	.....	.....
Grafton	.....	.....	.....	.....	2 12 0
State Governor's residence, "Cranbrook," Rose Bay	200 0 0	.....	.....	.....	.....
Dubbo	39 0 0	6 0 0	.....	.....	.....
Admiralty House	.....	.....	.....	.....	13 0 0
Total £	279 0 0	6 0 0	12 19 2	5 4 0	18 16 0

Miscellaneous, 1st July, 1902, to 30th June, 1903.

	Rent.	Cleaning.	Lighting.	Municipal rates.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rent, hall-porter's quarters, Government House	6 0 0	.....	.....	.....	.....
Rent, &c., G. C. Westgarth	389 5 4	.....	.....	.....	.....
Trades' Hall Association, rent, &c., Labour Commissioners	36 0 0	.....	.....	.....	.....
58, Young-street, Orderlies' quarters	196 0 0	.....	.....	.....	.....
Rent, carpenter's shop, west side of Circular Quay	15 3 4	.....	.....	.....	.....
Rent, shed and land, Parramatta-road, Ashfield	1 6 0	.....	.....	.....	.....
Rent of land, Fernbank Estate, Victoria-road, Marrickville	17 14 0	.....	.....	.....	.....
Lighting generally	.....	.....	3,454 16 9	.....	.....
Telephones, Sydney to Newcastle service	.....	.....	.....	.....	26 13 8
Private mailbags	33 11 6	.....	.....	.....	.....
Rent, 170 Princes-street, cement testing	43 15 0	.....	.....	.....	.....
Lighting lamps, Stockton Wharf	.....	.....	.....	.....	1 7 6
Robinson's Basin	.....	.....	.....	.....	10 0 0
Rent, 118, 120, and 122 Market-street, occupied as Female Registry.	97 10 0	.....	.....	.....	.....
Rent, 3, Cumberland-street	200 0 0	.....	.....	.....	.....
Rent, premises (late church and school), Lower Fort Street, cement testing.	37 15 3	.....	.....	.....	.....
Rent, store, 17 Cumberland-street	61 0 0	.....	.....	.....	.....
Rent, church and school, Lower Fort street	150 0 0	.....	.....	.....	.....
Rent, store, 14½ Princes-street	84 11 5	.....	.....	.....	.....
Rent, land adjoining Virgoe, Son, & Co., George-street, tramway construction.	50 0 0	.....	.....	.....	.....
Rent, land and store, 49 George-street, tramway construction.	84 0 0	.....	.....	.....	.....
Rent, land and shed, west side Circular Quay	31 9 6	.....	.....	.....	.....
Rent, basement of stone building, west side of Circular Quay.	10 4 9	.....	.....	.....	.....
Telephones	1,171 13 10	.....	.....	.....	60 0 0
Stabling	26 1 1	.....	.....	.....	.....
Metropolitan Board of Water Supply and Sewerage Rates, &c.	.....	.....	.....	.....	81 10 3
Total	2,743 1 0	.....	3,454 16 9	.....	179 11 5

Department

Department of Public Works, New South Wales, Accounts Branch,
Sydney, 18 August, 1903.

SUMMARY of Grants issued to Trustees from 1st July, 1902, to 30th June, 1903 :—

SUMMARY.	£	s.	d.
Scheduled Roads	4,744	7	8
Unclassified Roads	1,309	12	9
Public Watering-places, &c....	101	18	0
Harbours and Rivers—Works generally	74	2	0
Public Baths	66	13	4
Water and Drainage	20	0	0
Bunnerong Cemetery Trust	200	0	0
Total	£6,516	13	9

Department of Public Works, New South Wales, Accounts Branch,
Sydney, 19 August, 1903.

RETURN showing Amounts issued to Trustees from 1st July, 1902, to 30th June, 1903.

Road.	District.	Amount. £	s.	d.	Total. £	s.	d.
SCHEDULED ROADS.							
Mount Victoria to Mount York	Lithgow	30	0	0	30	0	0
Springwood to the Hawkesbury Reserve	Parramatta	109	7	8	109	7	8
Greta to Earls'	Maitland	60	0	0	.....		
Eccleston to Upper Albyn River	„	50	0	0	.....		
Largs, *via* Tocal, to Paterson Bridge	„	140	0	0	.....		
Louth Park Road	„	110	0	0	.....		
Morpeth to Four-mile Creek	„	80	0	0	.....		
„ Largs	„	30	0	0	.....		
Pitnacree Bridge to Dunmore Bridge	„	110	0	0	.....		
Wallarabba Road to Cox's Creek	„	30	0	0	610	0	0
Rocky Point Road	Metropolitan	200	0	0	.....		
South Head Roads	„	3,000	0	0	3,200	0	0
Boggy Flat Crossing towards Dight's Ford	Muswellbrook	20	0	0	.....		
Cooper's Flat up Karakora Creek	„	50	0	0	.....		
Goorangoola Road to Bower's and Bowman's Creek	„	40	0	0	.....		
Kermode's, *via* Goorangoola, to Dry Creek	„	40	0	0	.....		
Singleton and Maison Dieu Road to Warkworth	„	30	0	0	.....		
Singleton to Brandy Creek	„	70	0	0	250	0	0
Great Western Road to Seven Hills Road	Parramatta	50	0	0	.....		
Old Castle Hill Road to Government Reserve	„	20	0	0	.....		
Seven Hills Road to Vardy's Grant	„	20	0	0	90	0	0
Kenthurst P.O. to Porter's	Richmond	30	0	0	30	0	0
Junction, Barnard and Little Manning Rivers to Nowendoc	Stroud	90	0	0	90	0	0
Currabubula to Pittaway	Tamworth	40	0	0	40	0	0
Nowendoc Road to Dolly's Flat	Taree	20	0	0	.....		
Nowendoc Road to Upper Manning	„	70	0	0	.....		
Old Bar Road to Redbank Ferry	„	20	0	0	.....		
Roads through Mitchell's Island	„	15	0	0	.....		
Woolla Woolla Roads	„	60	0	0	185	0	0
St. Albans, *via* Wright's Creek, to Brook's Ferry	Wollombi	40	0	0	.....		
Thompson's, up Dairy Arm	„	30	0	0	.....		
Woolong to Head of Sandy Creek	„	40	0	0	110	0	0
Total	£	4,744	7	8	4,744	7	8

GRANTS issued to Trustees, from 1st July, 1902, to 30th June, 1903.

Road.	District.	Amount. £	s.	d.	Total. £	s.	d.
UNCLASSIFIED ROADS.							
Road to Nambucca Heads Cemetery	Bellinger	20	0	0	20	0	0
Bridge over Colligen Creek, Deniliquin-Coluno Road to Twimundgery Island	Deniliquin	140	12	3	140	12	3
Apple Tree Flat to Cangi	Grafton	200	0	0	200	0	0
Improvements to Streets of Hillston	Hay	200	0	0	200	0	0
Dungary, *via* Harley's Creek, to Cox's Creek	Maitland	50	0	0	.....		
Eccleston Road to Archinds	„	10	0	0	.....		
Waterbacks to German's Bridge	„	20	0	0	.....		
Massie's Creek Road	„	10	0	0	90	0	0
Wiseman's Ferry Road to Kenthurst	Metropolitan	20	0	0	20	0	0
Wheelbarrow Track, Woodburn to Burrill Road	Moruya	19	17	0	.....		
Woodburn Road to Ryan's Selection	„	14	18	0	34	15	0
Relief of Unemployed Miners at Long Creek	Mudgee	35	0	0	35	0	0
Young-street, Lambton	Newcastle	100	0	0	100	0	0
Wallabadah to Inglewood	Quirindi	60	0	0	60	0	0
Eaton Road, Belmont	Richmond	50	0	0	50	0	0
Bridle Track, Copeland to Cobark	Stroud	149	8	6	.....		
Coneac to Gloucester	„	24	17	0	.....		
Tea Gardens, at Engel's, towards Green Point	„	15	0	0	189	5	6
Woolbrook Railway Station to Camp Fire Gold Mine	Tamworth	65	0	0	65	0	0
Gallops Creek to Bowning	Yass	80	0	0	.....		
Road through Cavan Estate from the Warro Cavan Gap Road to the Taemas-Brindabella Road	„	25	0	0	105	0	0
	Total £	1,309	12	9	1,309	12	9

Miscellaneous Works.

Grants issued to Trustees from 1st July, 1902, to 30th June, 1903.

Public Watering Places.

	£ s. d.	£ s. d.
1. Additions to Mill on the Water Reserve at Oberon	15 0 0	
2. Clearing out Well at Koorawatta	15 0 0	
3. Dam at Nine Mile	7 0 0	
4. Fence at Ponto Common	10 8 0	
5. Mudgee Common Dam	10 0 0	
6. Public Well and Pump at Nundle	10 0 0	
7. Pump at Riverstone	9 10 0	
8. Public Well and Pump at Werris Creek	25 0 0	
		101 18 0

Harlours and Rivers Branch.

Works Generally.

Clearing portion of Addy's Creek		74 2 0

Public Baths.

Public Baths at Clifton	16 13 4	
Public Baths at Bulli	50 0 0	
		66 13 4

Water and Drainage.

Mudgee Common Dam		20 0 0

La Perouse.

Bunnerong, La Perouse, Cemetery Trust		200 0 0

Department of Public Works, New South Wales, Accounts Branch,
Sydney, 19 August, 1903.

