

1927.
VICTORIA.

COUNTRY ROADS BOARD.

THIRTEENTH ANNUAL REPORT

FOR YEAR ENDED 30TH JUNE, 1926.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT No. 2635.

[*Cost of Report* :—Preparation—Not given. Printing (950 copies), £200.]

By Authority.

H. J. GREEN, GOVERNMENT PRINTER, MELBOURNE

No. 18.—[2s. 9d.]—27.

COUNTRY ROADS BOARD.

THIRTEENTH ANNUAL REPORT.

Titles Office, Melbourne,
31st December, 1926.

The Honorable G. L. Goudie, M.L.C.,
Minister for Public Works, Melbourne.

SIR,

In compliance with the provisions of Section 73 of the Country Roads Act No. 2635, I have the honour to submit to you for presentation to Parliament the Thirteenth Annual Report of the proceedings of the Board for the financial year ending 30th June, 1926.

Legislation passed by Parliament in 1924, viz., the Highways and Vehicles Act No. 3379, the most important provisions of which relate to the declaration of State highways, involves a most decided change in the legislation of the State relating to main road maintenance.

By this Act the State, after a period of over sixty (60) years of municipal management, has reverted to the system of State, or centralized, control of the principal rural traffic-bearing arteries.

In the Board's First Annual Report, presented to Parliament in 1914, reference was made to the appointment, in 1853, of a Central Road Board, on a recommendation of a Committee of the Legislative Council in 1852.

The functions of this Board were, *inter alia*, to have exclusive powers with regard to all existing main roads and bridges thereon, and the distribution of funds for the purpose, arising from grants, territorial revenue, and tolls. Subsequent legislation, however, such as the Road Districts and Shires Act of 1863, the Shires and Boroughs Statutes of 1869, and the first Local Government Act of 1874, definitely placed the "care and management" of all roads under local authorities. Under the earlier legislation of the period, between the years 1853 and 1869, many very important constructional works of high standard were carried out on the main arteries radiating from Melbourne, Geelong, and the principal gold-field centres. These works embraced wide formations, Telford pitched foundations—up to 24 feet in width—together with handsome and costly stone bridges and culverts.

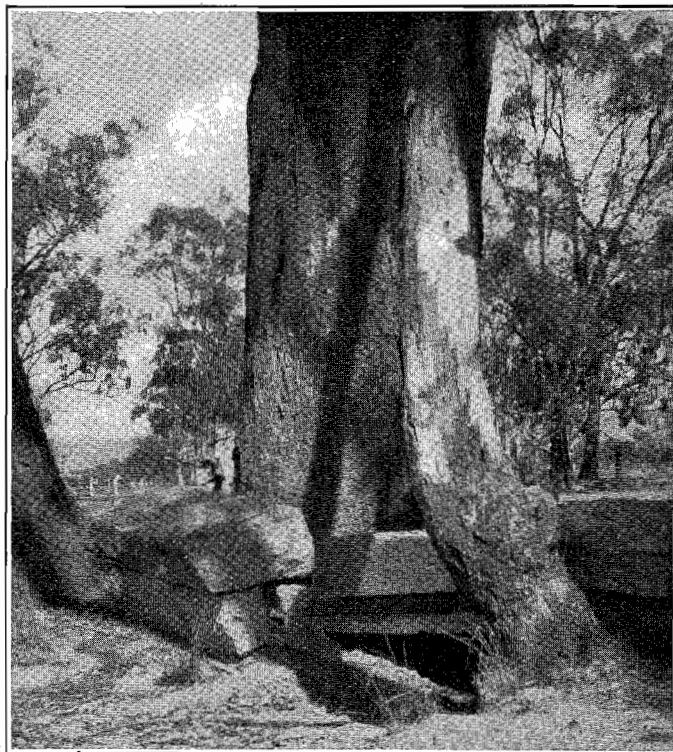


PLATE No. 1.—Trees estimated to be over 60 years old growing out of abutment of stone culvert, North-Eastern Highway.

With the passing of the gold-fields era, and the rapid growth of the railway system, heavy road transport along the main roads to country centres practically ceased altogether. Land settlement and the development of the agricultural and dairying industries occupied the attention of both State and local authorities, and made great demands upon the meagre financial resources of the latter for the improvement of local roads used by local ratepayers, with the inevitable result that the main roads, which had almost ceased to function as traffic-bearing arteries, were neglected in favour of those of local interest and importance.

The deterioration and neglect of these main roads was one of the factors which led to the passing of the Country Roads Act in 1912, by which the State undertook to share equally with the local authorities the cost of construction or reconstruction and future maintenance of such of the main roads as were considered to be of "sufficient importance," in the hope that municipalities would avail themselves of the financial assistance offered and assume that responsibility for "care and management" that earlier legislation intended. To a limited extent only had this hope been realized.

In cases where sections of the old recognized main road remained unconstructed, or where their disrepair was a distinct inconvenience to local interests, Councils readily availed themselves of loan funds for construction and of maintenance funds to a limited extent. Generally, however, and in the majority of instances where Councils had allowed the constructed sections to deteriorate over a long period, such as the main Bendigo and the main Sydney roads, they could not be induced to incur any expenditure towards which they would be required to contribute from their own revenue.

The general dissatisfaction with the condition of these roads increased with the rapid growth of motor transport, and, as a solution of the difficulties, recommendations were made by this Board which resulted in the passing of the Highways and Vehicles Act. By this Act, the Governor in Council, on a recommendation of the Board, is empowered to declare any road to be a State highway. The responsibility for the cost of reconditioning and future maintenance of such roads then devolves upon the Board on behalf of the State.

Of the six roads selected and approved for declaration as State Highways, referred to in the previous report, the Omeo highway came under the care and control of the Board as from the 11th February, 1925, and the other five as from the 1st July of the same year. In the case of the former, the system of employing regular patrol gangs throughout the entire length of the road—184 miles—has proved quite satisfactory and will be continued. The road is now in excellent order and quite suitable for the interests to be served and the density of traffic.



PLATE NO. 2.—Reconstructed section of North-Western Highway at Keilor.

With regard to the North-Eastern, North-Western, Western, and Princes Highways, owing to the greater volume of traffic, a much higher standard of work is necessary, both for reconstruction and maintenance, and while a great part of the higher class work is being done by the direct labour system, using the Board's own plant under specially trained foremen, a considerable amount of the permanent type of pavement has been let by contract.

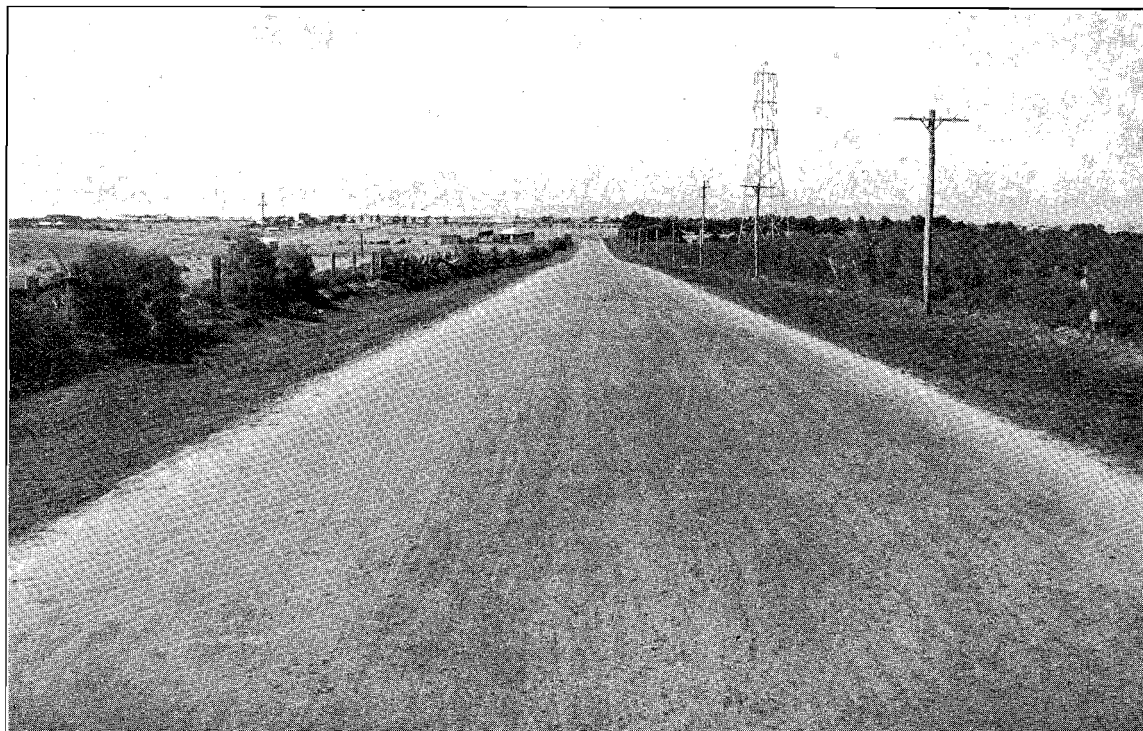


PLATE NO. 3.—Reconstructed section of North-Western Highway between Melbourne and Keilor.

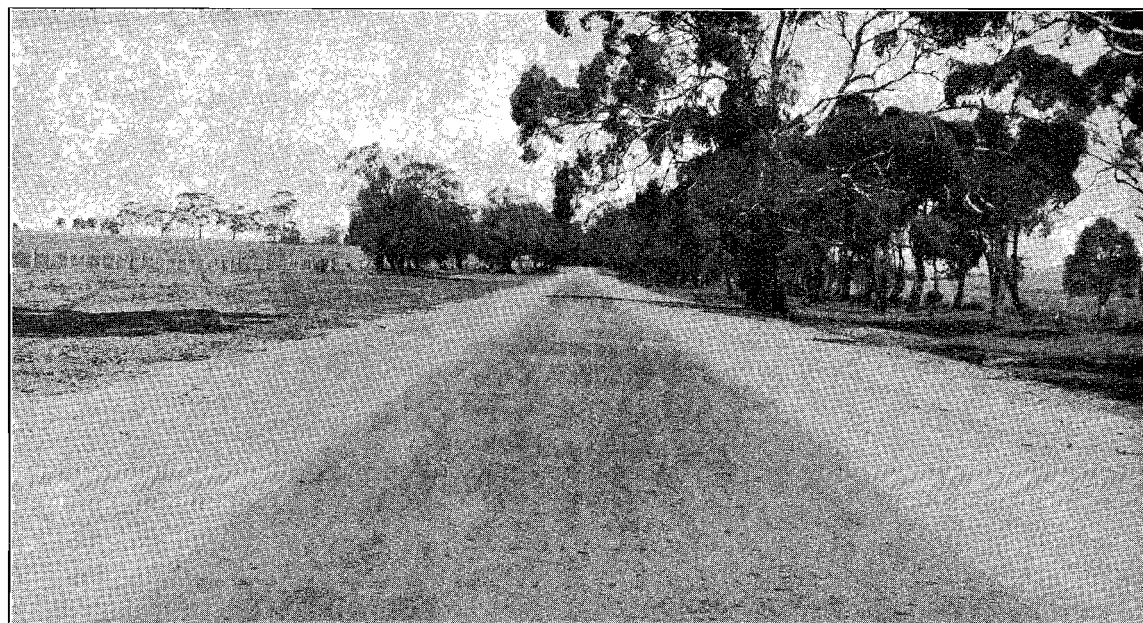


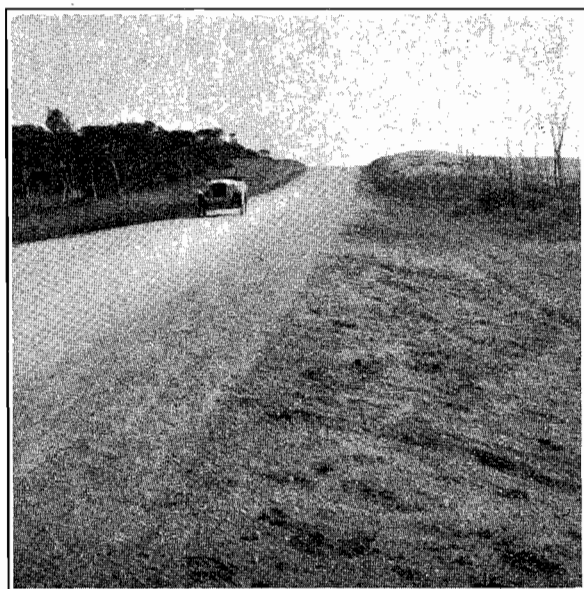
PLATE NO. 4.—Reconstructed section of North-Eastern Highway near Kilmore.

NORTH-WESTERN HIGHWAY.

The North-Western highway has its present terminus at Mildura, the centre of the great dried fruit industry, 360 miles from Melbourne. For the last 150 miles, the road traverses the newly-developed wheat areas of the North-West, between Sea Lake and Mildura.

Previous to undertaking the construction of this section, all traffic between Mildura and the South, and vice versa, was compelled to cross the Murray River twice, in addition to traversing about 150 miles in the neighbouring State of New South Wales and travelling much further than would have been necessary had this length been constructed on the Victorian side. Attention was, therefore, concentrated on the section between Sea Lake and Mildura, via Ouyen, with the result that either Mildura or Melbourne, a distance of 360 miles, may now be reached in one day's travelling. The extension of the highway between Mildura and the border of the State of South Australia, a further distance of 75 miles through new wheat-growing country, will be commenced next year.

In the whole of the above work, the financial assistance granted by the Commonwealth Government has been availed of, and will be continued under the Federal Aid Road legislation, passed this year.



PLATES Nos. 5 and 6.—Showing constructed sections of the North-Western Highway south of Mildura.

MAIN ROAD CONSTRUCTION AND MAINTENANCE.

Under that section of legislation relating to the construction and reconstruction of main roads, it was provided that reconstruction might be considered as a permanent work and charged to loan funds. This was never a very satisfactory provision, because it meant that a municipality that had failed to keep its main roads in a satisfactory state of repair might utilize loan funds for their restoration, when such expenditure should, legitimately, have been a charge against revenue, and when the available loan funds were required for urgent and new construction work of a developmental character.

That provision, however, has now been rectified as regards those roads that have been declared State highways, as their restoration or reconditioning—even to the extent of an improved type of surface treatment to meet modern traffic requirements—is being effected exclusively by the expenditure of maintenance funds, without cost to the municipality.

Contracts for permanent works on main roads, amounting to £295,000, and affecting 85 municipal districts, were entered into during the year. The expenditure under this heading, including direct labour and balances of contracts entered into in the previous year, amounted to £304,194 5s. 10d., affecting 103 municipalities.

The expenditure on maintenance for the same period amounted to £441,651 1s. 9d., the number of municipalities participating being 161.

MAIN ROAD MAINTENANCE.

In the case of roads, including State Highways, where the maintenance is under the direct control of the Board's staff, a considerable increase has taken place in the employment of permanent patrolmen, which is proving most effective.

Many miles of these roads, particularly in the Eastern portions of the State, consist of gravel formation, which, with the constant attention thus given, is quite suitable for the traffic and climatic conditions.

In this work also, there is a great increase in the use of the road drag, as illustrated in Plate No. 7, which is proving very effective in maintaining an even running surface.

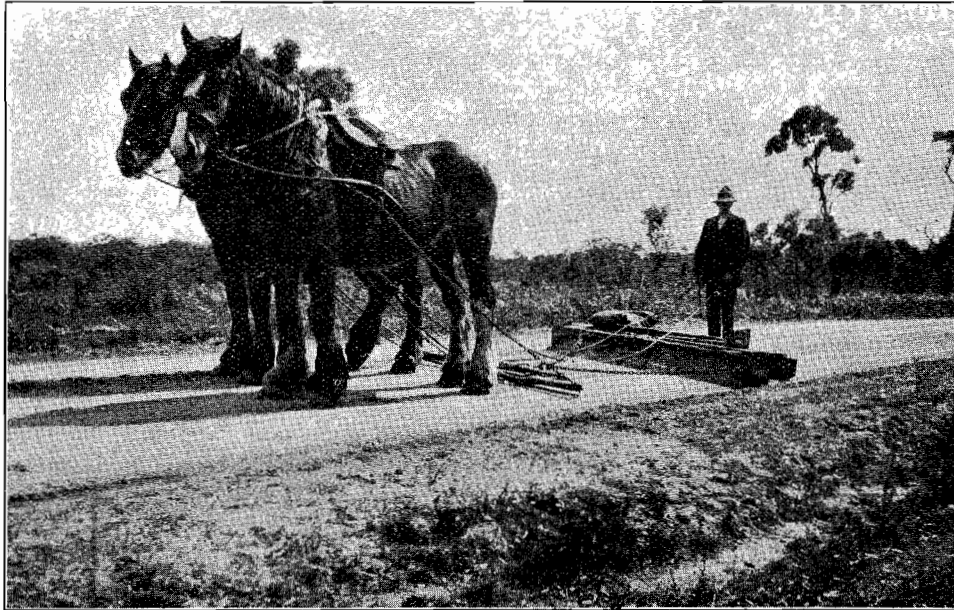


PLATE No. 7.—Showing use of Road Drag.