Return showing Amounts issued to Municipalities from 1st July, 1902, to 30th June, 1903.

Municipality.	Main and other Roads.	Extension, Minor Roads.	Unclassified Roads.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Armidale	44 0 0	25 0 3	.....	69 0 3
Albury	.....	67 0 2	.....	67 0 2
Alexandria	.....	.....	12 0 0	12 0 0
Auburn	.....	.....	100 0 0	100 0 0
Adamstown	72 0 0	8 0 0	40 0 0	120 0 0
Aberdeen	166 0 0	9 14 3	.....	175 14 3
Bathurst	.....	9 0 0	.....	9 0 0
Berry	.....	99 12 0	.....	99 12 0
Blayney	53 0 0	66 7 11	.....	119 7 11
Bexley	142 10 0	.....	.....	142 10 0
Balranald	.....	15 19 10	156 12 0	172 11 10
Ballina	190 5 9	141 1 4	340 0 0	671 7 1
Broken Hill	.....	.....	69 13 1	69 13 1
Bingera	.....	65 12 2	.....	65 12 2
Bourke	.....	30 17 8	.....	30 17 8
Bega	35 0 0	103 7 11	.....	138 7 11
Burwood	.....	.....	300 0 0	300 0 0
Bowral	.....	50 19 1	.....	50 19 1
Braidwood	.....	94 6 6	.....	94 6 6
Bombala	.....	55 2 9	.....	55 2 9
Brewarrina	.....	30 0 0	.....	30 0 0
Bankstown	.....	.....	4 10 0	4 10 0
Balmain	38 0 0	.....	.....	38 0 0
Camden	.....	115 15 3	80 0 0	195 15 3
Cudgegong	143 0 0	614 3 8	50 0 0	807 3 8
Cooma	53 0 0	191 0 0	.....	244 0 0
Campbelltown	.....	170 10 2	100 0 0	270 10 2
Canterbury	142 0 0	.....	.....	142 0 0
Camperdown	90 0 0	.....	.....	90 0 0
Cobar	.....	19 0 0	.....	19 0 0
Casino	.....	482 0 0	.....	482 0 0
Coonamble	.....	68 15 4	.....	68 15 4
Cowra	186 16 8	118 1 9	.....	304 18 5
Condobolin	.....	106 0 1	.....	106 0 1
Coraki	.....	104 17 7	.....	104 17 7
Cabramatta and Canley Vale	74 0 0	52 6 6	.....	126 6 6
Cudal	.....	126 16 10	.....	126 16 10
Castlereagh	.....	201 0 0	.....	201 0 0
Dubbo	15 0 0	26 13 0	.....	41 13 0
Dundas	92 0 0	.....	.....	92 0 0
Deniliquin	.....	412 14 0	150 0 0	562 14 0
Dungog	.....	134 17 4	.....	134 17 4
Forbes	110 0 0	123 0 8	.....	233 0 8
Glen Innes	354 0 0	72 3 7	.....	426 3 7
Goulburn	29 0 0	100 1 6	175 0 0	304 1 6
Gundagai	18 0 0	22 4 6	50 0 0	90 4 6
Grafton	.....	65 0 0	.....	65 0 0

RETURN showing Amounts issued to Municipalities—*continued.*

Municipality.	Main and other Roads.	Extension, Minor Roads.	Unclassified Roads.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Grenfell	7 0 0	12 16 1	.....	19 16 1
Gerringong	168 0 0	.....	.....	168 0 0
Gulgong	.....	293 5 10	.....	293 5 10
Granville	18 0 0	.....	.....	18 0 0
Gunnedah	.....	33 13 7	150 0 0	183 13 7
Greta	150 0 0	7 17 6	.....	157 17 6
Gosford	.....	254 0 0	.....	254 0 0
Gladstone	.....	8 1 2	.....	8 1 2
Hurstville	382 10 0	.....	.....	382 10 0
Hillston	.....	.....	100 0 0	100 0 0
Hamilton	45 0 0	.....	.....	45 0 0
Hay	.....	42 0 0	.....	42 0 0
Hill End	.....	18 7 9	.....	18 7 9
Inverell	.....	171 10 3	13 17 0	185 7 3
Ingleburn	.....	.....	175 0 0	175 0 0
Jerilderie	.....	93 5 10	.....	93 5 10
Junee	.....	30 16 7	150 0 0	180 16 7
Jamberoo	.....	168 0 0	.....	168 0 0
Katoomba	300 0 0	.....	.....	300 0 0
Kogarah	30 0 0	.....	.....	30 0 0
Kempsey	.....	172 6 9	.....	172 6 9
Liverpool	.....	26 0 0	.....	26 0 0
Lithgow	.....	145 2 9	100 0 0	245 2 9
Lismore	.....	420 11 3	.....	420 11 3
Leichhardt	42 0 0	.....	.....	42 0 0
Lambton, New	49 0 0	33 1 9	10 0 0	92 1 9
Muswellbrook	31 0 0	4 9 0	.....	35 9 0
Morpeth	160 0 0	25 0 0	.....	185 0 0
Murwillumbah	.....	17 2 6	.....	17 2 6
Maitland East	180 0 0	89 15 0	.....	269 15 0
Maitland West	.....	.....	*150 0 0	150 0 0
Mittagong	47 0 0	17 7 8	50 0 0	114 7 8
Molong	90 0 0	83 17 1	60 0 0	233 17 1
Mudgee	22 0 0	16 0 10	50 0 0	88 0 10
Marrickville	620 0 0	.....	.....	620 0 0
Manly	.....	21 0 0	†369 3 6 ‡ 70 0 0	460 3 6
Maclean	.....	69 12 9	.....	69 12 9
Moruya	.....	28 7 7	.....	28 7 7
Moree	.....	138 19 1	.....	138 19 1
Murrumburrah	.....	71 0 9	.....	71 0 9
Moss Vale	.....	216 2 3	.....	216 2 3
Moama	.....	100 0 0	200 0 0	300 0 0
Murrurundi	19 0 0	.....	.....	19 0 0
Merewether	39 0 0	.....	.....	39 0 0
Manilla	.....	.....	400 0 0	400 0 0
Nyngan	.....	.....	§50 0 0	50 0 0
Nowra	145 0 0	84 5 7	.....	229 5 7
North Sydney	454 0 0	.....	.....	454 0 0
Narrandera	.....	13 6 10	.....	13 6 10
Narrabri	.....	69 17 1	.....	69 17 1
Narrabri West	.....	83 5 10	.....	83 5 10
Narromine	454 0 0	6 0 11	.....	460 0 11
Orange	27 0 0	39 18 8	.....	66 18 8
Orange East	23 0 0	8 15 0	.....	31 15 0
Picton	.....	44 8 7	.....	44 8 7
Penrith	42 0 0	.....	‖135 0 0	177 0 0
Parramatta	.....	54 13 9	¶300 0 0	354 13 9
Port Macquarie	.....	95 8 5	.....	95 8 5
Parkes	.....	120 1 9	.....	120 1 9
Plattsburgh	.....	69 8 7	.....	69 8 7
Peak Hill	.....	85 4 8	**222 13 0	307 17 8
Queanbeyan	43 0 0	33 0 0	.....	76 0 0
Quirindi	.....	51 9 9	.....	51 9 9
Rockdale	187 10 0	.....	.....	187 10 0
Ryde	175 0 0	38 12 9	.....	213 12 9
Redfern	170 0 0	.....	.....	170 0 0
Richmond	10 0 0	21 13 5	.....	31 13 5
Raymond Terrace	.....	13 5 11	.....	13 5 11
Randwick	1,225 0 0	.....	.....	1,225 0 0
Singleton	24 0 0	4 3 0	200 0 0	228 3 0
„ (South)	9 0 0	.....	.....	9 0 0
Scone	18 0 0	13 17 3	.....	31 17 3
Shellharbour	440 0 0	.....	.....	440 0 0
St. Mary's	.....	73 0 0	.....	73 0 0
Tamworth	73 0 0	120 6 10	.....	193 6 10
Tumut	.....	43 0 0	.....	43 0 0
Tenterfield	402 0 0	183 5 5	.....	585 5 5
Temora	.....	97 0 0	.....	97 0 0
Taree	.....	16 0 0	.....	16 0 0
Uralla	18 0 0	7 17 7	.....	25 17 7
Ulladulla	410 0 0	30 15 8	.....	440 15 8
Ulmarra	.....	445 9 0	.....	445 9 0
Vaucluse	21 0 0	.....	.....	21 0 0
Wellington	52 0 0	.....	.....	52 0 0

* Works generally—Hunter-street, Drain, West Maitland. † Public Buildings, Manly latrines. ‡ Tramway Construction, Manly. § Water Conservation, Nyngan. ‖ Erection, Repair, &c., of Bridges, Penrith. ¶ Tramway Construction, Parramatta. ** Public Watering-places, Peak Hill.

RETURN showing Amounts issued to Municipalities—*continued*.

Municipality.	Main and other Roads.	Extension, Minor Roads.	Unclassified Roads.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wollongong	74 0 0	.....	.....	74 0 0
Wilcannia	.....	14 6 3	400 0 0	414 6 3
Wagga Wagga	.....	80 7 3	.....	80 7 3
Wingham	.....	149 15 5	.....	149 15 5
Windsor	.....	50 0 0	.....	50 0 0
Walcha	.....	131 1 5	.....	131 1 5
Warren	.....	12 18 11	100 0 0	112 18 11
Wickham	30 0 0	.....	.....	30 0 0
Wentworth	.....	4 1 5	.....	4 1 5
Wallsend	.....	22 15 0	.....	22 15 0
Wallendbeen	.....	179 19 8	.....	179 19 8
Warialda	.....	153 16 5	.....	153 16 5
Wyalong	.....	176 0 2	.....	176 0 2
Yass	.....	137 0 5	50 0 0	187 0 5
Young	.....	82 5 11	100 0 0	182 5 11
Totals £	8,973 12 5	10,190 15 8	5,233 8 7	24,397 16 8

RETURN showing amount paid to Officers of the Public Works Department for Salary, Equipment Allowance, Travelling Expenses, &c., from 1st July, 1902, to 30th June, 1903.

Branch.	Salary.	Superannuation.	Equipment.	Travelling.	Sundries.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Under Secretary and Assistant Under Secretary for Public Works.	1,584 0 0	66 0 0	.....	2 12 5	46 0 0
Roads and Bridges Branch	45,905 12 0	325 15 7	11,412 0 9	5,498 8 10	3,517 3 2
Harbours and Rivers Branch	18,259 7 2	170 8 0	321 1 7	908 14 1	2,100 15 5
Government Architect's Branch	17,243 8 3	122 19 3	575 0 0	1,546 14 7	1,013 17 2
Water Supply and Sewerage Construction Branch.	22,833 19 6	33 0 0	712 17 8	1,905 2 1	3,935 3 3
Railway Construction Branch	30,591 10 5	122 1 0	4,394 19 7	1,731 17 3	1,474 15 8
Clerical	13,579 1 10	90 0 0	.....	274 8 0	263 10 2
Accounts	13,182 15 3	144 8 0	75 10 5	46 0 8	808 5 10
Land Valuation Branch	1,790 16 0	39 4 0	.....	154 16 9	167 19 0
Miscellaneous Branch	3,229 12 2	10 0 0	181 0 4	123 8 11	238 10 3
Labour Bureau	2,246 16 10	1 5 9	.....	.....	91 14 6
Public Wharfs and Resumed Properties	4,374 6 2	34 15 0	.....	.....	176 11 2
Messengers and Cleaners	2,761 3 8	19 0 0	.....	69 12 3	48 19 2
Totals £	177,582 9 3	1,178 16 7	17,672 10 4	12,261 15 10	13,883 4 9

NOTE.—This does not include wages of temporary timekeepers, gangers, &c.

Department of Public Works, New South Wales.
Accounts Branch, 31 August, 1903.

STATEMENT of the Department of Public Works General Bank Account, from 1st July, 1902, to 30th June, 1903.

Month.	Receipts.		Disbursements.	
	General Account.	Advance Account.	General Account.	Advance Account.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Balance	1,749 2 8	8,407 17 4	.....	.....
July, 1902	88,417 11 7	85,739 13 9	89,488 3 7	83,548 18 10
August, „	41,900 19 11	72,087 16 0	35,498 6 10	89,029 6 3
September, „	110,995 7 0	105,425 8 7	116,641 4 3	89,322 18 8
October, „	101,726 7 4	91,400 5 2	95,078 1 8	89,570 3 1
November,	56,771 9 6	57,467 1 10	64,855 1 8	63,645 18 10
December, „	71,939 5 2	109,705 4 5	71,235 7 2	97,583 14 9
January, 1903	96,195 8 8	65,335 17 4	89,458 13 6	64,608 7 6
February, „	53,237 19 4	75,703 10 6	60,672 15 10	76,943 15 4
March, „	52,935 6 8	73,649 11 5	51,962 18 0	77,720 14 1
April, „	53,983 6 8	76,396 5 6	54,808 4 0	76,480 9 6
May, „	38,845 4 9	72,652 15 2	38,998 12 9	84,444 6 0
June, „	39,389 3 1	87,835 14 1	39,389 3 1	88,908 8 3
Balance	.....	.....	.....	.....
Totals £	808,086 12 4	981,807 1 1	808,086 12 4	981,807 1 1

OWEN CARROLL,
Paymaster, Public Works Department.

Department

Department of Public Works, Accounts Branch, 14 August, 1903.

Trust Account.

STATEMENT of Receipts and Disbursements, from 1st July, 1902, to 30th June, 1903.

Month.	No. of Deposits.	Receipts.	Disbursements.	Balances.
		£ s. d.	£ s. d.	£ s. d.
Balance on 30 June, 1902	.....	338 18 0	.....	.....
1902.				
July	228	2,507 17 6	2,153 17 6	692 18 0
August	518	4,399 2 0	2,910 3 0	2,181 17 0
September	460	4,060 17 6	5,309 7 0	933 7 6
October	372	2,695 11 8	2,774 3 0	854 16 2
November	217	1,927 17 2	2,189 7 2	593 6 2
December	224	3,860 7 6	4,194 18 8	258 15 0
1903.				
January	109	907 2 0	915 16 0	250 1 0
February	156	1,475 2 1	1,388 1 1	337 2 0
March	225	1,861 17 3	2,123 17 3	75 2 0
April	168	1,399 11 0	921 4 0	553 9 0
May	211	2,366 18 6	2,389 19 0	530 8 6
June	404	3,636 5 0	3,956 1 6	210 12 0
Totals	3,292	31,437 7 2	31,226 15 2	210 12 0

OWEN CARROLL,
Paymaster, Public Works Department.

Department of Public Works, New South Wales,
Accounts Branch, 27 August, 1903.

Suspense Account, 1902–3.

Items.	Amounts paid to Treasury.
	£ s. d.
Sale of Property	221 19 8
Pitt Town Labour Farm	1,658 8 10
Labour Farm, Bunnerong Road	107 16 5
Docking Vessels	13 11 10
Sundry Deposits	6,414 4 9
New Zealand Government	856 0 2
Commonwealth of Australia	12,893 14 0
Miscellaneous Receipts	1,718 14 7
Refunds	138,058 0 7
Total £	161,942 10 10

Statement of Net Revenue.

Total, as above	161,942 10 10
Deduct Refunds	138,058 0 7
Net Revenue £	23,884 10 3

OWEN CARROLL,
Paymaster, Public Works Department.

Department of Public Works, New South Wales,
Accounts Branch, 27 August, 1903.

TOTAL Amounts passed through Suspense Account from 1st July, 1902, to 30th June, 1903.

	£ s. d.
Balance on 1st July, 1902	278 12 6
Receipts	169,024 9 2
Total	£169,303 1 8
Disbursements	168,694 15 11
Balance on 30th June, 1903	£608 5 9

OWEN CARROLL,
Paymaster, Public Works Department.

Department

Department of Public Works, Accounts Branch, 7 September, 1903.

Fixed Deposit Receipts—Statement of Receipts and Disbursements from 1st July, 1902, to 31st May, 1903.

Receipts.	No.	Amount.	Disbursements.	No.	Amount.
		£ s. d.			£ s. d.
Balance at 1st July, 1902	120	24,902 15 0	Returned to contractors	100	19,472 12 0
Receipts	76	17,681 9 0	Renewed for contractors	8	3,650 0 0
			Paid to Official Assignee	2	113 0 6
			Balance transferred to Treasury 3rd June, 1902	86	19,348 11 6
	£	42,584 4 0		£	42,584 4 0

OWEN CARROLL,
Paymaster, Public Works Department.

Department of Public Works, Accounts Branch, 27 August, 1903.

Revenue Account, 1902–1903.

Items.	Revenue received through Public Works Department.	Revenue received at Treasury by Transfer, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Rent	.....	* 1,371 19 0	1,371 19 0
Sale of Property	221 19 8	* 1,228 4 7	1,450 4 3
Pitt Town Labour Farm	1,658 8 10	.....	1,658 8 10
Labour Farm, Bunnerong-road	107 16 5	.....	107 16 5
Docking Vessels, &c.	13 11 10	3,482 5 7	3,495 17 5
Forfeited Deposits	.....	485 4 0	485 4 0
Sundry Deposits	6,414 4 9	.....	6,414 4 9
Inspection of Timber for New Zealand Government	856 0 2	.....	856 0 2
Government of Victoria—Various Bridges and Surveys	.....	721 2 2	721 2 2
Commonwealth of Australia	12,893 14 0	.....	12,893 14 0
Store Issues, &c.	.....	217,518 6 11	217,518 6 11
Refunds	138,058 0 7	28,758 10 1	166,816 10 8
Miscellaneous—Hire, Repairs, Deductions, Electricity, &c.	1,718 14 7	5,324 15 9	7,043 10 4
Totals £	161,942 10 10	258,890 8 1	420,832 18 11
Statement of Net Revenue.			
Total as above	161,942 10 10	258,890 8 1	420,832 18 11
Deduct—Amount of Store Issues and Refunds as above	138,058 0 7	246,276 17 0	384,334 17 7
Net Revenue £	23,884 10 3	12,613 11 1	36,498 1 4

* Incomplete ; thesse amounts only represent items advised by Treasury.

OWEN CARROLL,
Paymaster, Public Works Department.

Department of Public Works, Accounts Branch, 30 June, 1903.