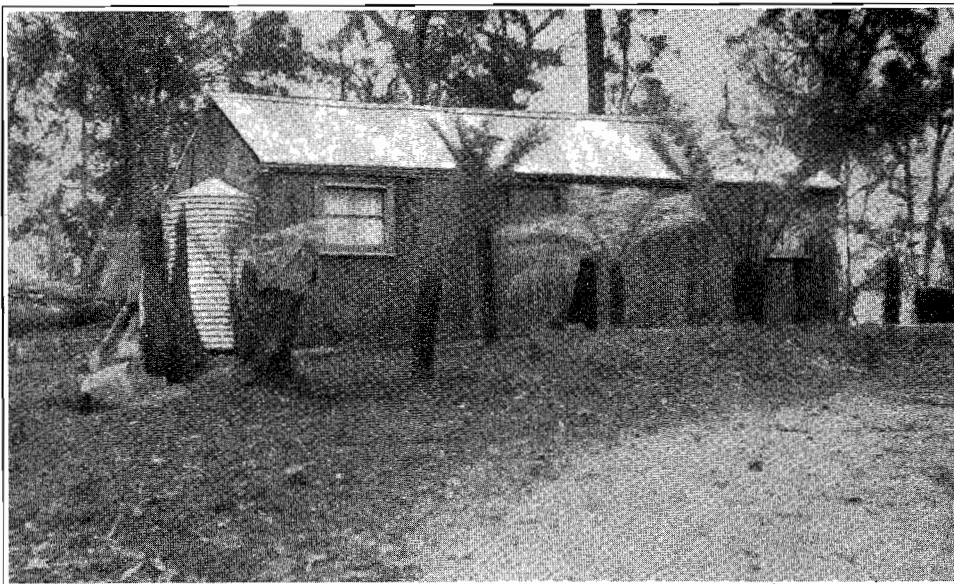


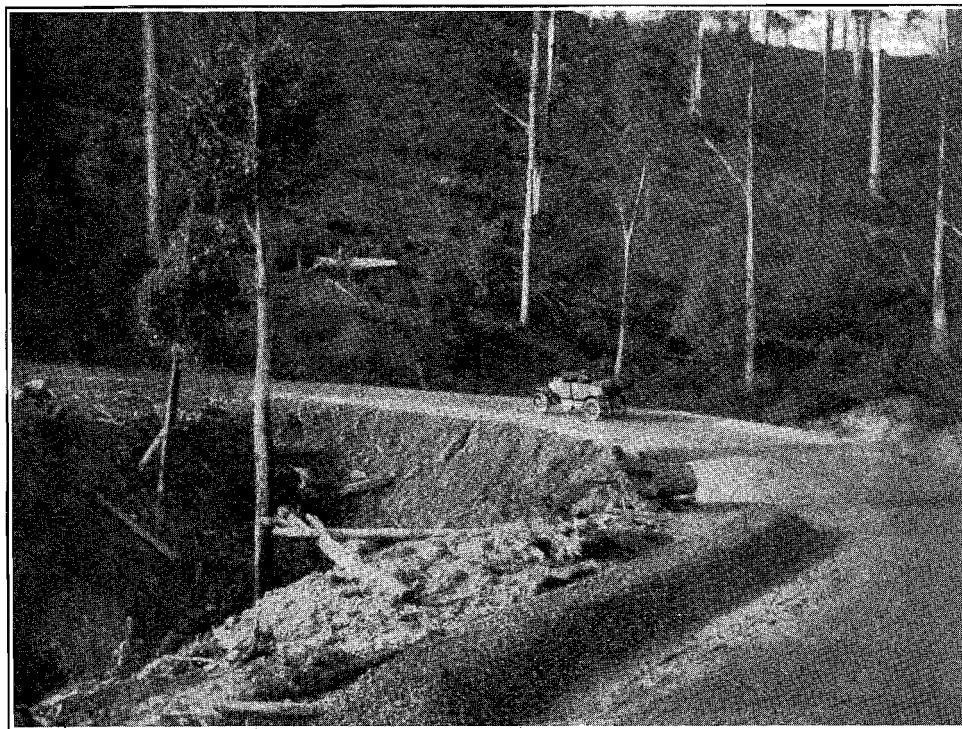
PLATE No. 8.—Patrolman's cottage in mountainous forest area, Warburton-Woods Point Road.

DEVELOPMENTAL ROAD CONSTRUCTION.

Amongst the Board's activities, by far the greatest expenditure during the year has been in the construction of developmental roads.

Expenditure under this heading is restricted to shires, and of the 139 shires in the State, 99 have participated. A number of shires, however, being in the older settled districts, and in the vicinity of large centres of population, having passed the developmental stage as regards land settlement and the development of the rural industries, do not share in this expenditure. In those instances the road problem is more in the maintenance of existing roads than in the construction of new roads of a developmental character.

In the more remote, newly-settled, and undeveloped areas, many extensive works are being carried out. In this connexion, Commonwealth assistance—Federal State Grant No. 4 (£135,000)—has again been most valuable as supplementary to that provided by the State. The expenditure under the heading of Developmental Roads for the year amounted to £858,061 0s. 1d., of which £99,825 13s. was contributed by the Commonwealth.



PLATES Nos. 9 and 10.—Showing typical re-location of roads in hill country, South Gippsland.
In each instance, the original road was surveyed over the summit of the hill.

IMPROVEMENT AND MAKING ACCESSIBLE PLACES OF INTEREST, TOURIST RESORTS, ETC.

Expenditure on behalf of the Tourist Committee has been continued, but no new works have been undertaken; it being the desire of the Committee that works authorized and commenced should be carried through to completion before entering upon new projects.

The two principal works in hand were the Warburton-Narbethong-road, and the Grampians-road, between Stawell and Horsham. It is regretted that the available funds will not be sufficient to complete these works and that the expenditure already incurred will prove ineffective, unless additional funds are forthcoming. The expenditure by the Board, on behalf of the Committee, for the year amounts to £9,294 2s. 9d.

UNEMPLOYMENT RELIEF WORKS.

As in the previous year, special provision for the relief of unemployment during the winter months was continued, the expenditure for the year amounting to £15,002 7s. 8d., or a total under this heading of £34,285 6s. 4d.

ISOLATED SETTLERS' ROADS.

The special grant of £2,000 provided in the Appropriation Act for making tracks and roads for settlers in localities isolated from the existing road system was availed of to the extent of £1,424 7s. 1d.

SUMMARY OF EXPENDITURE.

The following is a summary of the expenditure incurred during the year, under the respective financial provisions, which is the greatest expenditure incurred in any year since the Board was constituted, all of which is explained in detail in the attached report to the Chairman of the Board by the Chief Engineer, and is also shown in Appendices :—

	£	s.	d.
1. State Highways—Maintenance	346,707	7	11
2. Main Roads—Construction	304,194	5	10
3. Main Roads—Maintenance	441,625	1	9
4. Developmental Roads—Construction	658,565	7	5
5. Federal Assistance for Main Developmental Roads, &c.	256,404	15	9
6. Unemployment Relief	15,002	7	8
7. Roads to develop Tourist Resorts	9,294	2	9
8. Mount Buffalo-road	1,113	19	10
9. Roads for Isolated Settlers	1,424	7	1
10. Williamstown Short Road	20,404	16	3
11. Migration Grant—Childers Settlement-road	3,042	6	3
Total	£2,057,778	18	6

APPORTIONMENT OF COSTS.

The cost of Permanent Works and Maintenance on main roads to the 30th June, 1925, was apportioned during the year, in accordance with the provisions of Section 27 of the *Country Roads Act* 1915, resulting in an amount of £95,688 14s. 6d. being charged to municipal councils in respect of permanent works expenditure, and an amount of £178,210 14s. 3d. in respect of expenditure in maintenance.

APPENDICES.

In accordance with the requirements of the Country Roads Act, Statements, giving details of work carried out on main and developmental roads, State highways, &c., together with Statements of Accounts, duly audited, for the year ended 30th June, 1926, are shown in Appendices.

We have the honour to be, Sir,

Your obedient servants,

W. CALDER, Chairman.
W. McCORMACK, Member.
F. W. FRICKE, Member.

W. L. DALE, Secretary.

31st December, 1926.

The Chairman.

SIR,

I have the honour to submit the following Report on the work carried out in this Department during the year ended 30th June, 1926.

Your obedient servant,

A. E. CALLAWAY.
Chief Engineer.

STATE HIGHWAYS.

Record surveys have been made of 305 miles of State highways, namely, 95 miles on the North-western Highway and 138 miles on the North-eastern Highway, which work will be continued until the whole length has been traversed. These surveys have disclosed a far worse condition than was anticipated, and although there is evidence that many sections of the highways were skilfully and most substantially built, little now remains—after 50 years of neglect—but the cobblestone foundation, and the work now to be done is practically reconstruction throughout, excepting those lengths previously reconstructed by the Board as permanent works.

During the year the works accomplished on the several roads by the Board's own staff were as follows :—

PRINCE'S HIGHWAY EAST.

87.24 miles of reconstruction.
180 miles of patrol maintenance and repair.

PRINCE'S HIGHWAY WEST.

32 miles of maintenance and bitumen spraying.

WESTERN HIGHWAY.

4.17 miles of reconstruction.
10 miles of patrol maintenance.

NORTH-WESTERN HIGHWAY.

11.89 miles of reconstruction.
36 miles of repair gang maintenance.
14 miles of bitumen spraying.
21.2 miles of patrol maintenance.

NORTH-EASTERN HIGHWAY.

15.4 miles reconstructed.
75.41 miles patrol maintenance.

These roads included the main arterial roads from Melbourne, and were, therefore, in areas near the cities, subject to a considerable amount of heavy motor lorry traffic. When taken over these highways were generally in bad order—many miles deplorably so—and to withstand the traffic conditions mentioned, needed reconstruction before the maintenance cost could be brought within reasonable limits. In fact, in many places, reconstruction was required before the roads could be considered even reasonably trafficable. While economic and traffic considerations demanded this reconstruction, the funds available could only allow of a comparatively small

amount of such work, the first consideration being the saving of good sections and making the bad ones safe and trafficable. The task of maintenance was then divided into three types of work as follows :—

- (a) Ordinary patrol work with small gangs or single patrolmen.
- (b) Heavy repair work with rollers and large gangs.
- (c) Reconstruction.

(a) On lengths of road which were in good condition, or had been made so by methods (b) and (c), ordinary patrol maintenance was instituted. Such patrols consisted either of one man with horse and dray, with a helper at times, to a length of 7–10 miles, or a small gang (say four to six men) with a light motor truck, to 20–30 miles, depending on local conditions. The work of these patrols is practically limited to maintaining the existing condition of the road by patching, attending to shoulders, drainage, culverts, guard fences, &c., on their allotted lengths. However, with energetic men and with increasing experience such patrols are capable of gradually improving the standard, particularly of earth and gravel roads, and in these cases, the constant use of the road drag has proved of great value in maintaining and improving the road surface.

The cost of this work, depending on the condition and type of road, varies between £40 and £90 per mile per annum.

(b) Very great improvement of many roads has been achieved by extensive repair work, utilizing heavy plant. For macadam roads systematic patching has been carried out on long lengths. Holes are first picked out to get a sharp edge, filled with metal and rolled with a power roller, and then bound with screenings and watered and rolled to get a tightly consolidated patch level with the old road. Where the road is very bad and not on cobble stones, the holes are filled with metal, the road scarified, reshaped to get a crown to throw off water, and consolidated by rolling. A combination of these methods results in an excellent travelling surface at low cost, and roads have been put in very good trafficable condition for between £60 and £150 per mile, notably on the Prince's Highway in the Berwick Shire, and the Western Highway in the Shire of Melton.

On gravel roads similar work, using steam rollers with scarifier, or more generally heavy graders drawn by tractors, has resulted in considerable improvement, the surface being maintained and further improved by dragging. On earth roads shaping up with a large grader, replacement of soft and clayey spots with good loam or sand, and continual dragging has also been a successful method of heavy repair.

Unfortunately owing to the very thin layer of gravel or metal surfacing left on many of the roads, these methods can only be regarded as temporary, and the road surface will need continuous maintenance until the roads are reconstructed.

On the cobble stone foundation found on the Western, North-western, and North-eastern Highways within 50–70 miles of Melbourne, the problem is more difficult, as the layer of stone has in general either disappeared altogether or is so thin that patches or scarified metal cannot be made to hold on the cobbles, which themselves are in general so irregular as to be very rough. Only reconstruction can give much relief on these sections.

(c) Reconstruction has been carried out in classes of construction varying from earth to bituminous macadam. The methods adopted have been conventional, contract methods being adopted as far as possible. In some cases where the uncertain quantities of material and very variable shape of the old road have made day labour work more satisfactory, the supply and cartage of materials has generally been done by contract, these items forming the major portion of the cost.

In some cases of earth road construction, notably on the Nar-Nar-Goon-Bunyip section of the Prince's Highway East and the Avenel-Longwood section of the North-eastern Highway, the old formations were considerably overgrown and water-worn, and the work amounted practically to new construction. Reconstruction in gravel has included, in most cases, considerable attention to the shoulders. The most common trouble on all classes of roads has been due to the neglect of the shoulders, which have become high and prevented drainage, leading to failure of the travelled surface.

The most costly roads to reconstruct have been the cobblestone-based roads to Ballarat, Castlemaine, and towards Seymour. The cobbles form an excellent base which is valuable, but is in general in such bad shape that a large amount of metal has been required in re-sheeting, to obtain satisfactory longitudinal and cross sections. When re-sheeted, however, the roads are capable of carrying heavy traffic successfully, and of forming a very suitable base for future paving with an asphaltic concrete or other high grade top.

Sections of the highways near Melbourne carry a large amount of fast traffic, which tends to rapidly ravel a newly-constructed water-bound macadam road. Because of this, the maintenance of such work, pending its reaching a suitable condition for bitumen spraying, has been costly, and it has been found that bituminous penetration work has been done at a cost very little in excess, in final cost, of the water-bound work. It is therefore proposed to carry out a large amount of construction of this standard of road in the immediate future.

In all cases of macadam construction on the highways the use of a bituminous seal coat is considered an essential part of maintenance, and this is, in general, carried out by the Board's spraying plant.

On the inlying heavy traffic sections, a beginning has been made with a programme of asphaltic concrete surfacing, of a more enduring character. This has been done with the aid of Federal Grant Funds, and details of the type of work thus done are given below.

Asphaltic Concrete Surfacing.

In order to make full use of the existing macadam and pitching as a foundation for the higher type of surfacing, it was decided that an asphaltic surfacing should be used. In view of the excellent records of service rendered by coarse graded asphaltic concrete in America and Europe, and its comparative cheapness where good stone is available, this type was adopted. A premixed seal coat in lieu of a squeegee seal coat was specified with a view to reducing maintenance cost.

Contracts were let during the summer of 1925 for strengthening, widening and surfacing with asphaltic concrete the following lengths of road :—

Reference Number.	Highway and Section.	Shire.	Location.	Approximate Length in Miles.	Contract Number.
1	Princes Highway West, Section 1 (Geelong Road)	Werribee ..	Kororoit Creek to Point Cook Road	4.63	501S/32
2	Princes Highway East, Section 1	Mulgrave ..	Box Hill Road to Springvale Road	3.58	{511S/11 1202F/188
3	North-western Highway, Section 1 (Bendigo Road)	Keilor ..	Beginning of State Highway to Keilor bridges	2.12	{531S/30 1202F/199

The normal type of construction on these contracts, and on the extension to Contract 531S/30—202F/199, consisting of 3,525 feet north-west from the Keilor bridges, is shown in Figure 1. Work on these contracts is still proceeding.

The construction adopted on the Melbourne-Geelong section of the Prince's Highway is similar to that carried out extensively in the State of Maryland, U.S.A. It enables full advantage to be taken of the existing road as a foundation, and minimizes the poor visibility of an asphaltic surfacing at night by providing a 3-ft. strip of concrete, easily visible when illuminated by head lights on each side on the paved portion of the road. This is particularly important on this road on account of the number of curves and large amount of night traffic.

This type may be considered as forming part of the policy to which reference has previously been made, in that full advantage is taken of an existing pavement which is becoming inadequate for the traffic which it has to carry.

The work being carried out on the Prince's Highway in Mulgrave Shire cannot be considered in the same light. In this case, the existing pavement was in poor condition. Strengthening, in addition to widening, was necessary before the base could be surfaced with asphaltic concrete. It was also necessary to carry out sub-soil drainage where there was evidence of failure owing to sub-grade moisture.

The original contract on the Melbourne-Bendigo section of the North-western Highway falls in the same class as that on the Prince's Highway East, in Mulgrave Shire. In this case, little widening was required, but, owing to the cobblestone base being worn bare in many places, a water-bound base had to be put down before the asphalt surfacing could be laid.

The conditions under which the asphalt surfacing on the extension to the last contract (consisting of 3,525 feet north-west from Keilor bridges) is being laid are those which will normally occur on the highways. The surfacing is here laid directly upon a pavement in good condition and thoroughly consolidated by traffic. Minor irregularities and excess camber are taken out by the use of asphaltic binder and the edges are restrained by pitched edging.

ASPHALTIC CONCRETE. TYPICAL CROSS SECTIONS.

Scale 1 inch = 8 feet

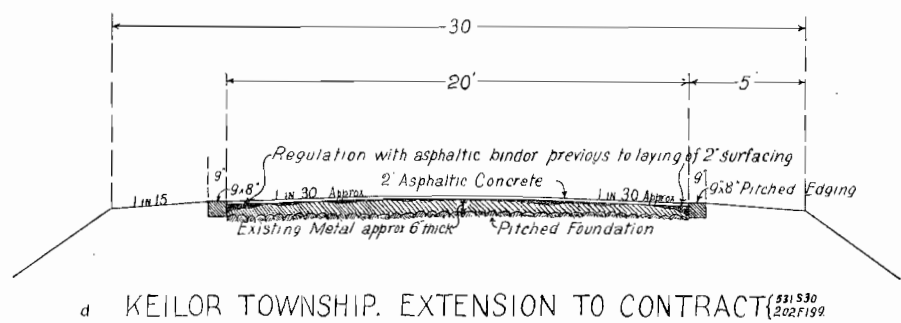
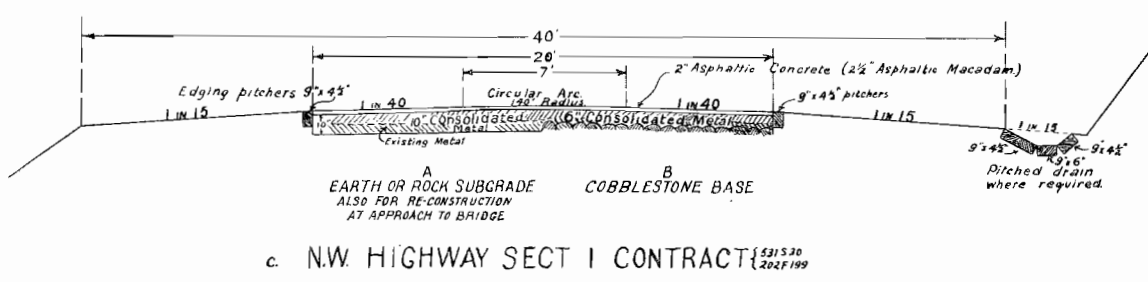
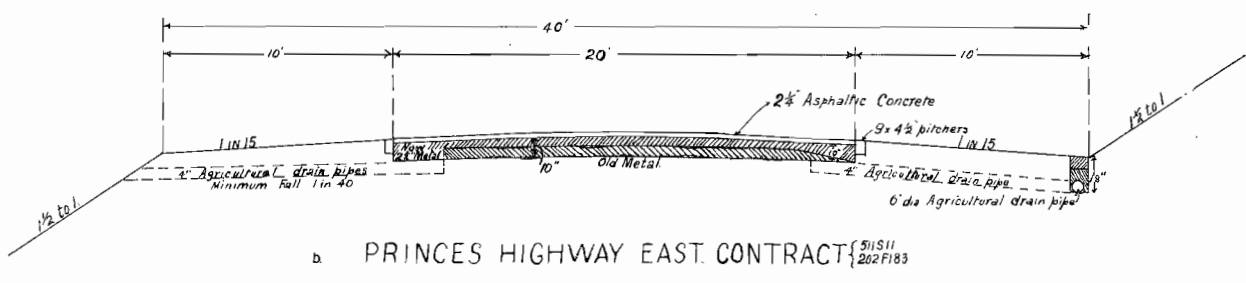
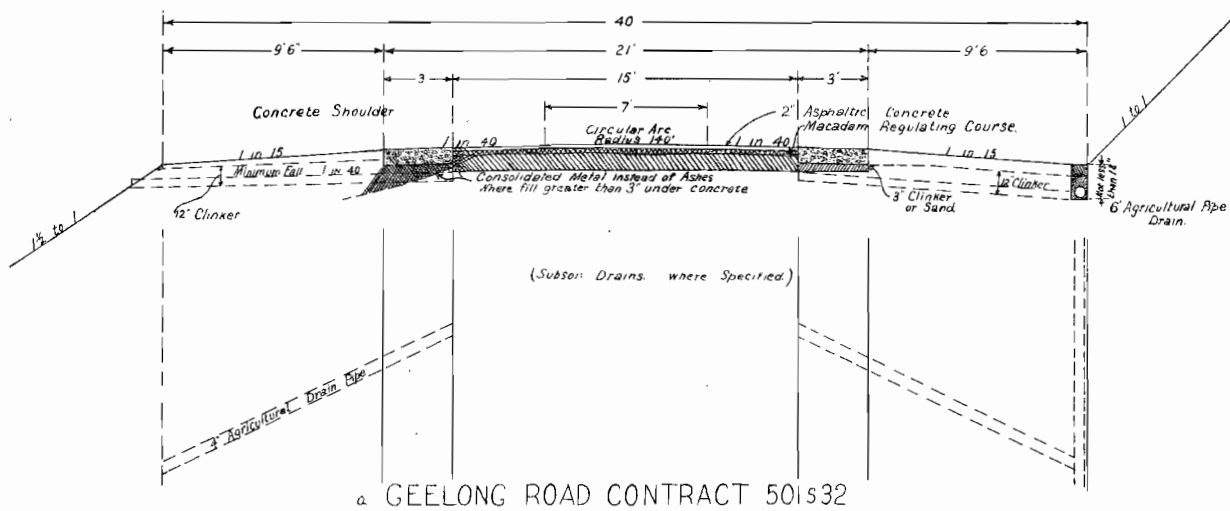


FIGURE 1.—Typical Cross Sections.—Asphaltic Concrete Construction.

Typical gradings of the stone aggregates, &c., on Contracts 511S/11—202F/188 (Mulgrave Shire) and No. 531S/30—202F/199 (Keilor Shire) are given below.

1. Grading of total dry mix for concrete including filler.

Size or Designation of Sieve.	Total Percentage Passing Sieve.		
	1. Contract { 511S/11 202F/188 (9.9.26).	2. Contract { 531S/30 202F/199 (22.6.26).	3. Extension } 531S/30 to Con- } 202F/199 tract }
1¼ inches	100	100	100
1 inch	94	95	96
¾ inch	83	87	82
½ inch	63	72	63
¼ inch	42	43	39
10	33	34	33
40	25	25	25
80	13	11	12
200	5.2	4.8	4.8

N.B.—On Contract 511S/11—202F/188 screens from 1¼ in. to ¼ in. were circular; on Contract 531S/30—202F/199 and the extension thereto the screens from 1¼ inch to ¼ inch were square. From ten mesh downwards sieves were square mesh for both contracts.

2. Sand grading (all material excepting filler passing ten-mesh sieve and held in 200-mesh sieve).

Designation of Sieve.		Percentage Passing Sieve (1) and Held Sieve (2).	
1	2.	Contract No. { 531S/11 202F/188 (Average 1.9.26—21.9.26).	Contract { 511S/11 and extension 202F/199 (Average 12.4.26—10.7.26.)
10	40	35	31
40	80	45	49
80	200	20	20

3. Grading of seal coat.

Practically identical with that for sand given above, with the addition of 1 per cent. to 2 per cent passing ¼-in. screen and held in ten-mesh sieve, and approximately 1 per cent. passing 200-mesh sieve.

4. Filler.

Number of Contract	{ 511S/11. 202F/188.	{ 531S/30. 202F/199 and extension of same.
Nature of filler	Limestone dust	Portland cement
Amount used as percentage of total dry mix in concrete	6.7—6.9	5.0
Amount used as percentage of total dry mix, in seal coat	13.95	Nil
Percentage of filler passing 200-mesh sieve	66.8	90
Percentage of filler retained on an 80-mesh sieve	2.3	..

5. Asphaltic cement.

Number of Contract	{ 511S/11. 202F/188.	{ 531S/30. 202F/199.	Extension to { 531S/30 202F/199
Penetration (Standard needle, 100g. 5 secs., 77° F.)	40—50	50—60	40—50
Amount used in concrete as percentage of total wet mix	5.4—5.6	5.4	5.4
Amount used in seal coat as percentage of total wet mix	10.3—10.5	9.0—9.25	9.25

Metal and screenings from Black's quarries, Coldstream, were used for the greater part of the coarse aggregate in all the above mixtures, minor irregularities in the grading curves being eliminated where possible by the addition of small amounts of different stone having the necessary grading.

On Contract 531S/30—202F/199, Cranbourne sand only was used.

On Contract 511S/11—202F/188 Cranbourne and Almurta sand are being used, the effect of the latter being to obtain a sand grading almost identical with the ideal grading of sand for light traffic.

It will be seen that the gradings are very similar, the great difference between the two mixes being in the amount of filler used, particularly in the seal coat.

The mix on Contract 511S/11—202F/188 follows modern American tendencies, while that on Contract 531S/30—202F/199 follows the line of reasoning put forward by the originators of this type of surfacing, Messrs. Warren Bros., in that a hard, unyielding seal coat, approximating to a sheet asphalt, has not been aimed at.

The mixes, &c., as described above are in accordance with a general specification prepared by the Board and detailed specifications supplied by the Contractors with their tenders.

This system was adopted in order that the capabilities of local asphalt paving plants and the possibilities of local sand and stone might be determined before drawing up a rigid detailed specification.

As the result of the knowledge obtained in these respects this year it is intended to specify in detail for future contracts, the general outlines of this specification being—

1. *Asphalt concrete mix.*

- (a) Coarse aggregate evenly graded from $1\frac{1}{4}$ to $\frac{1}{10}$ inch.
- (b) Sand. Light to medium traffic grading.
- (c) Filler ; 5 per cent. to 8 per cent. filler according to traffic to be carried.
- (d) Asphaltic cement 40/60 penetration with lower limits to ductility at 32° F. and higher limits to penetration with 50 gram. at 115° F. such as to ensure the use of an asphalt which will not have its physical characteristics excessively affected by change of temperature.

2. *Seal Coat.*

- (a) Light traffic grading with the addition of a small percentage passing $\frac{1}{4}$ -in. screen and held on ten-mesh sieve.
- (b) Filler ; 5 per cent. to 15 per cent., the choice of amount generally being governed by grade, traffic and climatic conditions.
- (c) Asphaltic cement as for asphaltic concrete mix.

On each of the contracts on which surfacing is being laid a daily screen analysis of constituent parts of the dry mix is made and the grading thus obtained. This information, with percentage of bitumen and filler used, weather, &c., is sent in to the head office daily, and when dealt with is filed for reference.

DISTRICT SUPERVISION.

During the last financial year three District Engineers were appointed, with the headquarters at Sale, Benalla, and Bendigo, appointments not having yet been made to the three remaining districts.

The reports of the District Engineers are as follows :—

29th November, 1926.

SALE DISTRICT.

PRINCE'S HIGHWAY EAST.

Sections 2-6.

The Chief Engineer.

SIR,

In submitting a report upon the works carried out on these sections of the highway for the year ended 30th June, 1926, attention is drawn to the improvements made during the last year, which are enumerated on the attached schedule ; and the following might be particularly referred to :—

Haunted Hills in Narracan and Morwell Shires.—This was a very bad piece of road, which has been improved considerably by systematic maintenance and attention to alteration of alignment and banking of curves, until it is now a good road with an excellent surface, and demonstrates what can be done to provide a good road with poorer qualities of gravel.

In Traralgon Shire, at Flynn's Creek, a poor quality of sand has been used on 4 miles of clay formation with similar results. In the same shire, a commencement has been made to widen the formation and the metalled surface *west of Traralgon*, and this work is still proceeding.

In Rosedale and Avon Shires, where good gravelled roads had been laid down, sufficient gravel had not been provided in the past for maintenance purposes, and it was rare to find a

thickness of more than 2 inches of gravel upon any portion of the road. These lengths of road received a light coat of gravel throughout, and the worst portions were sheeted to a depth of 4 inches to 6 inches.

In Bairnsdale Shire, while generally the gravelled roads were more satisfactory, they were weak in portions, and the worst of these have been sheeted. Between Stratford and Bairnsdale the gravel available is of a sandy nature, which disintegrates during dry weather, and the road requires constant attention to keep corrugation in check. The cross fall of road formation is such that the gravel is swept off the road by car traffic, and action has been taken to reduce this as far as possible, but it will be necessary to raise the sides of the formation before damage of this kind will cease.

In Orbost Shire particular attention has been given to improving alignment. Curves have been ranged and banked, and where cross fall was excessive it has been reduced. The surface of road has been improved by extending gravelling, and at the present time these sections of the highway are in excellent condition, and the road generally has been rendered safer and more serviceable by the year's operations.

Your obedient servant,

S. J. GAY,
District Engineer.

PRINCE'S HIGHWAY EAST.

Municipality.	Description and Situation of Works.	Mileage of Road Re-constructed.	Mileage of Road Maintained.	Remarks.
SECTION 2.				
Narracan ..	Remetalling and widening at Narracan Creek (18 feet x 8 inches)	0.55	..	From west boundary of shire at Moe River, the metal road has been carefully attended to, ruts filled in as they appear, and road kept in order and improved by gangs. Now in fair order, but metal coat is deficient in depth for traffic it has to carry over this class of country, and should be widened, sheeted, and tarred. From Moe to east boundary, metal over swamp has been sheeted and widened. Through Haunted Hills the formation, alignment and width have been improved, and surface made good with sand gravel; and this piece of road is now in very good order.
	Widening formation, improving alignment, and sheeting with gravel on Haunted Hills	4.25	..	
	General maintenance, Moe River to shire boundary at Haunted Hills, and bridges and culverts repaired, painted and tarred	..	12.00	
Morwell ..	Sheeting and widening metal at Morwell River, tarring (18 feet x 8 inches).	0.85	..	The metalled portion near Morwell River has been widened and balance of road has been reformed and gravelled, and is now in good order. The traffic on this section, between Morwell and Yallourn, is too great for sand gravel formation, which should be replaced with metal.
	Widening formation and sheeting with gravel, east and west of Morwell	4.75	..	
	General maintenance through shire, and bridges and culverts repaired, painted and tarred	..	5.60	
Traralgon	Widening formation, and sheeting and widening metal near west boundary of shire	1.13	..	Portion of the highway between Morwell and Traralgon reformed and metalled, which work is proceeding. A bad length of road at Loy Yang has been reformed and dressed with sand gravel, and the road throughout maintained.
	Widening formation ready for metal	0.76	..	
	Reforming and covering with sand gravel, Loy Yang to Flynn	4.00	..	
	General maintenance through shire, and bridges and culverts repaired	..	13.00	
Rosedale ..	Widening formation and gravel sheeting between Kilmany and Nambrok (18 feet x 8 inches)	2.25	..	A general policy of adding to the thickness of the gravel, which had worn considerably, has been followed, and where gravel had practically disappeared, sheeting was done. A total quantity of 19,741 cubic yards of gravel was carted and spread through this shire.
	Widening formation and gravel sheeting at Wurruk (20 feet x 8 inches)	1.38	..	
	Sheeting gravel (light), Flynn's Creek to Sale	17.90	..	
	General maintenance through shire, and bridges and culverts repaired and painted	..	17.90	

PRINCE'S HIGHWAY EAST—*continued.*

Municipality.	Description and Situation of Works.	Mileage of Road Re-constructed.	Mileage of Road Maintained.	Remarks.
SECTION 3.				
Avon ..	Widening formation, and sheeting, and widening gravel near Montgomery (18 feet x 8 inches)	2.20	..	A similar policy of strengthening gravel coat has been followed in portion between Sale and Stratford, where 9,246 cubic yards of gravel have been spread, and a high crowned and narrow formation at Montgomery has been widened and regravelled. Between Stratford and the Ponds, the worst pieces of road have been sheeted, and balance trimmed and maintained, 4,925 cubic yards of gravel having been put out.
	Sheeting gravel (light), Sale to Stratford, and bridges and culverts repaired, painted and tarred	8.24	..	
	Widening formation, and sheeting, and widening gravel, Stratford to Ponds (approximately 4 inches x 15 feet added)	2.29	..	
	General maintenance through shire ..	..	22.00
Bairnsdale	Widening formation, and sheeting, and widening gravel between boundary at Ponds and Bairnsdale (4 to 6 inches coat x 18 feet)	6.01	17.00	The worst portions have been sheeted, and balance of road maintained; 8,697 cubic yards of gravel have been used for the purpose.
SECTION 4.				
Bairnsdale	Widening formation, and sheeting, and widening between Bairnsdale and Nicholson River	0.54	7.00	A bad portion at Bairnsdale East was sheeted, and the rest of the road maintained.
SECTION 5.				
Orbost ..	Widening formation, improving alignment, and gravelling between Brodribb River and Cabbage Tree	1.78	..	As a general policy, particular attention has been given to improving road surface, extending and strengthening gravelling, improving alignment and banking curves. A number of open dish-crossings have been filled in, and concrete pipe culverts substituted.
	Widening formation and improving alignment and gravelling between Cabbage Tree and James's Hut.	3.91	..	
	Gravelling at Euchre Creek	0.62	..	
	Clearing, regrading, reforming, improving alignment, and gravelling between Tonghi and Cann River	2.27	..	
	Clearing and grubbing near Tonghi for reforming and improving of alignment	1.80	..	
	Regrading and reforming, and improving alignment near Tonghi	0.62	..	
	General maintenance, Brodribb River to Cann River, including widening and improving of curves, scrub cutting, &c.	..	49.00	
SECTION 6.				
Orbost ..	Reforming, gravelling, and sheeting between Cann River and Mount Drummer	1.78	..	A similar policy has been followed on this section to that on section 5, and these two sections of the highway are in very good order.
	Widening formation and improving alignment at curves	0.21	..	
	Regrading, reforming, and improving alignment, and gravelling between Mount Drummer and Genoa	3.72	..	
	Metalling between Mount Drummer and Genoa	0.21	..	
	Resheeting (gravelling) between Mount Drummer and Genoa	2.00	..	
	Resheeting (metalling) between Mount Drummer and Genoa	0.80	..	
	Reforming and gravelling between Genoa and Border	0.74	..	
	Sheeting gravel and metal between Genoa and Border	0.98	..	
	General maintenance, including widening and improving alignment at curves, and replacing open crossings with culverts	..	26.00	

BENALLA DISTRICT.
NORTH-EASTERN HIGHWAY.
Sections 2 and 3.

The Chief Engineer.

SIR,

I have the honour to submit herewith the information requested in connexion with the above highway, for the Board's Annual Report.

Your obedient Servant,

BLAIR McKAY,

District Engineer.

NORTH-EASTERN HIGHWAY.
Section 2.

Between Townships of Seymour and Avenel. 8.63 miles. Seymour Shire.

The work done on this section consisted of regravelling .52 miles and general maintenance to roadway, bridges and culverts. When this length of the highway was placed under the direct control of the Board it had been cut up considerably by the traffic, and parts of the gravelling were worn out. The maintenance has been constant, and the condition is now much better.

Between Avenel and Longwood. Shires of Seymour, Goulburn, and Euroa.

It appears that when the railway was constructed to Longwood in 1871, the heavy horse teams carrying supplies to the north-eastern districts of Victoria, and the passenger coaches, were dispensed with between Longwood and Melbourne, and this section of the road, 15.6 miles in length, fell into disuse. Until the coming of the motor car, the horse-drawn traffic, which was generally of a local nature, made use of other roads, and such through traffic as existed went by the road following the railway. The old route became overgrown with trees, even on the sides of the metalling, and erosions had, in the course of years, formed, and being unchecked, had assumed considerable dimensions, rendering the road almost impassable for vehicular traffic.

It was in this condition when the Country Roads Board adopted it as part of the North-Eastern Highway, in July, 1925. The road following the railway was in a very bad condition, and the Board, in order to provide a better route without delay, had the old road cleared of timber, and temporary culverts and crossings constructed at all the watercourses and erosions, which, before this, had been obstructions to the traffic, with the result that, as soon as this work was done and before any new permanent road construction work was commenced, it at once became the route adopted by almost all the motor traffic travelling between Melbourne and the north-east of Victoria.

There are six separate pieces of metalling on the section, totalling 3.71 miles in length. The broken road metal was originally laid on the road on Telford pavement foundation, but the metal where it now exists is very thin, and in other places the spalls are exposed, and all of it requires to be resheeted with metal. As a temporary measure, a coating of granite sand, a few inches in thickness, has been spread over the rough exposed spalls and a fair surface provided at a small cost.

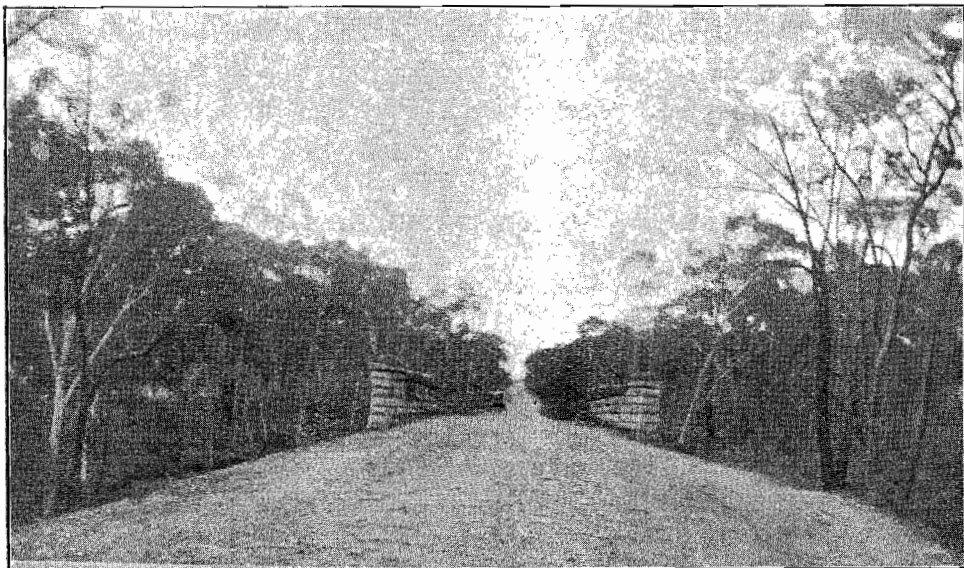


ILLUSTRATION No. 1.—North-Eastern Highway and Bridge near Longwood.