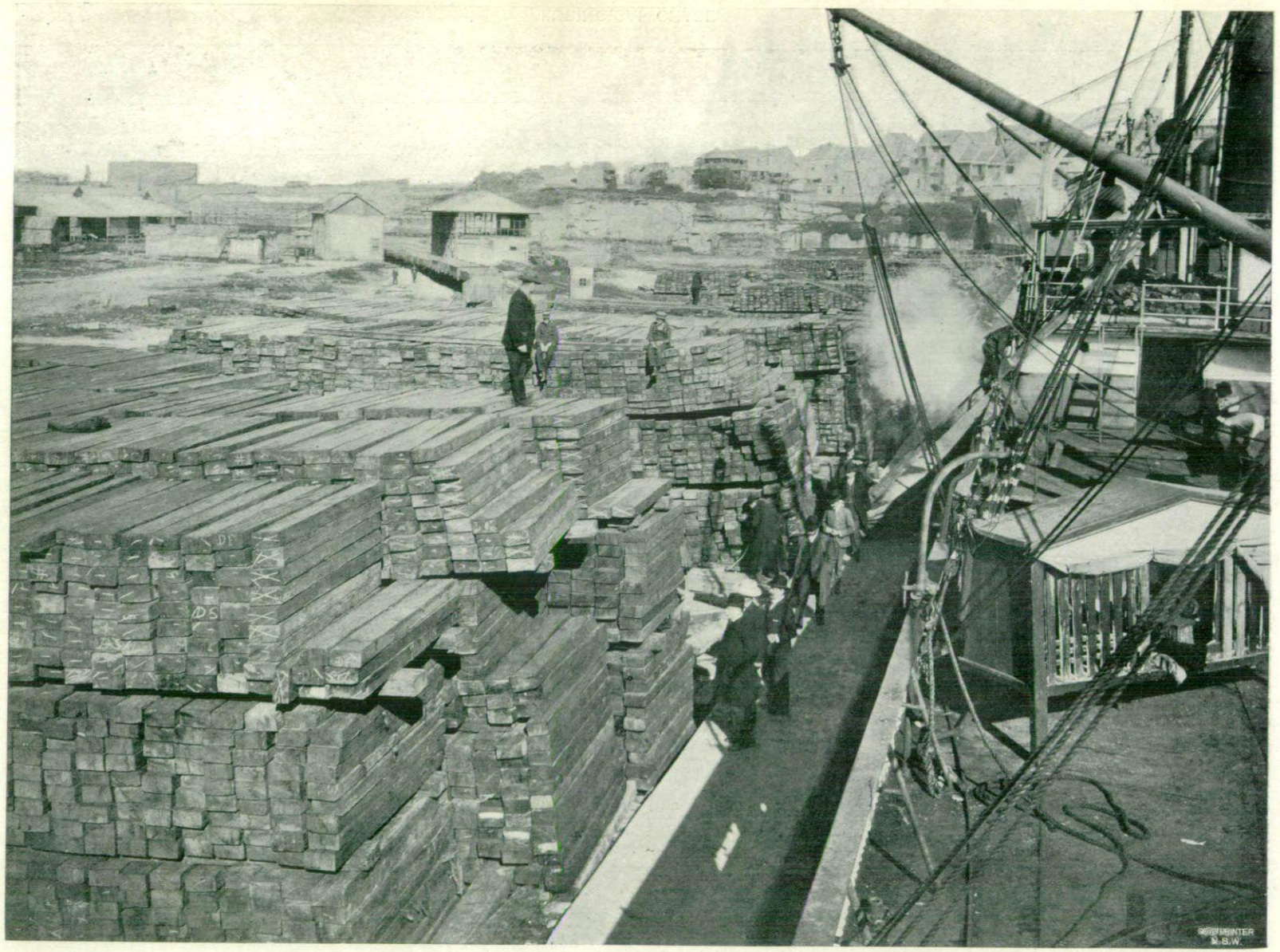
APPROXIMATE Statement of Persons Temporarily Employed, showing positions occupied, with cost per year.

Branch.	Engineers.		Draftsmen.		Surveyors.		Clerks.		Inspector.		Overseers.		Foremen.		Gangers.		Clerks of Works.		Time and Store-keepers.		Clerks and Pay-masters.		Totals.	
	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.	No.	Wages.
		£		£		£		£		£		£		£		£		£		£		£		£
Railways and Tramways	2	770	7	1,353	5	1,440	..	....	32	7,274	..	....	4	811	53	8,314	..	....	16	2,850	6	1,624	125	24,436
Architects	..	....	..	....	..	....	2	312	1	195	1	156	9	1,906	..	....	10	2,304	3	437	1 Electrical Assistant, 1	156	27	5,466
Roads and Bridges	..	....	1	200	..	....	1	156	3	572	7	1,170	4	662	9	1,276	..	....	1	125	1 Assistant Supt.,	140	27	4,301
Harbours and Rivers	..	....	5	996	..	....	4	608	7	1,911	..	....	15	3,205	5	771	..	....	7	951	..	....	43	8,442
Water Supply and Sewerage	3	784	11	1,900	2	500	..	....	12	2,416	4	655	9	1,483	5	812	..	....	11	1,620	Works Manager, 1	312	58	10,482
Miscellaneous	..	....	..	....	..	....	3	302	9	1,530	1	78	..	....	1	188	..	....	..	....	Labour Master, 4	318	18	2,416
Clerical	..	....	..	....	..	....	5	561	..	....	..	....	..	....	..	....	..	....	..	....	..	....	5	561
Accounts	..	....	..	....	..	....	13	2,075	..	....	..	....	..	....	..	....	..	....	..	....	..	....	13	2,075
Resumed Properties	..	....	..	....	..	....	10	1,560	..	....	..	....	..	....	..	....	..	....	..	....	..	....	10	1,560
Totals	5	1,554	24	4,449	7	1,940	38	5,574	64	13,898	13	2,059	41	8,067	73	11,361	10	2,304	38	5,983	13	2,550	326	59,739

THOMAS R. STEEL,
Accountant.

[1 plan, 2 maps, 14 photos.]

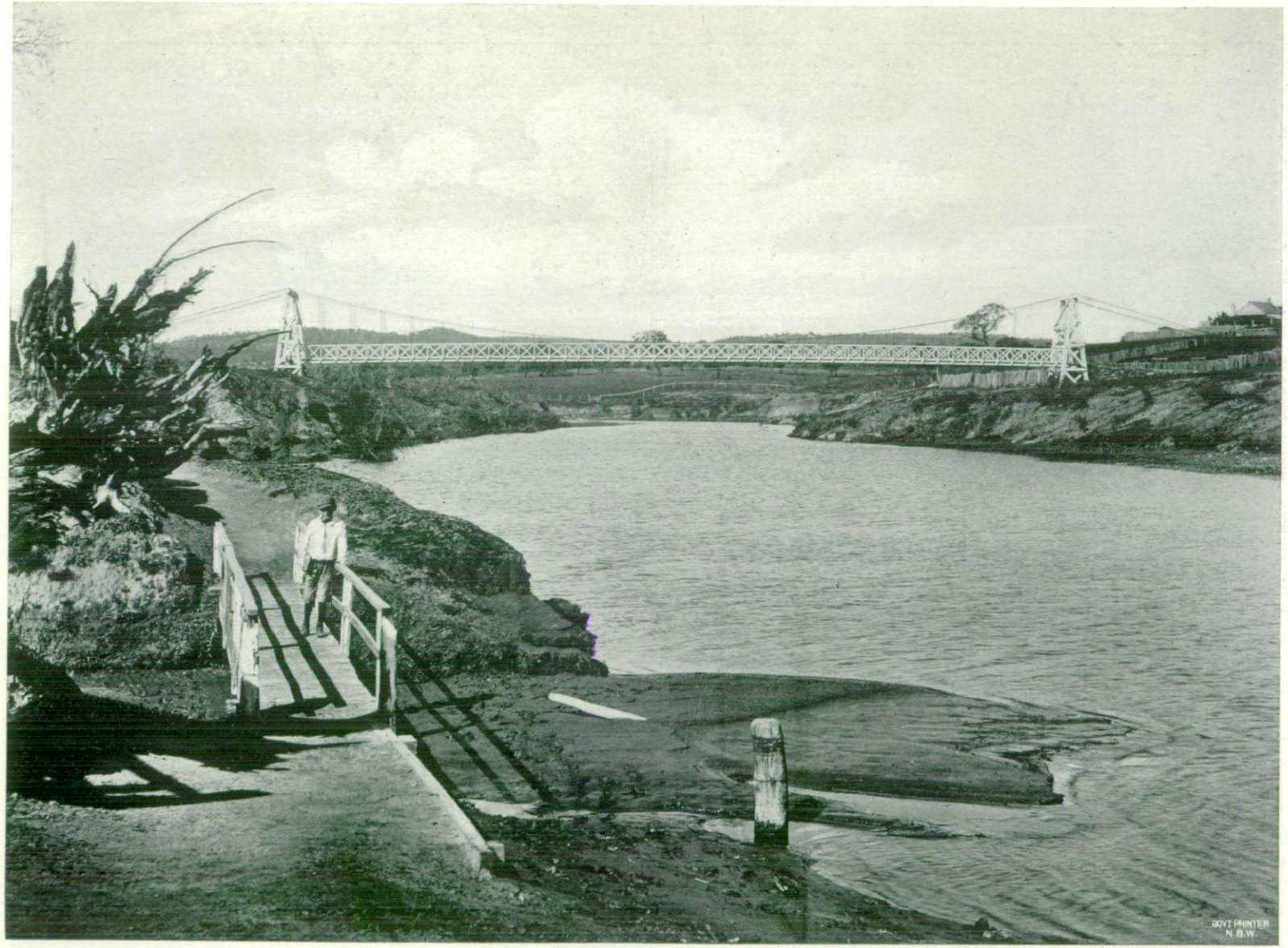
Sydney : William Applegate Gullick, Government Printer.—1904.