Some of the old cuttings and embankments on the road are achievements worthy of admiration, of which examples are given in photographs. The scenery to be met with along the road is in parts very fine, and owing to the proximity of the hills and their variability in colour, combined with an extensive outlook, this section of the road for its full length of 15·6 miles is very attractive, and when its construction is completed, apart from its utilitarian value, it should be very popular with motorists. Two bridges, each a single arch span, built of grey granite, are to be seen at two of the creeks on the section, and were, it is stated by the oldest inhabitants in the district, constructed about 70 years ago. They are in an excellent state of preservation, and are fine examples of a class of stone bridgework rarely seen in Australia. There are also several granite culverts very substantially built and in first-class condition.



ILLUSTRATION No. 2.—Old formation and Granite Culvert near Avenel.

The location of the highway for this section is a particularly good one. It was probably surveyed in the early fifties, and is very direct, varying very little from a straight line between the terminal points. The grades for the most part are easy, and the few places which are too steep at the present time for a highway can by means of cuttings and embankments be made to suitable grades without excessive cost. It has also the advantage in that the high ground with its undulating nature, on which the highway is located, makes it easy to drain, and consequently it can be kept dry. This is much in its favour in comparison with the road following the railway line between Avenel and Longwood, which is in low country, and in places becomes badly flooded. There is also considerable silting on the lower road caused by erosions in the higher country, which is difficult to deal with. The lower road has been in a deplorable condition since the rains commenced in March this year ; whereas, on the highway the motor traffic at any time has not been suspended.

The road construction work has been commenced. About a mile of road formation and gravelling has been partly done by day labour.

Contracts have been let for the supply of 2,152 feet of reinforced concrete box culverts and pipes, and for the construction of reinforced concrete structures, as follows :—

One-cell culvert, 6 feet x 6 feet, opening at Saunder's Creek ; four-cell culvert at Charlie's Creek ; one-cell culvert, 10 feet x 4 feet, opening at Deep Crossing ; four-cell culvert and a two-cell culvert at Larry's Hut Creek ; five-cell culvert at Burnt Creek ; and a bridge, one span of 40 feet, at Nine Mile Creek.

Some of these works were in course of construction on 30th June, 1926.

Illustration No. 3 shows an old hotel at St. Helena, Longwood, where change of horses took place in the Melbourne to Beechworth stage coach. At the date of the illustration (1874) the railway line had been opened. The small coach shown was that which then carried mails from Longwood Railway Station to Mansfield. The hotel and most of the other buildings in the old

town were entirely removed after completion of the railway. The present revival of highway communication will probably be accompanied by erection of garages and other conveniences, and a corresponding small return of population in such picturesque localities as that shown.



ILLUSTRATION No. 3.—Former Settlement at Longwood.

In Violet Town Shire between Violet Town and the Benalla Shire Boundary, near Baddaginnie Township. 6.60 miles.

This section, when taken over and placed under the direct control of the Board, was in a bad condition. Some of it was partly formed, and the rain had got into it and made it very boggy. The unformed parts were also in a bad condition. The distance formed or reformed, and surfaced with gritty loam was 4.06 miles, and the roadway has been maintained, six reinforced concrete pipe culverts constructed, and several culverts repaired.

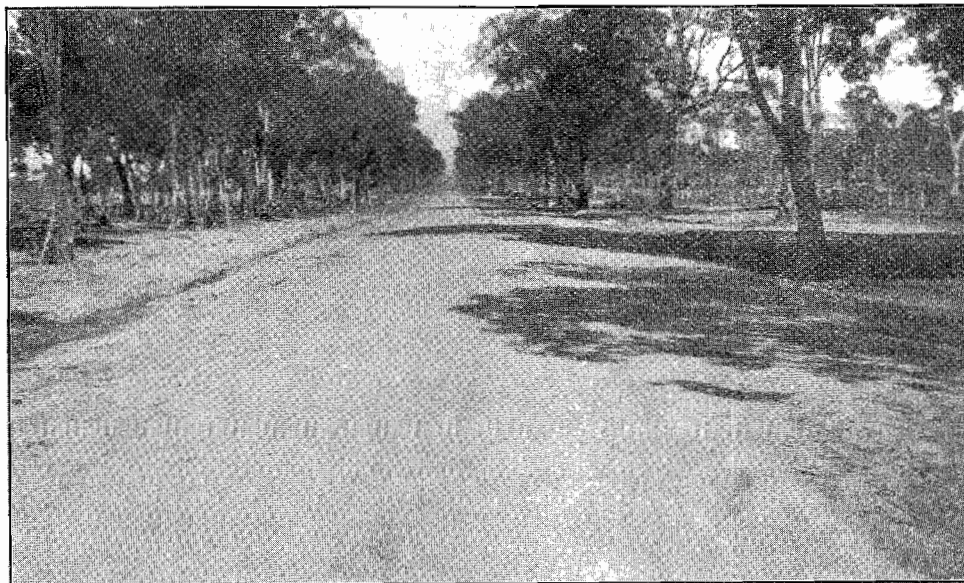


ILLUSTRATION No. 4.—New earth formation between Violet Town and Baddaginnie.

The formations were constructed during an exceptionally wet winter. The roller, during construction, had to be kept going constantly on the road to consolidate the earth, so that it would shed water. It was found in several instances, when rain fell on the loose earth placed in the formation before it could be consolidated, that it had to be removed and replaced with newly broken, comparatively dry earth, otherwise the formation could not be consolidated and was impassable for traffic. This section has for some years been considered the worst during the winter months for vehicular traffic on the North-Eastern Highway between Longwood and the Murray River. The work was carried out as rapidly as the weather would permit with a large gang of men, and the road has since been used extensively by motor traffic this winter, and has remained in good order.

*Between the Violet Town Shire Boundary and Benalla Township Boundary. In Benalla Shire.
6·90 miles.*

The road, with the exception of about 5 chains on the south-west end (which was formed under the direct control of the Board), has been metalled. A piece, 2 miles in length, from Baddaginnie towards Benalla, was remetalled about four years ago, but was showing a large number of pot-holes. These were repaired by patching, and for a distance of 1·27 miles given a coat of tar. The road-spraying plant arrived late in March. The wet season had already commenced, and continued without clearing long enough for the spraying to go on, so it had to be abandoned. The part sprayed, which received a light coat of ·22 gallon per square yard, is in fairly good order, but would be improved by a second coat of about the same quantity per square yard.

The remainder of this section has been intensively patched, and $2\frac{1}{2}$ miles were scarified after patching, and dressed and rolled. While the surface of the road is not all that could be desired, owing to the small quantity of metal that is on it, its condition has been much improved, and is now reasonably good for motor traffic. Several culverts were also repaired on this section. The original construction of this piece of the highway consisted of broken basaltic metal, very hard, on Telford pavement of spalls about 7 inches deep, set close together. For a considerable distance the spalls were exposed, and presented a very rough surface. An ex-councillor of the Benalla Shire, who has resided in that part for more than 60 years, and was its representative for many years in the Shire Council, supplied the information that the road was constructed prior to the year 1860, and up to the time the railway was constructed to Benalla (1872), was maintained by the revenue derived from toll gates. With the advent of the railway, the traffic on the road dwindled very much; the toll gates were done away with, and, with the exception of the remetalling of the 2 miles referred to, no maintenance had since been done on the 6·9 miles between Violet Town Shire boundary and Benalla Township boundary.



ILLUSTRATION NO. 5.—North-Eastern Highway near Benalla, showing cobble stones.

NORTH-EASTERN HIGHWAY.

Section 3.

Benalla, Oxley, and Wangaratta Shires, and Section of Boundary between Oxley and Wangaratta. 21½ miles.

Directly north-east of Benalla Township boundary, the highway, when the Board took over the direct control, for a distance of 2·41 miles was in an extremely bad condition. There was a little metal on the road in places, but not sufficient to be of any value. The holes were so close together that the crown of the road was avoided by the traffic.

A contract has been let for reforming and metalling 1·38 miles, and is nearly completed. The remainder of this bad piece is being reformed and metalled by day labour. Metal has been laid for a distance of ·34 miles and ·90 miles of formation has been constructed.

The remainder of the road, as far as Glenrowan, a distance of 10·1 miles, has been maintained throughout, but 7 miles of it require remetalling; the remaining 3 miles are gravelled, and are in better order. The condition of the 10·1 miles last referred to is about the same as when taken over by the Board for direct control.



ILLUSTRATION No. 6.—Re-shaped gravel road near Winton—scarified sides.

Between Glenrowan and the Wangaratta Borough boundary the road was in a bad condition with holes and erosions, and about $2\frac{1}{2}$ miles, although formed, had never been metalled or gravelled. This is being gravelled with a granite gravel, and about 2 miles are completed. General maintenance has been carried out on this section almost continuously, and its condition is much improved.

BENDIGO DISTRICT.

The Bendigo District Engineer, who was the last to be appointed, and who so far has only had the supervision of 21·2 miles of the North-Western Highway, briefly reports having reconstructed 9,634 lineal feet between Castlemaine and Harcourt, 393 feet on the south side of the Big Hill near Ravenswood; and 2,500 lineal feet between Big Hill and Bendigo; also having sprayed with bitumen 14·1 miles of the reconstructed section between Harcourt and the Big Hill.

He also submits for the Board's information the following notes regarding the use of limestone metal in the northern portion of his district.

MALLEE LIMESTONE AND TREATMENT IN ROADWORK.

The excessive cost of importing road materials in the most northern shires has led to the utilization of local deposits of limestone for road-making, particularly in the shires of Swan Hill, Wycheproof, and Walpeup. The limestone occurs stratified, but chiefly as a deposit from the ground water drawn upwards by the hot sun and evaporated. The latter deposits are widespread and are those most used. They are shallow, 2 feet or 3 feet deep, and have a shallow overburden in general of 12 inches to 2 feet. They are generally soft and crumbly in situ, and consist essentially of carbonate of lime mixed or combined with silica. In some of the pits concretionary nodules occur of a harder nature, and in some places smaller nodules are found grouped together like a bunch of grapes.

The specifications adopted by the shires vary. Generally the limestone is specified as the best procurable from an approved or specified pit, the judgment and local knowledge of the supervisor enabling him to pass opinion on the material by differences of appearance. Some shires specify 70 per cent. of hard stone, with not more than 30 per cent. below $\frac{1}{4}$ -in. gauge. Tests of limestones in satisfactory use show wide margins, varying from 20 per cent. to 54 per cent. over 2-in. gauge, from 5 per cent. to 20 per cent. over $\frac{1}{10}$ -in. gauge, and from 22 per cent. to 50 per cent. under $\frac{1}{10}$ -in. gauge; while chemical analysis showed 15 per cent. to 30 per cent. admixture of sand. In the Wycheproof Shire a yellow colour is condemned, as the result of experience.

Up to 30 per cent. of sand is satisfactory; there should be only a trace of clay and no foreign impurities.

It is advisable to spread two courses, the lower not exceeding 4-in. gauge (or preferably 3 inches) and the upper not more than 2-in. gauge, and to thoroughly roll each. The practice of rolling large lumps to gauge on the road bed is condemned as leading to unevenness. The depth of courses is generally 5 inches consolidated, but sometimes 6 inches, if the available material is known to be poor. Within wide limits of composition and structure the material is equally satisfactory, the chief care necessary being to select the most calcareous quality available, and to avoid admixtures of strippings, clay, loam, &c.

The experimental use of sand sprinkled lightly on the surface when moist seems to be of value to correct greasiness.

It is probable that a chemical change takes place in limestone when exposed to air, as the road binds almost as a monolith.

It appears advisable to adopt a uniform nomenclature. In one locality concretions are called "metal," and the softer forms "rubble"; in another district "rubble" appears to mean concretions and nodular limestone.

Margins 36 inches wide of clay or loam the full depth of the metal are adopted as a boxing very often in sandy country.

The average cost per mile 12 feet wide and 10 inches deep consolidated is from £1,000 to £1,200; the cost of a similar metallated road would be at least double, and up to four times, this cost.

A table of tests of typical samples is attached. The percentages of impurities shown are of the fines only, as it was considered probable that the nodules were lime with sand and clay, mostly chemically, or, at all events, intimately combined.

A test length has been tar-dressed in Swan Hill Shire, of which it is too early to speak.

The limestone road wears well and retains its shape for a long time; it is slightly greasy in winter and dusty in summer, unless sanded or tarred, when these effects are to some extent overcome.

Sample.	Percentage Retained on ¼-in. Sieve.	Percentage Retained on 1/10-in. Sieve.	Percentage Passing 1/10in. Sieve.	Percentage of Impurities.
A	38·5	11·1	50·3	38·0
B	24·1 over 1 inch 19·6 under 1 inch 43·7	10·65	45·6	29·5
C	22·9 ½ inch to 1 inch 12·8 under ½ inch 35·7	15·0	49·2	30·7
D	54·2 over 2 inches 12·2 under 2 inches 66·4	3·8	29·0	18·5
E	53·8 over 1½ inches 10·7 over ½ inch 7·7 ½ inch to ¼ inch 72·2	5·2	22·6	12·2
F	40·0 over 1½ inches 16·5 under 1½ inches 56·5	12·2	31·2	14·9

NOTE.—1 oz. of fines chemically tested, and impurities in fines calculated and taken as total impurities.

BITUMINOUS SURFACING.

Following on the methods of spraying described in the Board's last Report for the year ending 30th June, 1925, page 27, I have the honour to submit a detailed statement of 168 miles of spraying done during the year ending 30th June, 1926, with particulars of roads done, length and cost, which indicate that this very useful and economical work can be done at an average cost of £197 10s. per mile for a 15-ft. road and £238 for an 18-ft. road.

MECHANICAL SPRAYING PLANT.—YEAR ENDING 30TH JUNE, 1926.

Summary of Work Carried Out.

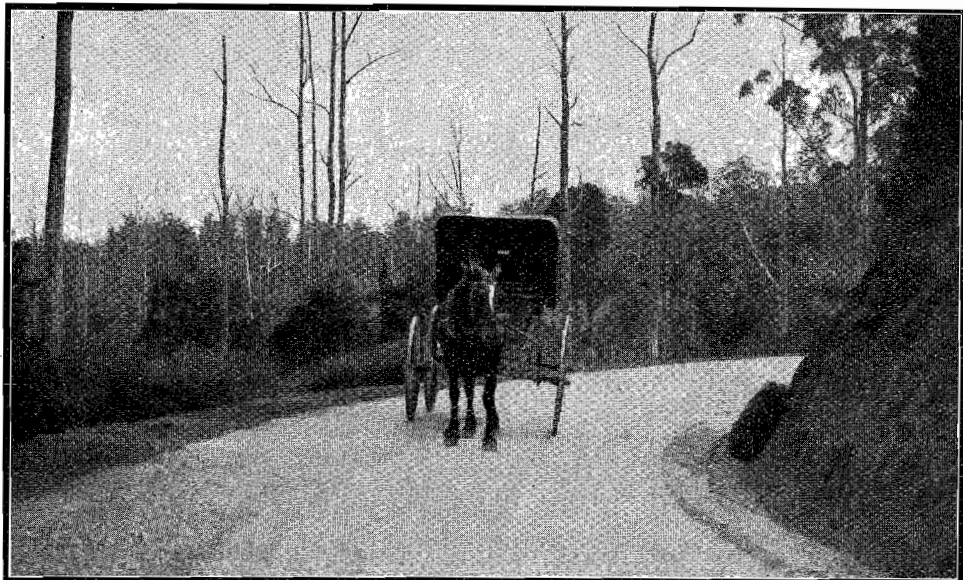
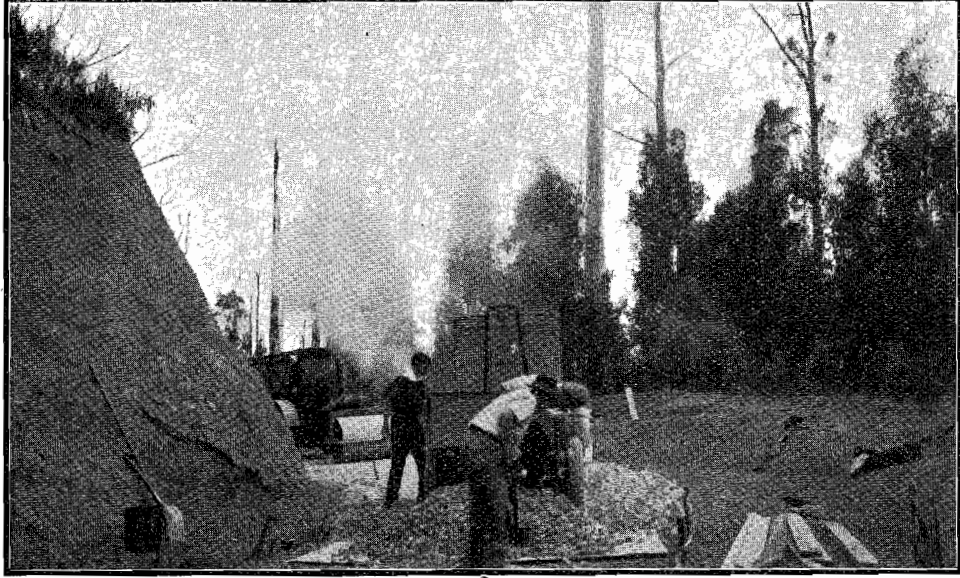
Shire.	Road.	Section.	Length Lineal feet.	Width Lin. feet.	Area Square yd.	Cost. £ s. d.	Cost per sq. yard. Pence.	Materials.	Remarks.
Belfast	S.H. Princes Highway West (Sec. 3)	East from Moyné River	20,200'	16'	35,911	1,151 0 0	7.69	Tar, screenings and gravel	Includes repairs to road, 1925-26
Benalla	S.H. North-Eastern Highway (Sec. 2)	Near Badaginnie, 597,440 to 604,153	6,713'	15'	11,190	488 2 0	10.4	Tar and screenings	Two coats
Berwick	S.H. Princes Highway East (Sec. 1)	Between Eumemmering Creek and Hal-lam and at Pakenham	17,490'	15'-20'	31,350	1,394 0 0	10.7	Tar, bitumen and gravel	Two coats
Braybrook	M.R. Woori Yallock - Pakenham - Koo-wee-rup	South-east from Highway Garage	2,508'	15'	4,180	197 0 0	11.3	Tar, bitumen and gravel	Two coats
	M.R. Princes Highway	Full length	10,482'	16'-20'	19,200	363 4 6	4.55	Bitumen, screenings and gravel	
Broadmeadows	M.R. Western Highway	Coburg boundary to Camp-road	8,000'	18'	16,000	..	..	Tar ..	Estimated costs not kept separate from resheeting costs
	M.R. North-Eastern Highway	Campbellfield-Craigieburn	3,600'	20'	8,000	..	..	Bitumen ..	
	S.H. North-Eastern Highway (Sec. 1)	Township section	12,600'	20'	28,000	..	..	Bitumen ..	
Buhn Bulh	M.R. Princes Highway	Western end of section	2,178'	20'	4,840	163 7 6	8.09	Bitumen and screenings	Two coats
	S.H. Princes Highway East (Sec. 1)	..	6,171'	16'	10,971	447 3 5	9.80	Tar, bitumen and screenings	
Castlemaine Borough	M.R. North-Western Highway	394,007-398,380	4,373'	21'-16'	7,839	169 0 0	5.18	Bitumen and gravel	
Colac	S.H. Princes Highway West	East from Warracoort	19,404'	20'	43,120	1,013 14 10	5.64	Bitumen and gravel	
Corio	M.R. Princes Highway	Bacchus Marsh-road - Separation-street bridge	10,560'	18'	21,120	379 3 0	4.30	Bitumen and gravel	
Dandenong	M.R. Dandenong-Cheltenham	..	32,300'	14' 6"	52,000	1,165 0 0	5.37	Bitumen and screenings	Estimated
Ferntree Gully	Main Ferntree Gully-road	Burwood-road corner to Belgrave R.S.	27,500'	16'	48,890	1,234 5 10	6.06	Bitumen and screenings	
Flinders	..	..	31,000'	20'-16'	50,000	..	..	Bitumen ..	
Footscray City	M.R. Princes Highway	Full length	8,000'	..	14,600	277 0 0	4.55	Bitumen, gravel and screenings	Estimated
Frankston and Hastings	M.R. Point Nepean-road	Somerville-Hastings	36,000'	..	60,000	..	..	Bitumen ..	Estimated
Hampden	M.R. Frankston-Flinders	Camperdown township	5,316'	18'	16,358	466 10 3	6.85	Tar and gravel	Part had two coats
	M.R. Princes Highway	Terang township	6,298'	15'	14,328	515 13 10	8.65	Tar and gravel	Part had two coats
Healesville	M.R. Princes Highway	West of Healesville	15,345'	16' 6"	33,207	664 2 10	4.8	Bitumen and gravel	Includes a little tar work
Heidelberg	M.R. Greensborough-Hurstbridge	..	17,160'	18'	34,320	715 0 0	5.0	Bitumen, screenings and gravel	
	M.R. Heidelberg-Eltham	..	29,568'	18'	59,136	1,227 11 8	4.95	Bitumen, screenings and gravel	
Heidelberg	M.R. Heidelberg-Warrandyte	..	2,508'	18'	5,016	108 11 8	5.15	Bitumen and gravel	
Keilor	S.H. North Western Highway (Sec. 1)	53,236-54,743	1,507'	20'	3,350	..	..	Tar, bitumen and screenings	
	..	54,743-55,000 and 55,263-57,300	2,344'	20'	5,210	..	..	Bitumen, oil, and screenings	Two coats
Kilmore	S.H. North-Eastern Highway (Sec. 1)	Sections between 165,482 and 187,374	12,000'	20'	26,666	551 18 7	5.0	Tar and gravel	
	S.H. North-Eastern Highway (Sec. 1)	Sections between 165,482 and 187,374	12,400'	20'	27,560	605 11 0	5.29	Bitumen and screenings	
Lilydale	M.R. Main Healesville-road	Burt's Hill to Lilydale	31,680'	17'	59,840	1,199 0 0	4.81	Bitumen and screenings	
	M.R. Main Healesville-road	Burt's Hill to beyond Warburton railway	39,600'	17'	74,825	1,595 1 8	5.12	Tar and screenings	
	M.R. Mount Dandenong-road	Kilsyth to Jeeves Store	30,320'	12'	40,420	1,044 2 6	6.20	Bitumen and screenings	
	M.R. Mount Dandenong-road	Jeeves Store to Old Olinda-road	3,087'	12'	4,120	113 1 6	6.57	Tar and screenings	
Maldon, Metcalfe, and Marong	S.H. North-Western Highway (Sec. 2)	399,716-401,670	71,242'	15'	118,736	2,563 0 0	5.18	Bitumen and gravel	
	..	405,344-405,960							
	..	411,000-418,580							
	..	419,500-475,898							
	..	485,394-489,688							
	..	474,253-474,653 (twice)							

MECHANICAL SPRAYING PLANT.—YEAR ENDING 30TH JUNE, 1926.
Detailed Unit Costs.—Pence per Square Yard.

Shire.	Road.	Bitumen.	Tar.	Gravel.	Screen-ings.	Fuel.	Labour.	Super- vision.	Plant Hire.	Total.	Remarks.
Belfast	S.H. Princes Highway West (Sec. 3)	..	3.56	2.00	2.68	0.07	1.68	0.04	0.34	7.69	Includes maintenance, 1925-26
Benalla	S.H. North-Eastern Highway (Sec. 2)	..	2.50	..	..	0.05	0.42	..	4.75	10.4	
Berwick	S.H. Princes Highway East (Sec. 1)	..	4.57	3.43	..	0.15	1.69	..	0.83	10.67	Two coats (tar and bitumen)
	M.R. Woorti Yallock-Pakenham-Koo-wee-rup	..	4.95	3.72	..	0.17	1.66	..	0.80	11.3	"
Braybrook	M.R. Princes Highway	1.47	..	1.88	..	0.08	0.52	0.09	0.51	4.55	"
	M.R. Western Highway	..	..	..	..	..	..	..	..	..	} Cost not kept separate from re } sheeting costs
Broadmeadows	M.R. North-Eastern Highway	..	..	..	..	..	..	..	..	..
	S.H. North-Eastern Highway (Sec. 1)	..	..	..	..	0.09	0.88	0.10	0.39	8.09	Two coats—one tar, one bitumen
Bulu Bulu	M.R. Princes Highway	2.13	2.77	..	4.50	0.09	0.69	..	0.70	9.80	
	M.R. North-Eastern Highway (Sec. 1)	2.31	..	..	3.19	0.14	0.69	..	0.60	5.18	
Castlemaine Borough	M.R. Princes Highway East (Sec. 1)	2.09	..	1.61	..	0.04	0.99	0.84	0.11	5.64	
Colac	M.R. North-Western Highway	1.42	..	1.81	..	0.34	0.41	0.15	0.40	4.30	
Corio	M.R. Princes Highway	1.77	..	1.43	..	0.14	0.73	0.08	0.26	3.37	
Dandenong	M.R. Dandenong-Cheltenham	1.92	..	..	2.28	0.10	0.78	..	0.53	6.06	
Ferntree Gully	Main Ferntree Gully Road	2.23	..	..	2.46	0.06	0.78	..	..	..
Flinders	..	..	..	..	..	..	..	..	..	..
Footscray	M.R. Princes Highway	1.47	..	1.88	..	0.08	0.52	0.09	0.51	4.55	
Frankston and Hastings	M.R. Point Nepean Road	..	..	..	..	..	..	..	..	..
	M.R. Frankston-Flinders	..	2.75	2.63	..	..	0.94	..	..	6.85	
Hampton	M.R. Princes Highway	..	3.18	3.34	..	0.05	1.45	..	0.53	8.65	
	..	..	1.7	1.6	..	0.1	0.8	0.2	0.4	4.8	
Healesville	M.R. Healesville-Alexandra	1.65	..	1.77	..	0.07	1.36	0.05	0.10	5.0	
Heidelberg	M.R. Greensborough-Hurstbridge	1.55	..	1.76	..	0.05	1.44	0.06	0.09	4.95	
	M.R. Heidelberg-Eltham	1.74	..	1.76	..	0.08	1.35	0.05	0.17	5.15	
Kellor	S.H. North-Western Highway (Sec. 1)	..	..	..	..	..	..	..	..	..
Kilmore	S.H. North-Eastern Highway (Sec. 1)	..	2.52	1.20	..	0.02	0.70	..	0.56	5.0	
	..	2.25	..	..	1.85	0.05	0.44	..	0.70	5.29	
Lilydale	M.R. Main Healesville Road	1.81	..	..	2.52	0.08	0.19	0.03	0.18	4.18	
	..	..	2.03	..	2.56	0.10	0.27	0.03	0.14	5.12	
	M.R. Mount Dandenong Road	2.23	2.61	..	2.59	0.17	0.56	0.09	0.56	6.20	
	..	..	..	..	2.59	0.17	0.56	0.09	0.56	6.57	
Metcafe, Maldon, and Marong	S.H. North-Western Highway (Sec. 2)	2.09	..	1.61	..	0.04	0.84	..	0.60	5.18	This work includes 50 per cent. of area sealed with bitumen and oil— double coat; an approximate sub- division of cost is given in the two following lines. * Bitumen and oil
Mornington	M.R. Point Nepean Road	1.83	..	1.81	..	0.09	0.41	..	0.42	4.55	
Mulgrave	M.R. Ferntree Gully Road	..	..	..	..	..	..	..	..	..
Oakleigh	M.R. Main Healesville Road	..	..	..	..	..	..	..	..	..
Ringwood Borough	M.R. Warrandyte Road	2.11	2.43	1.11	2.32	0.18	0.70	0.08	0.72	6.11	
	M.R. Princes Highway East (Sec. 1)	2.37	..	3.30	..	0.10	0.88	0.10	0.73	5.35	
	M.R. Princes Highway East (Sec. 1)	2.35	..	3.48	..	1.98	..	..	0.53	8.17	
	M.R. Barwon Heads	3.27*	..	2.28	..	1.85	..	..	0.47	7.15	
	M.R. Barwon Heads (bitumen)	2.27	..	2.24	..	1.64	..	..	0.52	7.71	
	M.R. Barwon Heads (bitumen and oil)	4.28*	..	2.28	..	1.12	2.12	..	0.36	6.00	
Warnambool	S.H. Princes Highway West (Sec. 3)	2.05	..	2.28	..	0.18	0.76	0.03	0.68	9.36*	
	..	..	2.12	1.10	..	0.18	0.63	0.02	0.41	4.53	
	M.R. Allansford-Niranda	5.17	..	1.77	..	0.18	0.63	0.02	0.28	5.0	} Two coats—one tar, one bitumen
	M.R. Mortlake-Warnambool	4.60	..	5.41	..	0.18	1.28	0.07	0.69	12.8	
Warragul	S.H. Princes Highway East (Sec. 1)	2.16	2.50	..	3.76	0.16	2.36	0.13	1.12	13.0	
	S.H. Princes Highway East (Sec. 2)	2.13	2.77	..	3.76	0.12	0.66	0.16	0.70	10.06	
Werribee	S.H. Princes Highway West (Sec. 1)	2.02	..	3.76	..	0.27	1.65	0.11	0.71	11.40	
	Point Cook Road, F.S.G.	1.71	..	..	1.51	0.11	0.56	0.04	0.37	4.61	
Whittlesea	M.R. Main Whittlesea Road	..	..	1.60	..	0.15	0.68	0.11	0.50	4.75	Includes tar on 15 per cent. of area
Average	..	1.84	2.51	1.76	2.10	0.11	0.78	0.07	0.45	5.41	

FEDERAL GRANT WORKS.

The attached statement indicates the number of Federal Grant Works in progress at the end of the financial year, with a short description of the purposes for which they are being carried out.



ILLUSTRATIONS 7, 8 and 9.—Forrest—Apollo Bay Road.

WORKS IN PROGRESS.

No.	Shire.	Road.	No. of Miles constructed.	Remarks.
1	Morwell ..	Morwell River ..	5·60	Sanding of sections previously constructed has provided for settlers an all weather road 7 miles up the Morwell River
2	Woorayl and South Gippsland	Turton's Creek ..	2·30	This refers to a further section of metalling, the balance remaining to be done on this road being only 3·25 miles to join up with the metal road from Foster
3	Otway ..	Forrest-Apollo Bay	6·40	Serves a large area of first class hill country and rich agricultural flats in the vicinity of Apollo Bay suitable for dairying and root crops. The road will permit of traffic between Apollo Bay and Forrest Railway Station. When the metalling of this road is completed, it is considered that considerable development, by reason of increased settlement, will take place in this area
4	Portland ..	Portland - Mount Gambier	9·80	Six miles of grubbing and clearing has improved alignment for future surfacing, and 3·8 miles of metalling, gravelling and shouldering has been done. This will facilitate through traffic between Victoria and South Australia, and aid haulage to local railway stations
5	Warragul and Woorayl	Allambee Estate	0·60	Gives access to the Leongatha and Darnum Railway Stations for the large Allambee Estate acquired for closer settlement. This road will also open up an area of hill country suitable for tilling and production of root crops
6	Eltham ..	Yarra Glen-Glenburn	2·30	Opens up an extensive area of hill country suitable for root crops and berry fruit, and gives access to the Yarra Glen Railway Station. It also provides a connecting road between Yea and the Yarra Glen Railway Station
7	Orbost ..	Orbost-Delegate	3·70	Extension of new formation along new location has improved grades and widths. This road serves as a connexion between Monaro Plains and Orbost, and as a through road between Melbourne and the Federal Capital
8	Morwell ..	Jeeralang West ..	3·30	Provides a connexion between Morwell and Yarram, which was previously impassable, and serves an area of hill country suitable for dairying
9	Orbost ..	Murrungowar ..	6·20	Gives access to a large area of country suitable for agriculture and dairying, and will permit of the settlers using the Orbost Railway. The Closer Settlement Board has already in hand a scheme of closer settlement for this area
10	Otway ..	Aire River-Forrest	2·35	Permits of settlers having communication with the Forrest Railway Station, serves a large area of land suitable for dairying and root crops, and provides a through road from Beech Forest to Forrest and Birregurra
11	Otway ..	Apollo Bay-Wye River	1·5	Will give an outlet to the port of Apollo Bay to a large area of country bordering on the coast line. The land is suitable for grazing and dairying
12	Heytesbury ..	Timboon-Nirranda	0·20	Gives access to the Timboon Station for a large area of dairying and agricultural country to the west of the parishes of Brucknell and Nirranda
13	Mildura ..	Mildura (Lake Hattah)	1·60	Will permit of traffic between Mildura and Ouyen, and allow of access to the railway system from an extensive area of agricultural land between Ouyen and Lake Hattah
14	Cohuna, Swan Hill, Kerang, and Rochester	Murray River Valley	3·2	Gives access to the Murray River Irrigation Settlement
15	Benalla ..	Toombullup ..	5·2	Will give an outlet to the Tatong Railway Station from a large area of land suitable for root crops and dairying
16	Rochester ..	Rochester-Echuca	2·8	When completed will replace a particularly bad section on this important interstate road, and serves the agricultural settlement along its route with an outlet to the Echuca Railway Station
17	Towong ..	Murray River-Tallangatta	1·10	Will give access to the Tallangatta Railway Station from a large grazing and agricultural area along the Murray Valley cut off by the construction of the Hume Reservoir
18	Grenville and Hampden	Lismore-Pittong	4·1	Serves one of the largest soldier settlements in the State of Victoria, and gives an outlet for produce to the Lismore and Pittong Railway Stations
19	Portland ..	Portland-Nelson	1·30	This gives an outlet to the railway and port of Portland to a large area subdivided for closer settlement, and suitable for root crops, fruit-growing, and for dairying
20	Morwell ..	Foster-Boolarra	5·8	Serves an extensive area of hilly country, suitable for the production of root crops and for dairying, will give access to the railway station at Boolarra, and assist in the development of a large area of unsettled country

WORKS IN PROGRESS—*continued.*

No.	Shire.	Road.	No. of Miles constructed.	Remarks.
21	Tambo ..	Bruthen-Omeo ..	2·30	Serves as an outlet for a large extent of country suitable for dairying and grazing, also an important link in the main arterial road from South to Northern Victoria, through Omeo. This area is far removed from a railway centre
22	Mirboo ..	Berry's Creek ..	1·6	When completed this road provides connexion between Mirboo and Mirboo East districts, in good dairying country
23	Otway ..	Carlisle-Gellibrand	1·40	Provides access for hill country to Gellibrand Railway Station
24	Morwell ..	Boolarra-Yarram	2·00	The metalling done under this work facilitates communication between Boolarra and Yarram, and also provides communication from Gemmill's Hill district to Boolarra and Morwell
25	Buln Buln ..	Princes Highway	1·30	A great improvement for through traffic was obtained by this work, also access to Drouin and Warragul for farms northward of these towns
26	Swan Hill ..	Mildura ..	4·10	Improvement for through traffic to Mildura, and local access to the railway system is obtained
27	Keilor ..	North-Western Highway	2·14	The sheeting with asphaltic concrete of this heavily trafficked portion between Essendon and Keilor has provided a surface which is expected to resist severe use with small maintenance
		Total Mileage ..	84·19	

STOREYARD.

During the financial year the Board's storeyard has been considerably improved by the addition of a large roller running shed 36 feet x 36 feet, also a motor vehicle running shed 110 feet x 33 feet, with a garage 33 feet x 12 feet, and to cope with the necessary repairs and overhauling of the rolling stock a workshop 60 feet x 60 feet x 32 feet high, with concrete floor, equipped with a 20-h.p. electric motor, roots blower and three forges, one 10½ inches x 10 feet screw cutting lathe, 30-in. radial drill, 14-in. shaper, 12-in. grinding machine and the necessary shafting and belting. The provision of this machine shop has resulted in considerable economy to the Board, both in time and money.

PLANT.

At the end of the year the Board's rolling stock included the following principal units :—

Description.	Total as at 30th June, 1926.	Purchased during the Year.
Road Rollers—		
Steam	23	15
Motor	11	8
Horse	27	7
Tar Sprayers—		
800 gallons	6	..
300 gallons	3	..
Bitumen Heaters—		
800 gallons	12	7
300 gallons	9	7
80 gallons	12	..
Scarifier—Independent	7	..
Furphy Water Carts	56	32
Crushing Plants	14	2
Graders	38	18
Air Compressors	9	4
Motor Lorries—		
4 to 5 tons	4	..
2½ to 3 tons	10	10
1½ tons	9	9
1 ton	6	..
Tractors	6	3
Horse Brooms	10	5

It should be noted that the purchases for the year included eight Australian-made motor rollers and three steam rollers, the latter manufactured in Ballarat.

The total amount expended in the purchase of plant to date is £129,491 14s. 6d.

It will be observed that there have been extensive purchases of rolling-stock and plant generally, during the last financial year. This is accounted for by the additional work carried out in highway maintenance, and it is anticipated that still further additions will be required during the coming year, particularly for road rollers, as, owing to the more permanent nature of the work now being done and to be done, a very much greater degree of consolidation is required in the road bed than was formerly necessary for water-bound macadam.

BRIDGES.

Apart from projects entrusted to municipalities a considerable amount of bridge work in the year under review has been supervised directly by the Board's staff. In this manner 26 inspections for new projects have been made, 23 sites have been surveyed, plans and specifications for work to the value of £81,400 have been prepared, payments on contracts have totalled £67,000, and thirteen new structures with a total length of 2,148 feet have been opened to traffic.