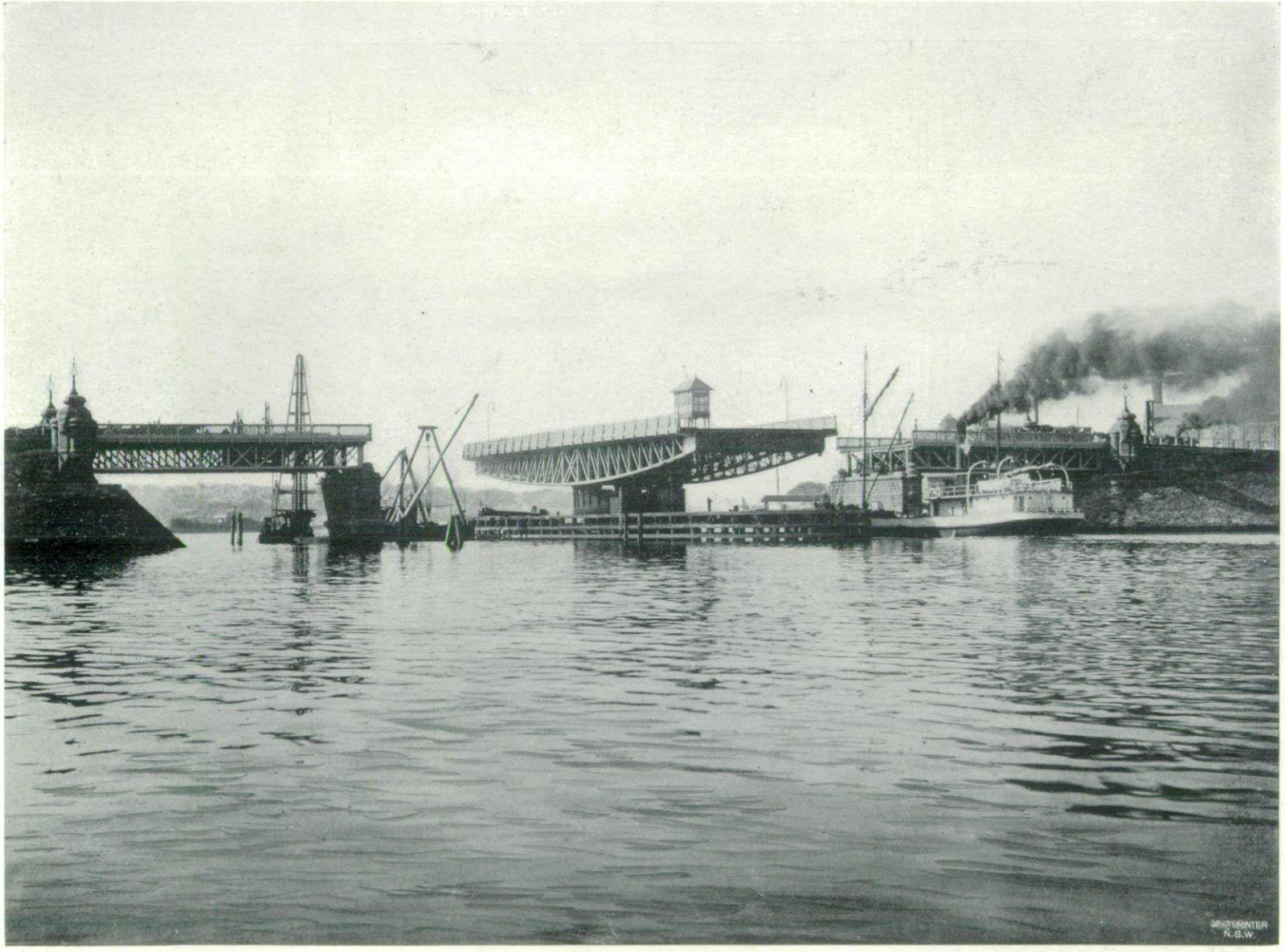
SLEEPERS AND GIRDERS BEING LOADED AT DARLING HARBOUR FOR SOUTH AFRICA.



KURING-GAI CHASE.



SUSPENSION BRIDGE, QUEANBEYAN.



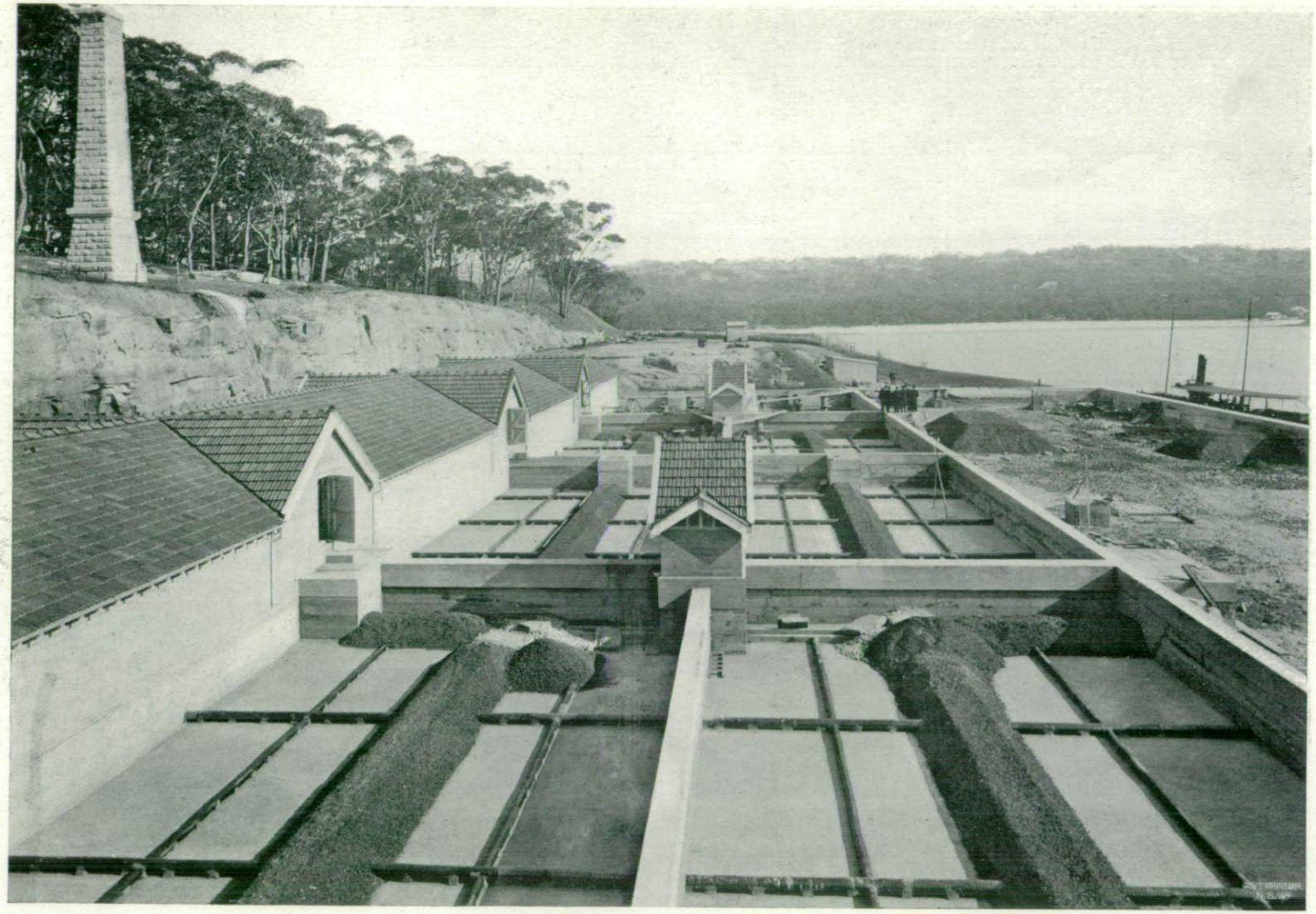
GLEBE ISLAND BRIDGE.



LAKE CUDGELLICO, NEW SOUTH WALES.



BOOBEROI WEIR, LACHLAN RIVER, NEW SOUTH WALES (UP STREAM).



SEPTIC TANKS AT MOSMAN.



PIPE BRIDGE OVER LANE COVE RIVER.