Incidental to these operations, standard specifications for contract construction of timber and of concrete bridges have been remodelled and revised in the light of the experience of the Board, and to conform to advances in engineering knowledge. Similarly standard drawings for simple timber stringer spans, for reinforced concrete box culverts, and for reinforced concrete beam spans have been revised.

In order to make readily available details of structures erected by the Board throughout the State, and to facilitate administrative work during the currency of contracts, and in subsequent maintenance, a new system of recording the necessary particulars has been inaugurated. The municipalities of the State have been divided into 36 zones, and the plans of all the structures in each zone filed together. Each project is given a serial number, and on a separate card (see Figures 2 and 3) are entered brief details of importance. This system has been initiated chiefly for works under the direct control of the Board's staff, but it is intended to extend it to cover also all the bridge works supervised by municipal engineers.

IDENTITY.	Zone 27			Project No. 309			P.
Municipality	Tullaroop			Catchment Geol Survey 480 sq. m.			
District	Bendigo			M L T R C M ² sq. m. mls. hrs. inch/hr.			
Road	Castlemaine Maryborough			M ^c Greenock Ck. 170 22 11 0.4 0.4 50			
Section				Creswick Ck. 150 18 9 0.4 0.4 40			
Distance	(Special Survey)			Tullaroop Ck. 180 32 12 0.4 0.4 50			
Stream	Deep Creek			Chamier :- 0-640x 0.4x0.4x140			
Names	at Carisbrook			Run-off = 14,000 cu. secs			
				Waterway to H.F.L. 4600 cos 25° = 4100 sq. ft.			
INVESTIGATION.	Staff	Records.	Dates.	Preparation of Plans.	Staff.	Records.	Dates.
Proposal	T.H.U.	21/10/82	4.10.21	Calculations	D.V.D.		
First Survey	R.L. Selover	22/3213		Plans	"		
Final Survey				Quantities	D.V.D. H.P.W.		
Bores	N. Wilson Maryboro.	22/6303		Reviews	A.E.K.		
				Estimates	£9,400	23/4690	
				Tenders close	16.7.23 6.8.23 22.10.23	23/11152	
Details of Plans.				CONSTRUCTION.	Contract No. 165 P 10		
Distance and Total Opening	450 + 303			Contractor	H.B. Irwin 621 Lydiard St. Ballarat		
Substructure	Abuts :- (buried piers) R.C. Cols. on footings Piers :- R.C. Piles, Cylinders Columns			Date accepted	31.10.23 To complete 9 months		
Openings	1/22' 7/37' 1/22'			Contract Sum	£9874.18.2 Deposit £493.14.0		
Superstructure	R.C. 4 beams. Expansion at piers 1, 3, 6, 8			Inspectors Amendments (See Plan also)	J.H. Osbourn Transfer of pipe line 4" C.I. (add?)		
Class	A Skew 25° Forward			Final Certificate	27.2.25 Mee. ends 27.4.25		
Between Kerbs	18' Wearing Surf. 4" to 8" Bit. Mac.			Net Extras	£554.4.11 Final Award £10429.3.1		
Approaches	Castlemaine 450' 22' wide Maryborough 316' 22' to 30' wide						
Type	9" Gravel 16' wide						

FIGURE 2.—Structure Record Card (Face).

Maintenance of Project No. 309.....

Inspected by.	Date.	Records.	Work authorized.	Performed by.	Dates.	Cost.
{ -	{ -	25/519	Place 550ft. 1½" x No 13 Chain Mesh 2'-9" wide on parapet	Day Labour	17.3.25	£53.9.0 } (RM)
				G. Bunn	23.4.25	
{ L.T. Butler	8.6.26	26/9336	Repair handrail posts Paint guard fence. Clean scuppers. Filling to Cast. Abut.	Day Labour	7.7.26	£24.15.0 }
				W. Tingman	13.7.26	

FIGURE 3.—Structure Record Card (Reverse).

In 1922 standard specifications for design of bridges and culverts were drawn up for use of the Board's staff. These set out the classification of structures according to their importance, the appropriate widths, clearances, and design loads, the allowable stresses to be used in design, and the method and nature of details to be adopted. The use of such a set of regulations results in a desirable degree of uniformity in the detailing and computation for each class of structure. From time to time requests have been received from municipalities and other constructing authorities for details of the design basis thus established, and the specification has now been brought up to date and printed. The more general clauses have been revised in the light of the Chairman's observations while abroad. The following extracts show the method of classification and the design loads and widths required for each class of structure. In cases of doubt, the class and width to be adopted will be specially determined by the Board.

DEFINITIONS.

(a) *Bridges* shall include structures for carrying traffic across openings of total 20 feet or more in the clear.
Culverts shall include structures for carrying traffic across openings of less than total 20 feet in the clear.
Subways shall include structures serving merely to maintain access through an embankment to water from which cattle would otherwise be shut off.

(b) Bridges and culverts shall be classified as follows, according to their use and situation:—

Class AA.—Structures subject to heavy and concentrated traffic, or on roads joining principal towns.

Class A.—Structures subject to heavy traffic, or on important roads.

Class B.—Structures subject to light traffic, or on subsidiary roads.

CLEARANCES.

(a) The overhead clearances for all structures spanning a roadway shall be not less than 14 feet over the centre half of the formed roadway, and not less than 12 feet at the sides. Near large towns the clearance shall be preferably not less than 16 feet over the whole roadway.

For all structures spanning a roadway, the clear width measured at right angles to the road centre line shall be not less than 30 feet on roads joining principal towns, not less than 25 feet near towns or on important roads, and not less than 20 feet on subsidiary roads. Greater widths shall be used where necessary to give satisfactory visibility.

The clearance beneath portals of through bridges shall not be less than 14 feet.

The clearance beneath subways shall be not less than 7 feet at any point.

WIDTH OF BRIDGES.

The minimum widths for various classes and types of construction of bridges and culverts, shall be those shown in Table A.

The ordinary widths shown in Table A shall be used unless special circumstances intervene.

For bridges on a curve, all the widths shown shall be increased sufficiently to permit easy and safe passage of vehicles, and in addition the bridge shall be superelevated.

Footways on bridges shall have clear width not less than 5 feet.

Culverts under 12 feet total opening shall have length such that no construction is caused in formation width of roadway.

LIVE LOAD.

Live load for the various classes of bridge shall consist of the uniform and concentrated loads given in Table C.

All parts of the structure shall be designed for the uniform or the concentrated load, whichever gives the worse stresses. Footways shall be considered as subject to the uniform load only.

Where width between kerbs is 18 feet or over, allowance shall be made for two trucks passing on the structure, with adjacent wheels not less than 3 feet apart, centre to centre.

TABLE C.—LIVE LOADS.

Class of Bridge.	Uniform Load per sq. ft.	Concentrated Load (Truck).						
		Total.	Back Axle.	Front Axle.	Centre to Centre Axles.	Centre to Centre Wheels.	Width Back Tire.	Area Covered.
AA	Lb. 120	Tons 20	Tons $13\frac{1}{3}$	Tons $6\frac{2}{3}$	Feet 12	Feet 6	Inches 20	Feet 10 x 30
A	100	15	10	5	10	6	15	10 x 30
B	80	10	$6\frac{2}{3}$	$3\frac{1}{3}$	10	6	10	10 x 30

IMPACT.

Except in timber bridges, on all superstructures where the depth of filling or paving is less than 2 feet, an allowance for impact shall be made to the extent of 30 per cent. of the concentrated live load. No allowance shall be made in timber bridges, or for substructures, or where the filling exceeds 2 feet, or for the uniform load. Impact shall not be added to stresses produced by tractive, lateral, centrifugal, wind, or temperature forces.

Among the structures renewed during the year, an especially important one is the bridge on the Princes Highway over the Avon River at Stratford. Here a difficult problem of location and of economics had to be dealt with. The river, having cut out a deep course during the advance of settlement, is now one of the worst in the State in rate of bank erosion, and also, by the cutting across of horseshoe bends, effects frequent changes in its course. The friable banks are about 30 feet high, the bed consists of loose gravel and sand to a depth of 10 feet, and floods are swift and of great height. The river is now about 500 feet wide between banks, except near the site of the old bridge, and even at this point extension of the structure at the Sale end had been from time to time necessary. At this relatively narrow region the river is, however, threatened within 30 years with a major change of its course by elimination of a bend upstream. This crossing was, therefore, not available for a permanent structure, but could be utilized to advantage with a semi-permanent design comprising timber pile piers, rolled steel stringers, and timber deck. For a permanent type of structure the available site involved a much longer crossing downstream from the old bridge, and the greater length, together with the costliness of foundations necessary to give reasonable stability to the substructure, made this type extremely uneconomical as compared with the alternative design, which was, therefore, adopted.

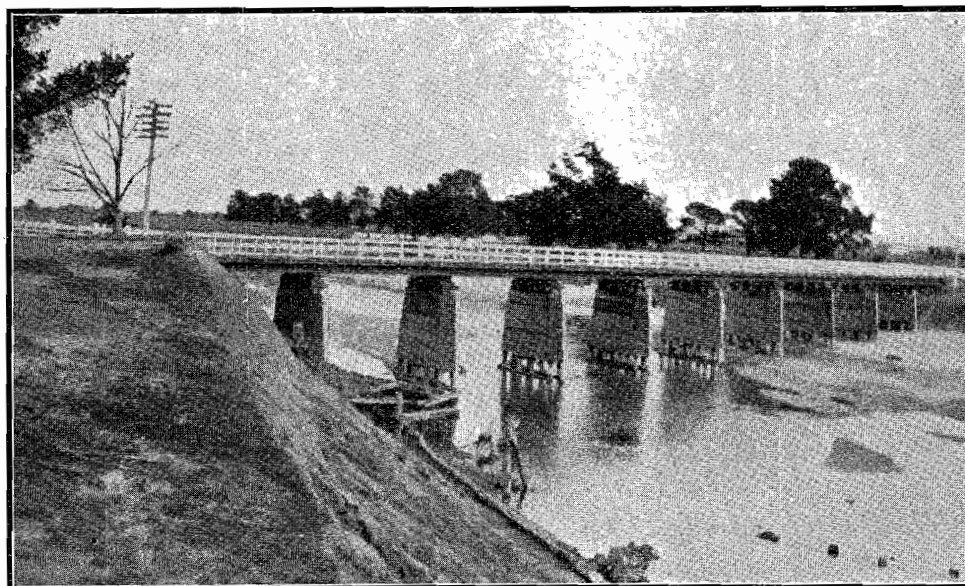


ILLUSTRATION No. 10.—Bridge over Avon River, Stratford.

The new bridge (Illustration No. 10) contains ten spans of about 38 feet, and at the Sale end the terminal support is of the same type as intermediate piers, in order that the structure may

be readily lengthened should scour occur there. The old Stratford abutment was strengthened and re-used. Each intermediate pier contains two rows of four piles, driven on a batter of 1 in 20, so that the heads of each pair of piles butt together at the top for about 5 feet. The end piles are also battered 1 in 8 up and down stream, and the whole pier is braced and sheeted, resulting in a very rigid and stable unit. Piles extend 10 feet into stiff clay below the sand. The bridge has four lines of joists 24 inches deep. Spiking rails are clipped to the joists for securing the 9 inches x 5 inches deck which overhangs outer joists. Width between kerbs is 18 feet. The wearing surface is of premixed asphaltic macadam. This gives a good surface for motor traffic, and minimizes impact. A structure of this type, besides being of low first cost, should have considerable salvage value at the end of the period mentioned. The contract price, including approaches, was £7,896. In order to protect the banks at this site, and so conserve it, if possible, for permanent use, willows have been planted upstream and downstream from each abutment. The foreground of Illustration No. 10 shows the high bank sloped off and triangular crates made of poles filled with spalls placed to protect the toe, where cuttings of basket willows are planted. This method of bank protection has been successfully adopted by the State Rivers and Water Supply Commission in other districts. Remains of earlier sheet piling work at the site may be seen in the figure.

The largest reinforced concrete bridge completed during the year is that over the Avoca River at Charlton. This replaces an old timber structure erected about 1862, and consisting of stringer spans of strut and straining piece type. This old bridge had been repaired in 1916, and its useful life thereby extended, but the condition of the timbers, and especially of the decking, was very poor, constituting a danger to rapidly increasing motor traffic. Moreover, the old bridge imposed a considerable obstruction to the waterway in flood time, and as its approaches were about 4 feet below flood level, "through" traffic along the North-Western Highway and local traffic between the two portions of the town were held up on occasions for one or two days. The new bridge has superstructure and approaches raised above flood level, the necessary filling being obtained by improving the river channel beneath and downstream from the bridge. The bridge has five spans of 40 feet (Illustration No. 11). Foundations were carried down to sedimentary rock either by direct excavation or by concrete piling. The superstructure is monolithic with piers, and the spans are designed as continuous. Expansion is provided for by cast iron rocker bearings at each abutment. The roadway is 20 feet wide between kerbs, and there is one footway 5 feet wide. The contract amount, inclusive of approaches, was £7,882.

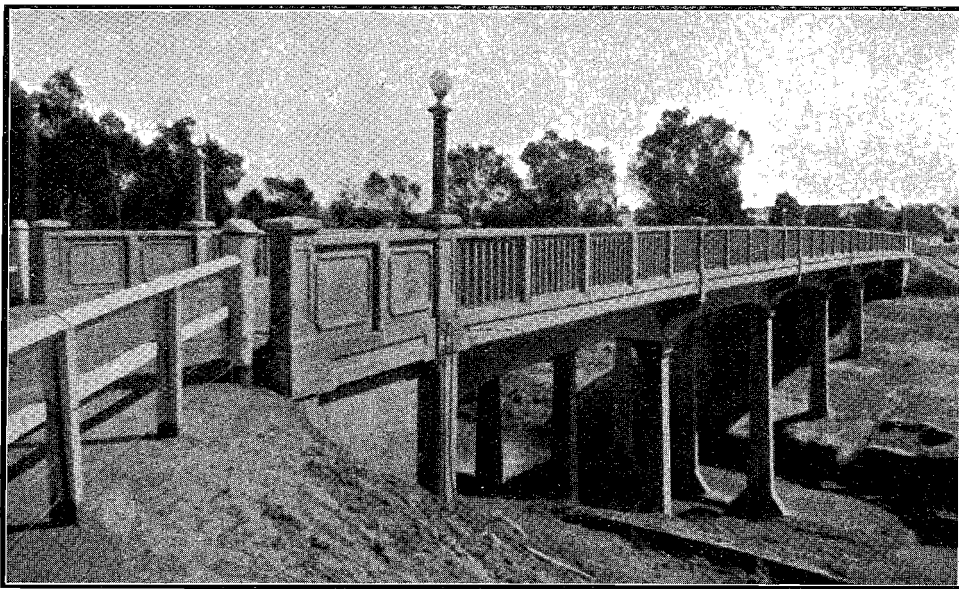


ILLUSTRATION No. 11.—Bridge over Avoca River, Charlton.

On the route of the North-Western Highway at Kyneton renewal has been made of the superstructure of a bridge over the Campaspe River. This structure was typical of much of the older bridge practice in this State. The three piers, each about 20 feet high, are of substantial basalt masonry founded on rock; the abutments and wings are also of masonry, but probably founded at a less depth. All this masonry was in sufficiently good order to warrant its re-use, and only the old timber stringers and deck required replacing. A permanent superstructure with

rolled steel joists and reinforced concrete deck was adopted (Illustration No. 12). This type involves slightly greater capitalized cost than does monolithic concrete construction, but its comparative flexibility and lightness made it preferable. To maintain traffic the work was done in half widths. There are three rows of new joists in each half, and a greased joint separates the two halves of the deck. In order to minimize the period of restriction of traffic the use of quick hardening aluminium cement was specified, and forms were stripped in four days. The same cement was used in casting the ornamental parapets, and the relatively dark coloured concrete is in keeping with the basalt substructure. Wearing surface is of premixed asphaltic macadam. The distance between the old parapets at the abutment fixed the width of the bridge at 23 feet between kerbs. The spans are of irregular lengths, totalling 120 feet. Contract amount was £2,613.

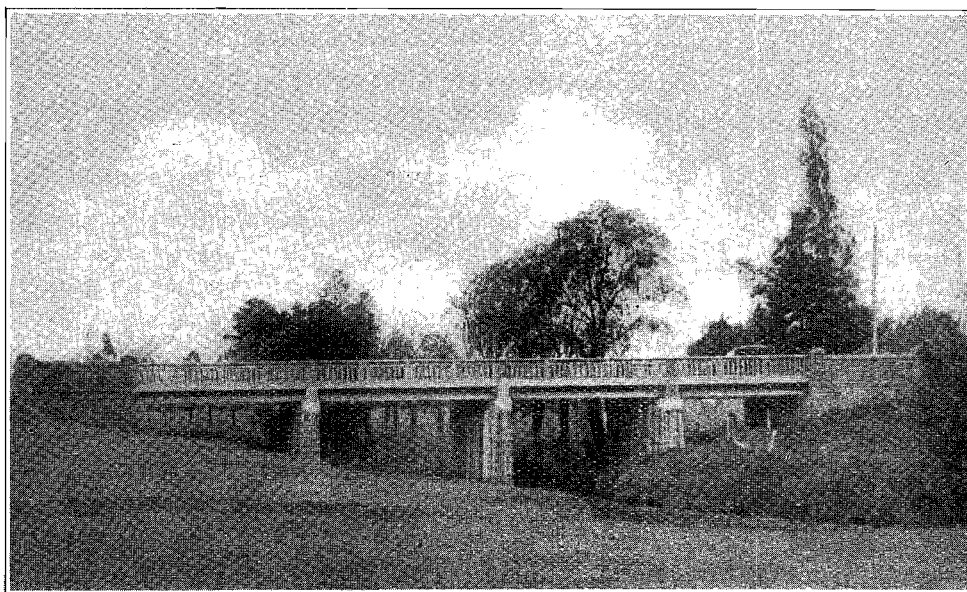


ILLUSTRATION No. 12.—Bridge over Campaspe River, Kyneton.

On the Princes Highway at Swan Reach a pier of the high level timber bridge over the Tambo River failed on 17th November, 1925, and caused the collapse of the two adjacent truss spans, seriously interrupting traffic. The bridge was erected in 1904 and failure was due to advanced attack of teredo navalis. In view of the close approach of the Christmas tourist season, when maintenance of traffic at this point is of great importance, it was considered necessary to restore communication as speedily as possible. Barges were, therefore, obtained from the Department of Ports and Harbours, and a pontoon bridge was completed by 15th December, and provided satisfactorily for the peak period until a low level temporary timber bridge could be erected. A contract for the latter was let, and was finished within a further seven weeks, when the pontoon bridge was dismantled and the barges returned. The temporary bridge is 235 feet long, with eight spans of 26 feet, and a lift span of 27 feet, and is expected to give adequate service until plans for a permanent structure can be prepared and the work carried out. The total cost of maintaining the crossing as described was about £1,587.

The construction of a timber bridge over the Avon River at Bushy Park affords improved road access from the dairying areas towards Valencia Creek and Briagolong to the thriving factory centre of Maffra, and so constitutes a valuable developmental work. A ford was formerly in use at this site, and during floods considerable delay and inconvenience resulted in marketing of produce. The new bridge is 445 feet long, with four truss spans of 60 feet over the normal channel, one stringer span of 25 feet at the west end and six of 30 feet at the east end (Illustration No. 13). All details are in accordance with the Board's current standard designs, the width between kerbs being 15 feet. On account of its durability yellow stringy bark was specified for substructure and truss frames. This was obtained partly in the adjacent hills and partly from Orbost. Truss spans were adopted over the main stream so as to give free passage for flood débris. Piles up to 45 feet long were used, penetrating about 20 feet into the sandy bed. The contract price for the bridge was £5,892.



ILLUSTRATION No. 13.—Bridge over Avon River, Bushy Park.

Maintenance of many bridges on State highways has received attention during the year. In Sale district a light bridge patrol gang, operating under direction of the district engineer, has undertaken in a systematic manner the tarring and painting and minor repairs of the numerous timber bridges and culverts on the Princes Highway East section. On the North-Western and North-Eastern Highways there is a very valuable legacy of masonry bridges constructed in the period of the earlier Road Boards (1860–1870) which have required practically no maintenance since the time of construction, and being for the most part of at least 20 feet width, are likely to serve traffic needs for a further long term. Many timber bridges on these highways have, however, passed the state when repairs are warranted or possible, and large expenditures on new permanent works must, therefore, be faced.

The following view shows a typically neglected structure :—

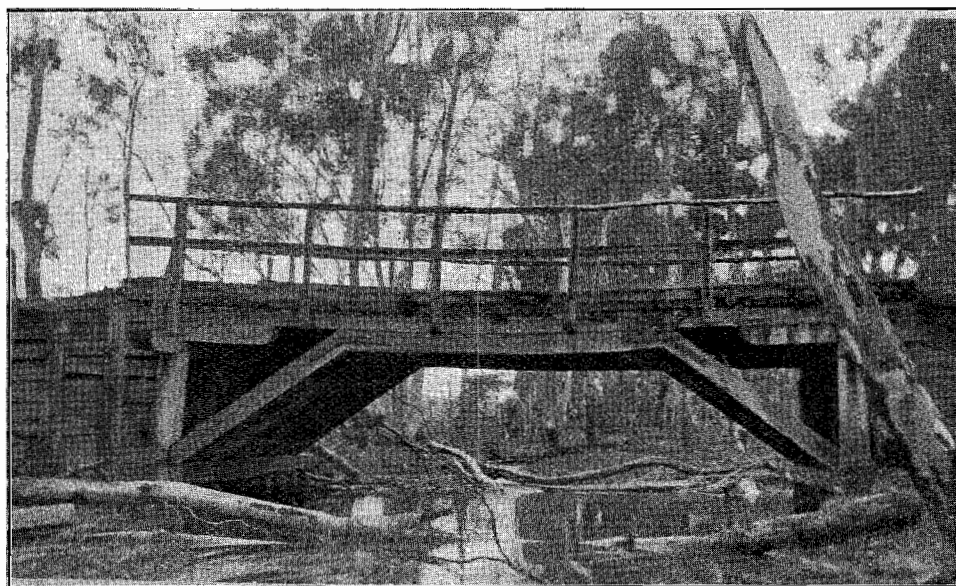


ILLUSTRATION No. 14.—Nine Mile Creek-bridge between Longwood and Euroa.

An urgent maintenance work of heavier nature than that referred to above, and, therefore, undertaken by a specially organized gang, was the redecking and painting of the iron bridge over Maribyrnong River at Keilor. This structure consists of a through box girder span of 140 feet on masonry abutments. No painting had been attempted for many years, and the longitudinal decking was worn out. New decking and a wearing surface of 2 inches of asphaltic concrete were laid. This has reduced the impact effect of live loads without appreciably increasing the dead load. Work was done in half widths; the cost was £501 for renewal and painting and £157 for wearing surface; the latter was undertaken as an extra on the adjacent road contract.

The contract for the Barwon River Bridge, Geelong, proceeded steadily during the period under review, but the opening of the bridge to traffic did not take place until 18th August, 1926.

Illustrations 15 to 18 show the various stages of the construction work during the year.

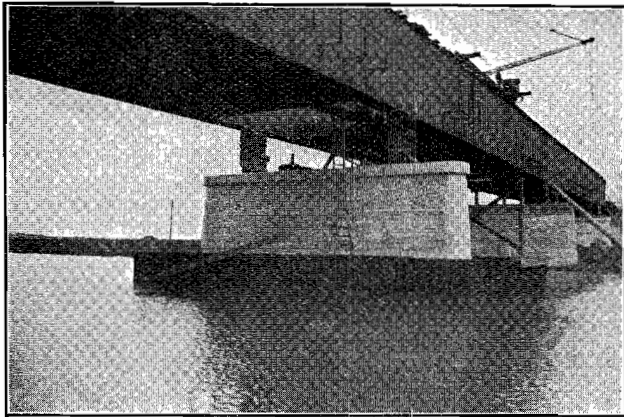


ILLUSTRATION No. 15.—River pier of mass concrete, constructed in steel cofferdam.

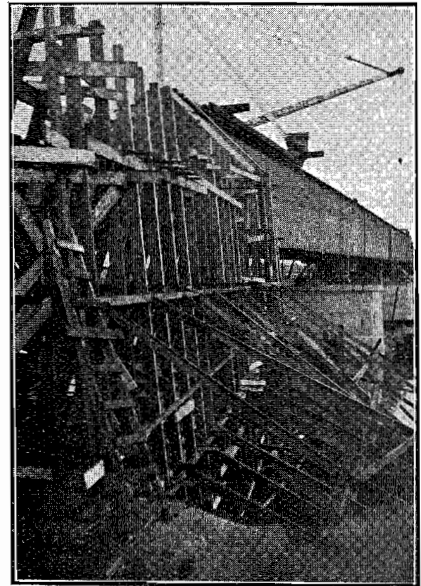


ILLUSTRATION No. 16.—Shoring and timbering for north-west wing.

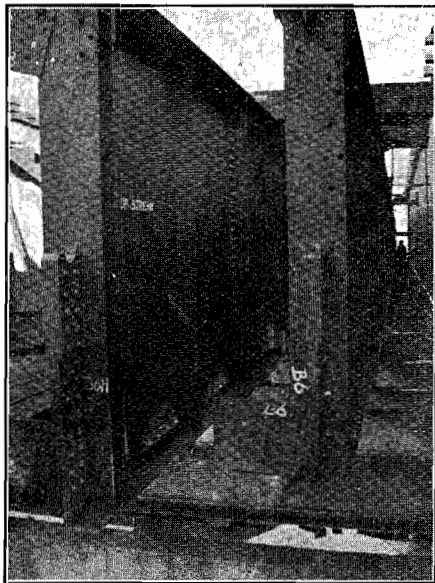


ILLUSTRATION No. 17.—New girders resting on iron cross-girders of old bridge.

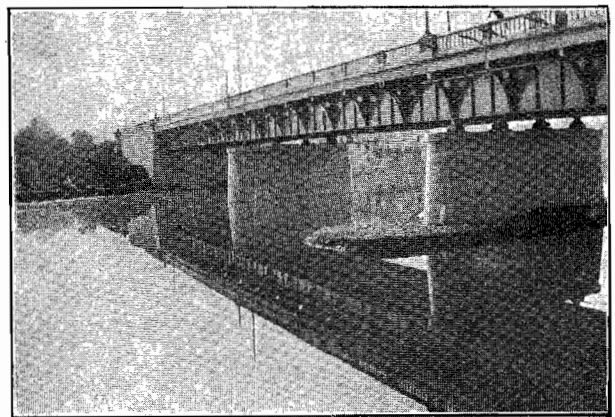


ILLUSTRATION No. 18.—New girders painted; parapet nearing completion.

APPENDIX A.
COUNTRY ROADS BOARD FUND.

Dr.	RECEIPTS.	£	s.	d.	£	s.	d.	Cr.
1925. July 1.	To Balance	94,138	4	4				
1926. June 30.	To Motor Car Act No. 2702— Registration Fees Licence Fees Fines Less Refunds and cost of Administration Unused Roads and Water Frontages Act No. 1894— Licence Fees Less Refunds and cost of Administration Country Roads Act No. 2635— Registration of Traction Engines Width of Tires Administration— Fines and Costs Municipalities Repayments— Permanent Works Maintenance Appropriation for Maintenance— Main Roads Act No. 2986 Less Amount Appropriated under Act No. 3379 Hire of Plant Stores and Materials Sundries Advance to Loan Account on account of Permanent Works, refunded Advances on account of Expenditure under Act No. 3235, Item 4, Tourist Vote, refunded Advances on account of Expenditure under Prov. 73, Mount Buffalo Road, refunded Advances under Prov. 73 for Relief of Unemployment, refunded Advance under Prov. 73, Construction of Roads for Isolated Settlers, refunded Advance for Construction of Williamstown Short Road, refunded	609,325	11	0	609,325	11	0	
		31,788	6	0	31,788	6	0	
		16,458	17	6	16,458	17	6	
		657,572	14	6	657,572	14	6	
		25,485	16	3	25,485	16	3	
		632,086	18	3	632,086	18	3	
		22,132	18	11	22,132	18	11	
		2,175	0	0	2,175	0	0	
		1,566	0	0	1,566	0	0	
		136	11	0	136	11	0	
		1,702	11	0	1,702	11	0	
		88,147	10	0	88,147	10	0	
		178,091	15	6	178,091	15	6	
		50,000	0	0	50,000	0	0	
		40,000	0	0	40,000	0	0	
		15,729	12	11	15,729	12	11	
		7,347	15	3	7,347	15	3	
		11,627	8	10	11,627	8	10	
		34,704	17	0	34,704	17	0	
		964,691	10	8	964,691	10	8	
		307,889	9	0	307,889	9	0	
		10,422	1	2	10,422	1	2	
		1,271	13	10	1,271	13	10	
		15,247	10	3	15,247	10	3	
		1,374	7	1	1,374	7	1	
		20,501	15	8	20,501	15	8	
		£1,415,536	12	0	£1,415,536	12	0	

APPENDIX A—continued.

RECONCILIATION STATEMENT.

	£	s.	d.	£	s.	d.	£	s.	d.
Balance as per Country Roads Board Account	7,183	16	11	..	..	..	106,671	19	8
Deduct Treasury Adjustment	1,448	11	6	..	..	..	24,145	8	11
Add outstanding Transfers	..	..	..	5,735	5	5	130,817	8	7
	..	..	..	34,850	8	6	90,231	14	8
Country Roads Board Fund Dr. Balance	..	..	..	£40,585	13	11	£40,585	13	11

Dr.

REVENUE ACCOUNT, 30TH JUNE, 1926

	£	s.	d.	£	s.	d.	£	s.	d.
1926.	..	..	..	..	..	..	..	..	..
June 30.	..	..	..	..	..	..	..	..	..
To Maintenance Works—General	..	..	..	435,522	19	4	..	..	..
" Maintenance Works—	..	..	..	..	..	..	..	..	..
Woods Point Road	2,812	2	5	..	..	..	609,325	11	0
Woods Point Road	1,443	17	11	..	..	..	31,788	6	0
Bright-Omeo Road	1,553	16	7	..	..	..	16,458	17	6
Walhalla Road	292	5	6	..	..	..	..	..	..
State Highways	346,707	7	11	..	..	..	657,572	14	6
Contributions to Sinking Fund	..	..	..	352,809	10	4	..	..	..
Interest on Loans	..	..	..	24,918	18	5	..	..	..
Office Furniture	..	..	..	74,756	15	8	..	..	..
Furniture, Patrolman's Cottage	..	..	..	1,454	4	9	..	..	..
Printing and Stationery	..	..	..	9	10	0	..	..	..
Salaries	..	..	..	1,343	9	3	..	..	..
Insurance of Employees	..	..	..	28,183	17	10	..	..	..
Instruments	..	..	..	37	8	6	..	..	..
Plans Purchased	..	..	..	245	5	0	..	..	..
Metal Investigation	..	..	..	723	6	5	..	..	..
Investigation Surveys	..	..	..	3,979	10	7	..	..	..
Office Expenses	..	..	..	1,095	10	6	..	..	..
Audit Fee	..	..	..	646	15	4	..	..	..
Testing Materials	..	..	..	50	0	0	..	..	..
Storeyard Account	..	..	..	637	15	5	..	..	..
Erection of Telephone Line, Mount Hotham	..	..	..	2,324	15	6	..	..	..
Motor Expenses	..	..	..	211	14	7	..	..	..
	..	..	..	239	19	7	..	..	..
	..	..	..	876	14	8	..	..	..
Width of Tires Administration	..	..	..	1,116	14	3	..	..	..
Less Fines and Costs	..	..	..	..	..	..	..	..	..
Travelling Expenses	..	..	..	463	17	8	..	..	..
Postage and Telegrams	..	..	..	3,136	8	4	..	..	..
Plant Account	..	..	..	811	7	6	..	..	..
Sundry Expenditure	..	..	..	61,031	3	8	..	..	..
	..	..	..	8	19	8	..	..	..
Balance	..	..	..	107,511	14	9	..	..	..
	..	..	..	304,893	4	2	..	..	..
	..	..	..	..	..	..	10,000	0	0
	..	..	..	..	..	..	904,022	16	11
	..	..	..	..	..	..	£1,300,413	2	8

Cr. 396,390 5 9

APPENDIX A—continued.

BALANCE-SHEET, AS AT 30TH JUNE, 1926.

LIABILITIES.		ASSETS.	
£	s. d.	£	s. d.
Temporary Advances from Country Roads Board Fund	26,356 1 6	Permanent Works Expenditure to date	3,464,603 11 11
Deduct Balance on Loan Account	22,627 11 11	Interest Capitalized as Permanent Works Expenditure Act No. 2607	27,317 2 11
Interest on Permanent Works	3,728 9 7		
Loan Securities Issued	3,472,622 6 0		
Deduct Discount	11,747 3 8		
	3,460,875 2 4		
	£3,491,920 14 10		£3,491,920 14 10

DEVELOPMENTAL ROADS LOAN ACCOUNT, ACTS NOS. 2944, 2985, 3255, & 3334.

RECEIPTS.		PAYMENTS.	
£	s. d.	£	s. d.
1925.		1926.	
July 1. To Balance	35,624 7 1	June 30. By Expenditure (Appendix)	661,509 0 11
1926.		Less Refund	2,943 13 6
June 30. Proceeds of Loans	1,108,877 0 9		658,565 7 5
Transfers	2,115 6 9	Balance	548,051 7 2
	£1,206,616 14 7		£1,206,616 14 7

RECONCILIATION.

£	s. d.	£	s. d.
Treasury Balance	598,071 4 6		
Outstanding Credits	614 17 7		
Less Accounts in Transit	598,686 2 1		
Balance as per Country Roads Board Loan Accounts	50,634 14 11		
	£548,051 7 2		

BALANCE-SHEET.

LIABILITIES.		ASSETS.	
£	s. d.	£	s. d.
Loan Securities Issued	4,333,016 4 8	Developmental Roads Loan Accounts	548,051 7 2
Deduct Discount	9,346 7 11	Permanent Works Expenditure	3,775,618 9 7
Treasury—Developmental Railways Act No. 2944	4,323,669 16 9	Contributions payable by Municipalities Acts Nos. 2944 and 2985	28,368 5 7
Consolidated Revenue Act No. 2985	7,428 16 11	Contributions payable by Municipalities (in arrears)	2,087 13 0
Interest Act No. 3255	23,027 1 8	Contributions payable by Municipalities Act No. 3255	33,431 11 7
Contributions postponed	33,433 4 5	Contributions payable by Municipalities (in arrears)	1 12 10
	5,758 12 8	Contributions postponed	5,758 12 8
	39,191 17 1		39,191 17 1
	£4,393,317 12 5		£4,393,317 12 5

APPENDIX A—continued.

DEVELOPMENTAL ROADS INTEREST ACTS Nos. 2944, 2985, & 3255.

RECEIPTS.		EXPENDITURE.	
1926. June 30.	£ s. d.	1926. June 30.	£ s. d.
To Interest contributed by Municipalities Act No. 2944 ..	7,384 12 6	By Payments to Treasury ..	51,519 11 5
„ Interest contributed by Municipalities Act No. 2985 ..	22,869 1 6		
„ Interest contributed by Municipalities Act No. 3255 ..	21,265 17 5		
	51,519 11 5		
	£51,519 11 5		£51,519 11 5

AUDITOR-GENERAL'S CERTIFICATE

The Accounts have been audited and compared with the books with which they agree. Reconciliations have also been made with the books of the Treasury. I certify that the statements submitted are correct.

J. A. NORRIS, Auditor-General,
23rd December, 1926.

EDWIN J. HICKS, Assistant Accountant
23rd December, 1926

APPENDIX B.

FEDERAL STATE GRANTS—STATEMENT OF EXPENDITURE FOR THE FINANCIAL YEAR ENDED
30TH JUNE, 1926.

WORKS CARRIED OUT UNDER DIRECT SUPERVISION OF THE BOARD.