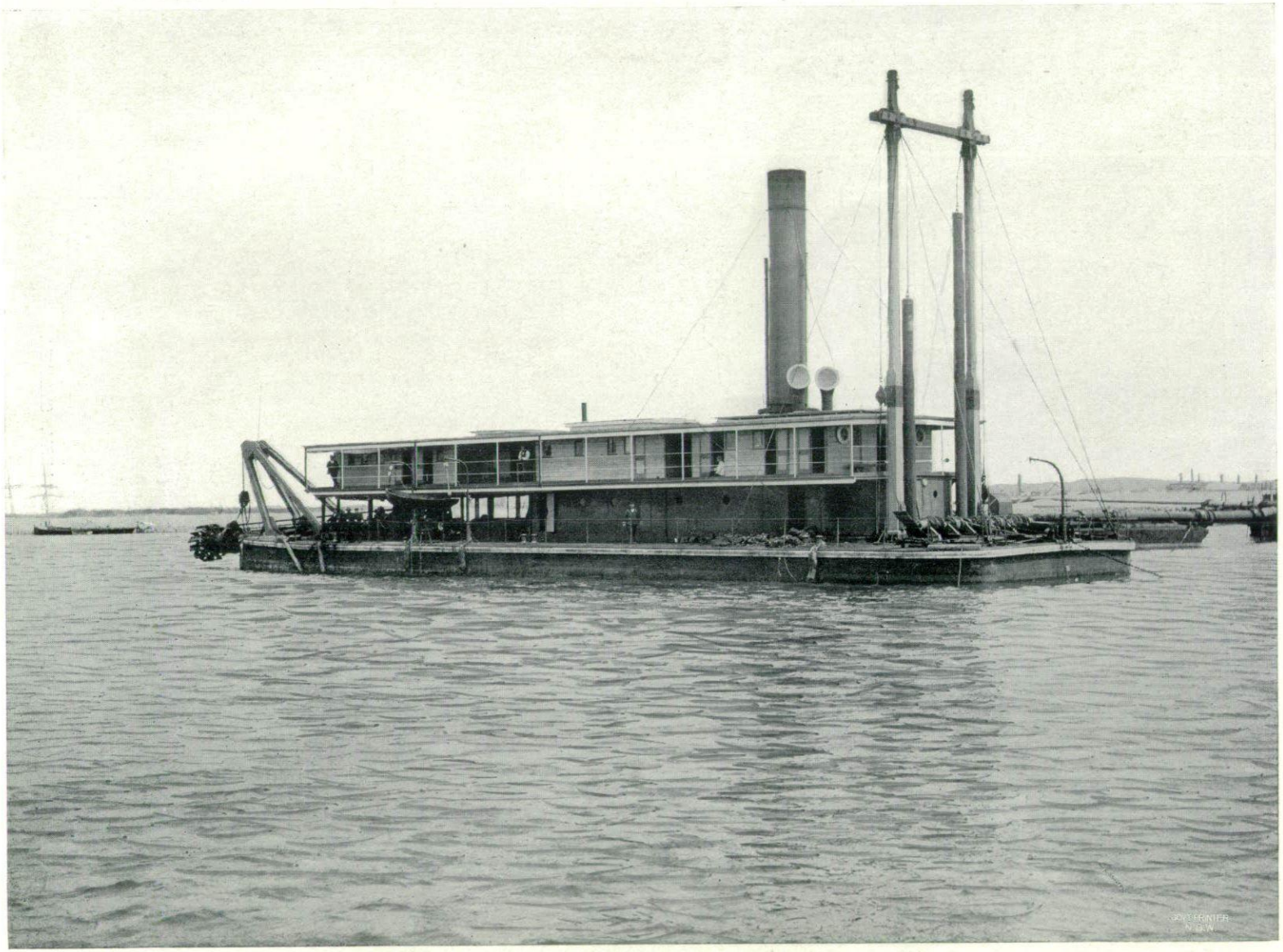
NEWCASTLE POST AND TELEGRAPH OFFICE.



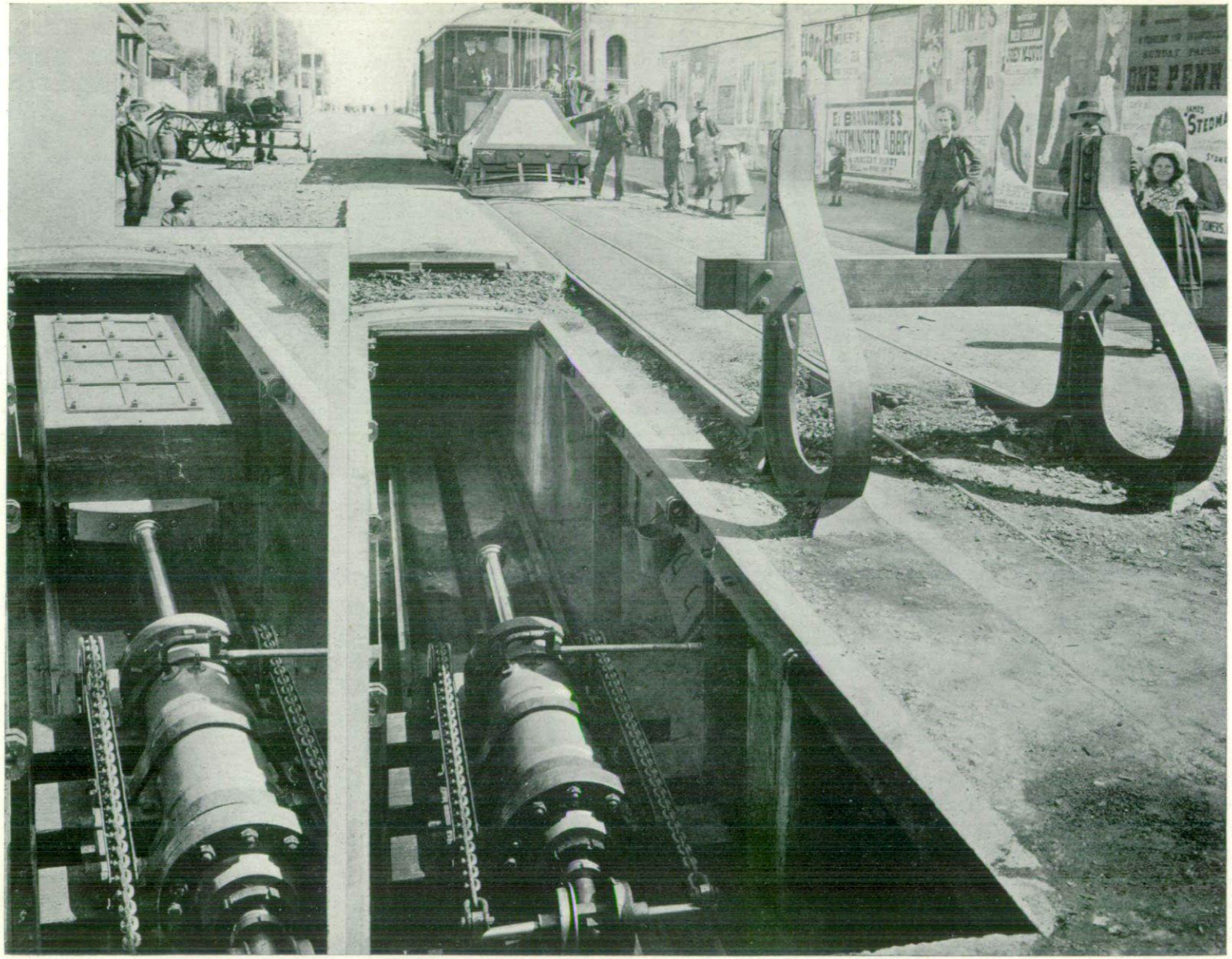
PORTICO, ART GALLERY, SYDNEY.



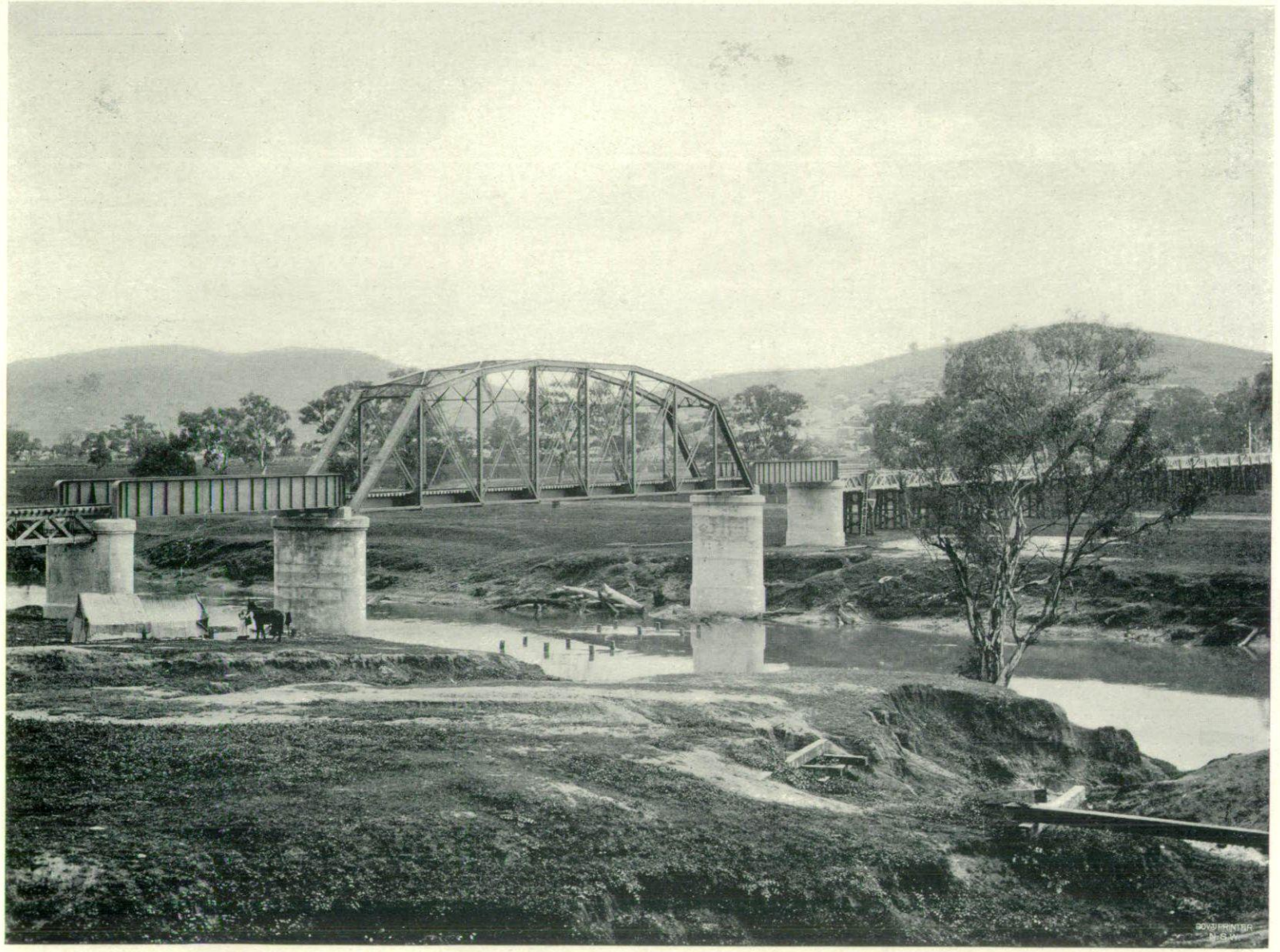
VESTIBULE, ART GALLERY, SYDNEY.



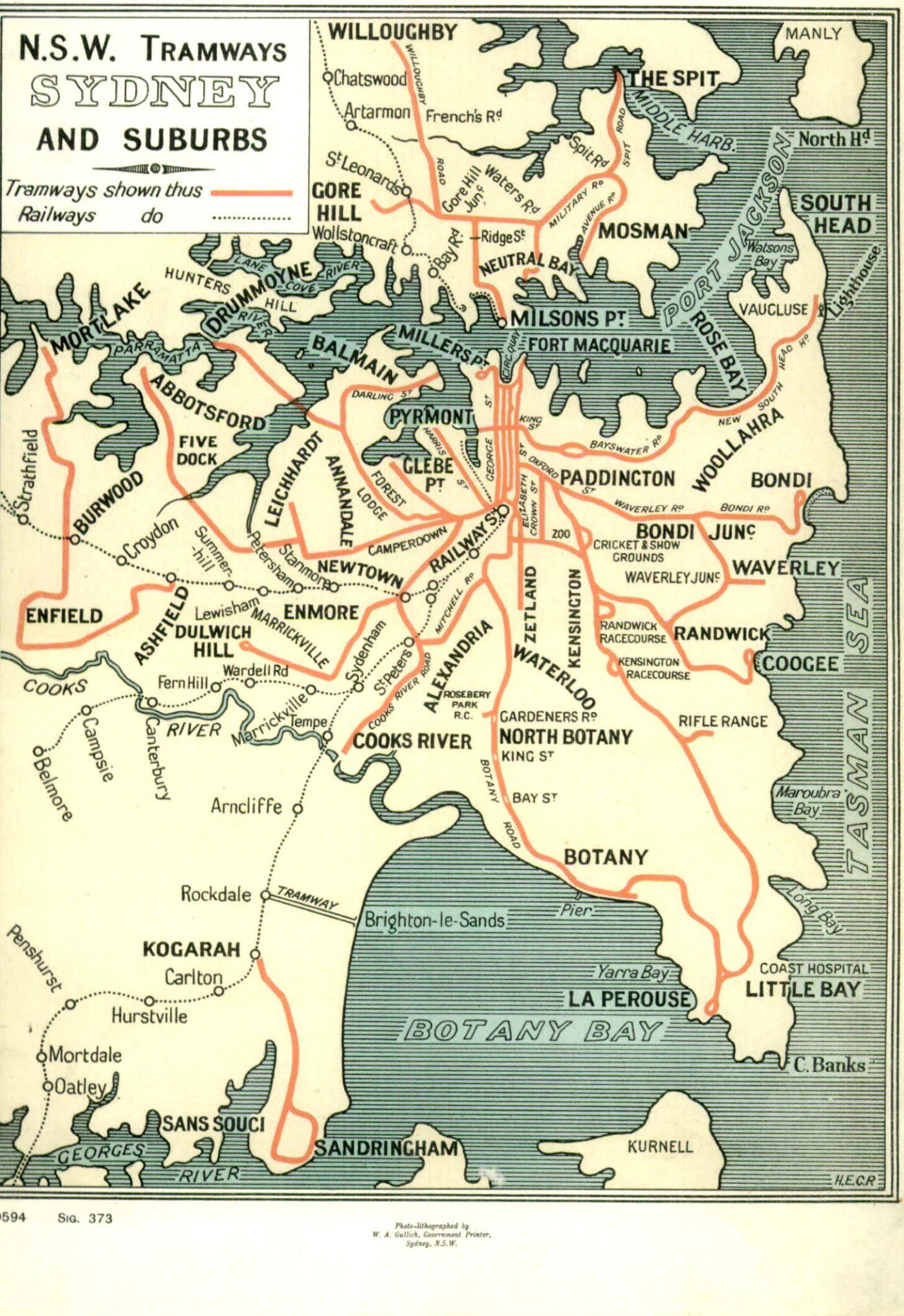
SAND-PUMP DREDGE, "GLAUCUS."



DARLING-STREET (BALMAIN) TRAMWAY COUNTERWEIGHT SCHEME.

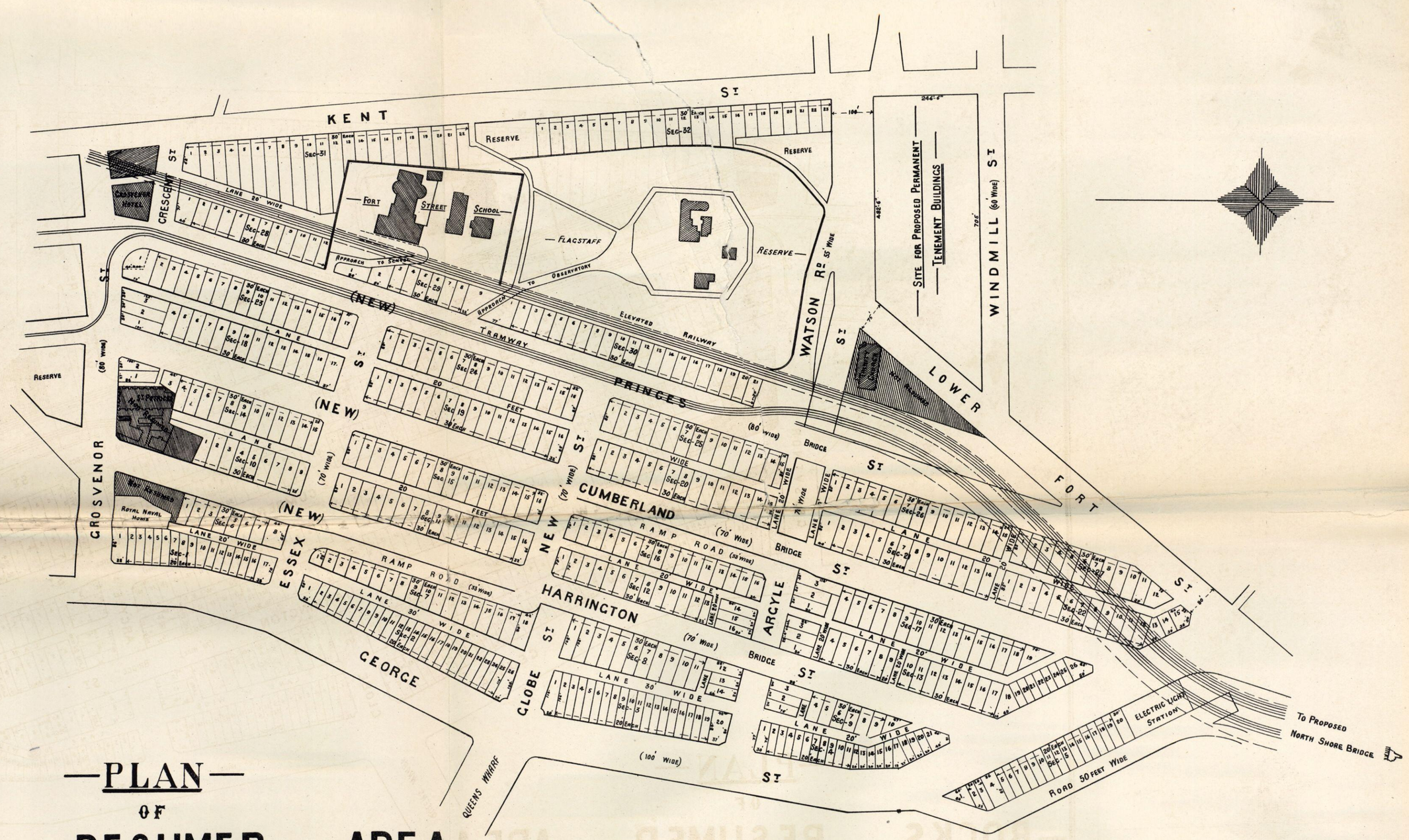


GUNDAGAI TO TUMUT RAILWAY. BRIDGE OVER RIVER AT GUNDAGAI.



0594 SIG. 373

Photo-lithographed by
W. A. Gullick, Government Printer,
Sydney, N.S.W.



—PLAN—
OF
—ROCKS RESUMED AREA—

—— City Improvement Advisory Board ——

—— Scheme "B" Shewing Proposed Subdivision ——

—— Scale 100 Feet = to One Inch ——

Chairman.

Members.

Stephen Mills
Engineer & Secretary
20 Feb 08.

22 (5)

29594 Sic. 373

Photo-lithographed by
W. A. Gullick, Government Printer,
Sydney, N.S.W.

MAP OF

NEW SOUTH WALES RAILWAYS

to accompany

PUBLIC WORKS' ANNUAL REPORT

1902 ~ 1903.


QUEENSLAND
STATE OF
NEW SOUTH WALES
SOUTH AUSTRALIA
STATE OF VICTORIA
PACIFIC OCEAN
Curriwillinghi
Mungindi
Garah
Moree
Gwydir
Inverell
509 M.
Glen Innes
Tenterfield
Maryland
Liston
Sunnyside
Bluff Rock
Sandy Flat
Bolivia
Deepwater
Dundee
Yarrowford
Stonehenge
Glencoe
Ben Lomond
Llangothlin
Guyra
Black Mountain
Duval
Dumaresq
Kelly's Plains
Armidale
Hillgrove
Wollomombi
Kentucky
Wollun
Walcha
Walcha Rd.
Woolbrook
Timbumburi
Tamworth
Currabubula
Terrible Vale Siding
Gunnedah
Curlewis
Breeza
Tambar Springs
Coonabarabran
Coonamble
Baradine
Pilliga
Walgett
Collarendabri
Mogul
Angledool
Goodooga
Bokhara
Brenda
Barringun
Wanaaring
Wilcannia
Cobar
The Peak
462 M.
Nyngan
Girilambone
Canonba
Louth
Tilpa
Tarella
White Cliffs
Yandaro
Cobham
Mt. Brown
Milparinka
Tibooburra
Yalpunga
Wompah
Hungerford
Bourke
Tarrion
Brewarrina
Goodooga
Gundabooka
Mooculta
Dyers
Compton Downs
Wyuna Downs
Byrock
Glenariff
Coolabah
Gongolgon
Charlton Siding
Tarcoon
Warrawena
Goorianawa
Goombalie
Ford's Bridge
The Lake
Bundabulla
Moorabilla
Talawanta
Mackerawah
Wellington
Brendale
Bulgandramine
Obley
Peak Hill
Yeoval
Tomingley
Mullengudgery
Merrygoen
Coolah
Binnaway
Warkton
Curban
Collie
Armatree
Tenandra
Mt. Harris
Coonabarabran
Breeza
Gunnedah
Curlewis
Mullaly
Emerald Hill
Bean Bean
Bogabri
Wee Waa
Narrabri West
Narrabri (North)
Tibberen
Turrawan
Cobbadah
Barraba
Manilla
Somerton
Kootingal
Moonbi
Tamworth
Dungowan
Nundle
Quipolly
Braefield
Willow Tree
Quirindi
Ardglen
Temple Court
Wingen
Blandford
Murrurundi
Parkville
Scone
Aberdeen
Muswellbrook
Denman
Jerrys Plains
Singleton
Rix's Creek
Glennies Ck.
Liddell
Ravensworth
Grasstree
Gungal
Goulburn R.
Wollar
Cooyal
Barigan
Mudgee
Mt. Frome
Havilah
Lue
Cox's Siding
Rylstone
Ilford
Kandos
Cudgegong
Gulgong
Guntawang
Denison Town
Willy Wally
Bobadeen
Cobborah
Murrungundi
Gooma
Goonoo
Dubbo
Talbragar
Gilgandra
Kamber
Balladoran
Coolbaggie
Nevertire
Merrigal
Mandoora
Warren
Nyngan
Davidson's
Almonds Siding
Mullengudgery
Hermidale
Florida
Poppy Mountain
Merrylla
Cobar
Kelly's Siding
Trangie
Narromine
Nymagee
The Priory
Shearlegs
Paddington
Bulbodney
Dandaloo
Camp Creek
Bogan River
Gilgunnia
Ivanhoe
Mt. Hope
Mossgiel
Booligal
Hillston
Lachlan River
Darling River
Manfred
Clare
Pooncaira
Rankin's Springs
Wallandry
Wyalong
Barmedman
Buddigower
Gunbar
Oxley
Wentworth
Gol Gol
Euston
Balranald
Maude
Hay
Murrumbidgee River
Murray or Hume River
Darling River
Wentworth
Mildura
Merbein
Red Cliffs
Robinvale
Swan Hill
Piangil
Manangatang
Ultima
Speed
Lake Tyrrell
Sea Lake
Nandaly
Lascelles
Boinka
Hopetoun
Beulah
Underbool
Walpeup
Murrayville
Yaapeet
Pinnaroo
Parrakie
Lameroo
Geranium
Karoonda
Peebinga
Waikerie
Barmera
Berri
Loxton
Renmark
Paringa
Moorook
Kingston
Waikerie
Morgan
Blanchetown
Cadell
Pyap
Truro
Sedan
Palmer
Mannum
Murray Bridge
Tailem Bend
Wellington
Meningie
Narrung
Milang
Goolwa
Victor Harbor
Port Elliot
Strathalbyn
Langhorne Creek
Macclesfield
Meadows
Kuitpo
Willunga
McLaren Vale
Aldinga
Noarlunga
Port Noarlunga
Christies Beach
Hallett Cove
Marion
Glenelg
Brighton
Somerton
Henley Beach
Grange
Semaphore
Port Adelaide
Largs
Outer Harbor
Port Gawler
Two Wells
Dublin
Virginia
Salisbury
Gawler
Tanunda
Nuriootpa
Angaston
Penrice
Eden Valley
Kapunda
Freeling
Hamilton
Riverton
Saddleworth
Auburn
Clare
Watervale
Leasingham
Sevenhill
Penwortham
Mintaro
Farrell Flat
Port Pirie
Crystal Brook
Redhill
Stone Hut
Gladstone
Jamestown
Caltowie
Orroroo
Carrieton
Yunta
Peterborough
Terowie
Yarcowie
Hallett
Mt. Bryan
Burra
Manoora
Saddleworth
Auburn
Clare
Watervale
Leasingham
Sevenhill
Penwortham
Mintaro
Farrell Flat
Port Pirie
Crystal Brook
Redhill
Stone Hut
Gladstone
Jamestown
Caltowie
Orroroo
Carrieton
Yunta
Peterborough
Terowie
Yarcowie
Hallett
Mt. Bryan
Burra
Manoora
Wirrabara
Appila
Booleroo Centre
Melrose
Wilmington
Quorn
Hawker
Leigh Creek
Lyndhurst
Farina
Marree
Oodnadatta
Alice Springs
Darwin
Port Augusta
Whyalla
Iron Knob
Kimba
Cowell
Franklin Harbor
Lincoln
Port Lincoln
Tumby Bay
Cummins
Elliston
Streaky Bay
Ceduna
Penong
Fowlers Bay
Eucla
Nullarbor
Kalgoorlie
Coolgardie
Menzies
Leonora
Laverton
Wiluna
Meekatharra
Mullewa
Geraldton
Perth
Fremantle
Albany
Esperance
Norseman
Kalgoorlie
Coolgardie
Menzies
Leonora
Laverton
Wiluna
Meekatharra
Mullewa
Geraldton
Perth
Fremantle
Albany
Esperance
Norseman
Eucla
Nullarbor
Ceduna
Penong
Fowlers Bay
Streaky Bay
Elliston
Cummins
Tumby Bay
Port Lincoln
Lincoln
Cowell
Franklin Harbor
Kimba
Iron Knob
Whyalla
Port Augusta
Darwin
Alice Springs
Oodnadatta
Marree
Lyndhurst
Leigh Creek
Hawker
Quorn
Wilmington
Melrose
Booleroo Centre
Appila
Wirrabara
Manoora
Burra
Hallett
Mt. Bryan
Yarcowie
Terowie
Peterborough
Yunta
Carrieton
Orroroo
Caltowie
Jamestown
Gladstone
Stone Hut
Redhill
Crystal Brook
Port Pirie
Penwortham
Mintaro
Farrell Flat
Sevenhill
Leasingham
Clare
Watervale
Auburn
Saddleworth
Angaston
Penrice
Eden Valley
Nuriootpa
Tanunda
Gawler
Salisbury
Virginia
Dublin
Two Wells
Port Gawler
Outer Harbor
Largs
Port Adelaide
Semaphore
Grange
Henley Beach
Somerton
Brighton
Glenelg
Marion
Hallett Cove
Christies Beach
Port Noarlunga
Noarlunga
Aldinga
Willunga
McLaren Vale
Meadows
Kuitpo
Strathalbyn
Langhorne Creek
Macclesfield
Port Elliot
Victor Harbor
Goolwa
Milang
Meningie
Narrung
Tailem Bend
Wellington
Murray Bridge
Mannum
Palmer
Sedan
Truro
Pyap
Cadell
Morgan
Blanchetown
Kingston
Moorook
Paringa
Renmark
Loxton
Berri
Barmera
Waikerie
Kapunda
Freeling
Hamilton
Riverton