Shire.	Road.	Federal State Grant No. 1.	Federal State Grant No. 2.	Federal State Grant No. 3.	Federal State Grant, 1925, Act No. 17.	Federal Grant, 1925, Act No. 17, 2nd Schedule.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tambo	Basin	117 13 8	.. ..	.. ..	.. ..	.. ..
Werribee	Point Cook	2,597 16 1	.. ..	.. ..	.. ..	.. ..
Otway	Forrest-Apollo Bay .. ..	.. ..	1,567 4 2	732 15 2	26,076 4 4	.. ..
Morwell and Alberton	Jeeralang West .. ..	.. ..	1,170 9 9	5,000 0 0	5,000 0 0	.. ..
Heytesbury	Timboon-Nirranda .. ..	.. ..	1,002 15 5	5,000 0 0	1,987 6 7	.. ..
Mildura	Mildura-Lake Hattah .. ..	.. ..	569 7 2	8,000 0 0	7,484 14 4	.. ..
Belfast and Portland	Portland-Port Fairy .. ..	.. ..	300 0 0	1,393 2 7	.. ..	.. ..
Rochester	Rochester-Echuca .. ..	.. ..	1,409 10 4	1,000 0 0	4,000 0 0	.. ..
Kowree	Elderslie Soldier Settlement .. ..	.. ..	461 8 3	.. ..	.. ..	.. ..
Portland	Portland-Nelson .. ..	.. ..	1,475 2 3	1,855 0 3	.. ..	.. ..
South Gippsland	Foster-Boolarra .. ..	.. ..	4,599 10 6	4,000 0 0	1,656 13 9	.. ..
Morwell	Morwell River .. ..	.. ..	.. ..	2,212 11 10	7,144 3 10	.. ..
Woorayl and South Gippsland	Turton's Creek .. ..	.. ..	.. ..	2,664 0 2	5,000 0 0	.. ..
Portland	Portland-Mt. Gambier .. ..	.. ..	.. ..	6,015 3 2	1,808 13 5	.. ..
Warragul and Woorayl	Allambee Estate .. ..	.. ..	.. ..	937 9 3	6,000 0 0	.. ..
Eltham and Yea	Yarra Glen-Glenburn .. ..	.. ..	.. ..	6,482 4 7	3,078 9 2	.. ..
Orbost	Orbost-Delegate .. ..	.. ..	.. ..	21 19 0	9,000 0 0	.. ..
Orbost	Murrungowar .. ..	.. ..	.. ..	5,845 5 8	1,956 17 3	.. ..
Otway	Aire River-Forrest .. ..	.. ..	.. ..	2,317 10 10	.. ..	.. ..
Otway	Apollo Bay-Wye River .. ..	.. ..	.. ..	2,720 0 5	5,837 16 1	.. ..
Cohuna-Kerang and Swan Hill	Murray River Valley .. ..	.. ..	.. ..	11,406 18 9	12,186 5 0	.. ..
Rochester	Shepparton - Rochester - Wycheproof .. ..	.. ..	.. ..	1,185 11 10	4,000 0 0	.. ..
Omeo	Bruthen-Omeo .. ..	.. ..	.. ..	1,347 16 0	5,000 0 0	.. ..
Otway	Lavers Hill-Princetown .. ..	.. ..	.. ..	7,500 0 0	7,583 10 8	.. ..
Hampden and Grenville	Lismore-Pittong .. ..	.. ..	.. ..	1,329 16 6	4,876 2 6	.. ..
Buln Buln	Fumina .. ..	.. ..	.. ..	.. ..	3,182 7 4	.. ..
Benalla	Toombullup .. ..	.. ..	.. ..	2,549 11 5	5,000 0 0	.. ..
Towong	Murray River-Tallangatta .. ..	.. ..	.. ..	2,831 7 10	1,203 5 11	.. ..
Mirboo and Woorayl	Mt. Vernon and Boorool-Soldier Settlement .. ..	.. ..	.. ..	.. ..	4,797 0 0	.. ..
Otway	Carlisle-Gellibrand .. ..	.. ..	.. ..	.. ..	751 0 0	.. ..
.. ..	North-Eastern Highway—Avenel to Longwood .. ..	.. ..	.. ..	.. ..	.. ..	458 3 11
.. ..	Princes Highway—Nar-nar-goon to Drouin .. ..	.. ..	.. ..	.. ..	.. ..	4,287 2 6
.. ..	Princes Highway—Oakleigh to Dandenong .. ..	.. ..	.. ..	.. ..	.. ..	7,199 18 7
.. ..	North-Western Highway—Essendon to Keilor .. ..	.. ..	.. ..	.. ..	.. ..	10,000 0 0
		2,715 9 9	12,555 7 10	84,348 5 3	134,610 10 2	21,945 5 0

WORKS CARRIED OUT UNDER SUPERVISION OF MUNICIPALITIES.

Metcalfe .. ..	.. ..	229 17 9	.. ..	.. ..	.. ..	.. ..
		2,945 7 6	12,555 7 10	84,348 5 3	134,610 10 2	21,945 5 0

TOURIST VOTE FOR IMPROVEMENTS AND MAKING ACCESSIBLE PLACES OF INTEREST,
TOURIST RESORTS, ETC.—ACT No. 3235.

STATEMENT OF EXPENDITURE FOR FINANCIAL YEAR ENDED 30TH JUNE, 1926.

		£	s.	d.
Hall's Gap-Wartook Road	Construction of roads into and through the Grampians	1,667	9	6
Promontory Road	Construction of road to National Park, Wilson's Promontory .. ..	..	..	..
Warburton-Narbethong Road	Construction of road from Mt. Donna Buang Road to Acheron Gap and down the valley of Acheron River to Marysville Road	6,452	19	4
Great Ocean	Extension of Great Ocean Road between Lorne and Wye River	1,049	4	2
Beechworth Gorge	Completing the road scheme	124	9	9
		9,294	2	9
Mt. Buffalo Road	Metalling and construction of road towards New Dam (Crystal Brook). Repairing the road towards the Horn. Metalling Mt. Buffalo Road (Porepunkah to the Chalet)	1,113	19	10

APPENDIX B—continued.

SPECIAL GRANT FOR RELIEF OF UNEMPLOYED.
STATEMENT OF EXPENDITURE FOR THE FINANCIAL YEAR ENDED 30TH JUNE, 1926.
Appropriation Act 1925-26, Division 73.

	£	s.	d.
Basin Road, Item 8	6,307	19	8
Errinundra Road, Item 5	3,167	2	0
Toolangi Road, Item 8	5,527	6	0
	15,002	7	8

WILLIAMSTOWN SHORT ROAD, ROADS FOR ISOLATED SETTLERS, ETC.—ITEM 5.

STATEMENT OF EXPENDITURE FOR FINANCIAL YEAR ENDED 30TH JUNE, 1926.

Shire.	Road.	£	s.	d.
Omeo	McNamaras	260	0	0
Mildura	Road to Iraak Settlement	79	17	4
Tambo	Bunga to Lake Tyers (Bills Road)	200	0	0
Otway	(1) Access Road along Gellibrand River to Princetown Road	411	10	0
	(2) Access Road to Lower Gellibrand Cheese Factory			
Otway	Beech Forest—Lavers Hill	264	6	5
Tungamah	Culvert, Koonoomal Soldier Settlement	58	13	4
Warragul	Tripps	100	0	0
Korumburra	Huttons, £50	50	0	0
		1,424	7	1
Williamstown Short Road		20,404	16	3
Migrants Grant—Childers Settlement Road		3,042	6	3

TRUST FUND—HIGHWAYS AND VEHICLES ACT No. 3379.

EXPENDITURE UNDER THE SUPERVISION OF MUNICIPALITIES, YEAR ENDED 30TH JUNE, 1926.

	Trust Fund.		Special Appropriation.	
	£	s. d.	£	s. d.
Brighton City	492	0 0	984	0 0
Brunswick	939	0 0	1,878	0 0
Caulfield	1,088	0 0	2,176	0 0
Coburg	546	0 0	1,092	0 0
Collingwood	659	0 0	1,318	0 0
Essendon	766	0 0	1,532	0 0
Fitzroy	671	0 0	1,342	0 0
Footscray	814	0 0	1,628	0 0
Hawthorn	612	0 0	1,224	0 0
Kew	424	0 0	848	0 0
Malvern	814	0 0	..	..
Melbourne	2,012	0 0	4,024	0 0
Northcote	700	0 0	1,400	0 0
Port Melbourne	256	0 0	512	0 0
Prahran	995	0 0	1,990	0 0
Richmond	848	0 0	1,696	0 0
Sandringham	310	0 0	..	..
South Melbourne	916	0 0	1,832	0 0
St. Kilda	798	0 0	1,596	0 0
Mordialloc	139	0 0	278	0 0
Oakleigh Town	142	0 0	284	0 0
Preston City	320	0 0	640	0 0
Braybrook Shire	103	0 0	..	..
Broadmeadows Shire	72	0 0	144	0 0
Doncaster Shire	58	0 0	116	0 0
Eitham	81	0 0	162	0 0
Heidelberg Shire	401	0 0	..	..
Moorabbin Shire	167	0 0	334	0 0
Box Hill Borough	293	0 0	..	..
Werribee Shire	104	0 0	208	0 0
Ballarat Shire	710	0 0	1,420	0 0
Bendigo City	508	0 0	1,016	0 0
Geelong City	299	0 0	598	0 0
Warrnambool	155	0 0	310	0 0
Geelong West Borough	208	0 0	416	0 0
Mildura Town .. .. .	..	..	214	8 9
Newtown and Chilwell Borough	148	0 0	296	0 0
Sale Town	76	0 0	152	0 0
	18,644	0 0	33,660	8 9

APPENDIX B—*continued.*

LIST OF PLANT PURCHASED AT 30TH JUNE, 1926.

	£	s.	d.
Rollers, Horse-drawn	2,943	7	6
Steam and Motor Rollers	39,754	17	8
Boring Plant	89	1	4
Engines and Tractors	5,897	2	4
Crushers	8,535	11	0
Horse Brooms	605	5	0
Ploughs and Scoops	2,786	17	5
Tram Rails and Trucks	8,618	16	1
Tar Sprayers	4,521	11	2
Tar Carts and Boilers	7,819	1	0
Scarifiers	1,066	5	11
Road Graders	2,366	10	0
Waggons	2,667	11	5
Motor Lorries	19,354	4	5
Wharries	1,013	1	7
Motor Car and Cycles	7,814	0	10
Horses and Harness	859	6	5
Air Compressors	5,843	17	7
Concrete Mixers	399	19	3
Pile-driving Plant	45	0	0
Pump and Motor	68	10	0
Water Carts	889	2	4
Friction Hoist	189	11	10
Mechanical Loading Plant	328	0	0
Sundries, &c., and General	5,015	2	5
	<u>129,491</u>	<u>14</u>	<u>6</u>

APPENDIX C.

COUNTRY ROADS BOARD.

STATEMENT OF APPORTIONMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE OF MAIN ROADS FOR THE YEAR ENDED 30TH JUNE, 1925.

Name of Municipality.	Permanent Works.		Maintenance.	Name of Municipality.	Permanent Works.		Maintenance.
	Principal.	Interest.	Amount.		Principal.	Interest.	Amount.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Alberton Shire ..	847 3 3	19 19 9	5,892 17 7	Brought forward	33,263 11 11	539 15 0	73,407 16 11
Alexandra Shire ..	696 19 6	12 8 5	648 2 5	Hampden Shire ..	399 12 0	12 4 7	6,071 19 0
Arapiles Shire ..	211 18 4	2 6 4	1,133 13 11	Healesville Shire ..	36 11 4	1 4 3	881 2 7
Ararat Borough ..	..	..	106 10 0	Heidelberg Shire ..	..	..	2,319 19 2
Ararat Shire ..	996 15 0	..	2,787 9 5	Heytesbury Shire ..	22 12 2	0 15 2	3,416 9 2
Avoca Shire ..	69 14 10	2 12 4	116 12 9	Horsham Borough ..	627 19 0	7 1 2	370 5 2
Avon Shire ..	3,306 19 11	35 9 2	612 8 8	Huntly Shire ..	56 13 9	1 14 11	598 8 2
Bacchus Marsh Shire	2,281 17 9	59 12 4	1,123 12 3	Inglewood Borough ..	..	..	32 9 11
Bairnsdale Shire ..	..	..	759 15 1	Kara Kara Shire ..	1,542 9 6	15 5 5	747 12 0
Ballan Shire ..	614 17 6	2 6 10	1,158 0 10	Karkaroc Shire ..	1,237 19 2	13 16 0	1,595 2 8
Ballarat Shire ..	0 14 6	0 0 5	1,392 2 7	Keilor Shire ..	..	..	813 15 2
		0 14 6*		Kerang Shire ..	..	..	106 12 3
			504 12 9	Kilmore Shire ..	..	..	373 2 7
Bannockburn Shire ..	..	..	1,532 4 6	Koroit Borough ..	..	..	917 12 0
Barrarbool Shire ..	..	..	596 14 8	Korong Shire ..	353 15 2	5 5 7	591 4 8
Beechworth Shire ..	76 6 8	1 5 7	2,252 14 6	Korumburra Shire ..	3,415 0 10	25 17 8	1,446 8 2
Belfast Shire ..	16 14 7	0 11 5	1,399 0 7	Kowree Shire ..	269 9 1	6 13 0	1,128 13 5
Bellarine Shire ..	..	..	847 19 3	Kyneton Shire ..	212 10 0	0 13 2	961 3 3
Benalla Shire ..	849 16 11	31 6 5	677 3 4	Lawloit Shire ..	3,375 11 7	52 7 7	1,130 8 11
Bendigo City ..	..	..	2,756 15 6	Leigh Shire ..	853 7 5	3 7 4	399 10 7
Berwick Shire ..	3,438 0 6	47 19 11	336 0 11	Lexton Shire ..	..	..	569 16 2
Bet Bet Shire ..	..	..	764 10 3	Lilydale Shire ..	2,029 19 2	8 18 1	6,116 13 10
Birchip Shire ..	..	..	1,453 17 7	Lowan Shire ..	4,474 17 0	82 10 0	1,376 11 4
Blackburn and Mit-	..	..	217 17 5	Maffra Shire ..	365 14 5	7 4 1	1,336 17 4
cham	..	..	1,050 0 6	Maldon Shire ..	..	..	561 10 0
Borong Shire ..	434 2 10	1 11 0	351 10 1	Mansfield Shire ..	624 9 1	6 7 3	1,484 9 7
Braybrook Shire ..	..	..	12 0 9	Marong Shire ..	1,471 19 9	42 6 2	2,356 16 3
Bright Shire ..	27 18 0	0 7 8	1,249 8 3	Maryborough	..	..	22 8 11
Broadford Shire ..	..	..	1,264 19 9	Borough	..	..	496 11 9
Broadmeadows Shire	..	..	2,726 0 11	McIvor Shire ..	..	..	404 15 6
Bulla Shire ..	..	..	374 8 7	Melton Shire ..	..	..	189 12 5
Buln Buln Shire ..	4,369 15 0	72 14 1	600 4 10	Metcalf Shire ..	..	..	141 14 0
Bungaree Shire ..	155 4 2	6 1 1	610 7 6	Mildura Town ..	236 17 3	1 17 7	338 11 5
Buninyong Shire ..	4 10 1	0 2 8	413 15 1	Mildura Shire ..	2,114 3 2	32 4 2	2,946 17 9
		4 10 1*		Minhamite Shire ..	..	..	101 17 0
				Mirboo Shire ..	627 2 6	14 2 9	1,407 3 7
Carrum Borough ..	..	..	420 0 2	Moorabbin Shire ..	..	..	375 1 11
Castlemaine	..	..	256 6 9	Mordialloc Town ..	..	..	611 10 11
Borough	..	..	26 10 3	Mornington Shire ..	626 1 1	19 13 11	800 1 10
Charlton Shire ..	2,845 5 3	25 14 1	1,227 13 6	Mortlake Shire ..	..	..	609 19 4
Chiltern Shire ..	17 18 2	5 15 8	2,177 18 0	Morwell Shire ..	2,310 7 5	18 5 1	1,468 15 8
Clunes Borough ..	..	..	3,094 16 10	Mount Rouse	..	..	1,768 1 10
Colac Shire ..	..	..	95 13 3	Shire	..	..	1,093 4 0
Corio Shire ..	1 4 3	0 0 2	557 12 4	Mulgrave Shire ..	..	..	270 5 5
		1 4 3*	2,973 16 6	Narraean Shire ..	766 15 8	27 3 3	..
			449 12 4	Newham and Wood-	212 10 0	0 13 1	..
Cranbourne Shire ..	1,785 16 9	29 10 2	2,533 17 2	end Shire	..	..	..
Creswick Borough ..	..	..	1,291 18 7	Newtown and Chil-	..	..	288 5 1
Creswick Shire ..	..	..	678 13 11	well Borough	..	..	..
Dandenong Shire ..	..	..	1,144 7 9	Newstead and Mt.	..	..	..
Daylesford Borough ..	..	..	2,926 5 5	Alexander Shire ..	..	..	..
Deakin Shire ..	1 11 5	0 1 1	785 16 7	Numurkah Shire ..	457 12 11	5 13 6	1,310 7 8
		1 11 5*	185 13 3	Oakleigh Town ..	..	..	535 10 6
			1,062 10 0	Ormeo Shire ..	333 2 5	3 3 0	1,046 16 8
Dimboola Shire ..	5 19 7	0 4 6	295 1 10	Orbost Shire ..	97 18 11	3 10 5	1,101 1 3
		5 19 7*	3,628 15 4	Otway Shire ..	15 17 2	0 1 10	545 13 8
Donald Shire ..	114 7 11	1 9 1	2,525 1 1	Oxley Shire ..	944 16 3	15 13 5	257 4 1
Doncaster and Tem-	2 11 2	0 0 7	553 14 7	Phillip Island and	1,878 13 5	10 1 3	1,227 16 7
plestowe Shire ..	..	2 11 2*	2,210 16 8	Woolamai Shire ..	..	..	253 8 4
Dundas Shire ..	430 8 0	2 7 8	..	Port Fairy Borough	..	..	947 5 6
Dunmunkle Shire ..	1,169 19 0	9 9 1	..	Portland Shire ..	425 12 7	1 11 5	510 9 3
East Loddon Shire ..	464 14 0	13 2 9	..	Preston Town ..	..	..	292 17 5
Echuca Borough ..	3,187 0 6	72 12 8	..	Pyalong Shire ..	..	..	182 12 2
Eltham Shire ..	298 4 1	8 16 4	..	Queenscliff Borough	..	..	..
Euroa Shire ..	957 3 9	11 9 7	..	Ringwood Borough	127 17 9	0 6 11	..
Ferntree Gully Shire	..	..	..	Ripon Shire ..	..	..	1,173 3 6
Flinders Shire ..	1,072 19 5	26 10 11	..	Rochester Shire ..	572 18 3	17 3 0	524 5 2
Footscray City ..	..	..	..	Rodney Shire ..	953 1 5	8 18 8	1,314 4 0
Frankston and Has-	231 0 4	4 19 6	..	Romsey Shire ..	512 11 0	1 18 5	442 5 7
tings Shire ..	..	..	..	Rosedale Shire ..	118 13 3	0 19 10	864 19 1
Geelong City ..	..	..	..	Rutherglen Shire ..	340 1 9	1 10 3	628 11 1
Geelong West	..	..	..	Sale Town ..	..	..	94 15 2
Borough	..	..	..	Seymour Shire ..	5 0 10	0 4 2	717 12 4
Gisborne Shire ..	79 6 1	2 2 11	..		5 0 10*		
Glenelg Shire ..	519 15 0	1 15 6	..	Shepparton Shire ..	4,760 16 2	82 2 9	840 4 3
Glenlyon Shire ..	..	..	..	
Goulburn Shire ..	1,572 1 8	9 5 4	..				
Grenville Shire ..	106 16 3	1 1 0	..				
Hamilton Borough	..	..	..	
Carried forward	33,263 11 11	539 15 0	73,407 16 11	Carried forward	73,072 13 6	1,105 5 11	139,258 11 10

* Liability Liquidated.

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

Name of Municipality.	Permanent Works.		Maintenance.	Name of Municipality.	Permanent Works.		Maintenance.
	Principal.	Interest.	Amount.		Principal.	Interest.	Amount.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Brought forward	73,072 13 6	1,105 5 11	139,258 11 10	Brought forward	83,861 2 8	1,286 11 4	152,702 16 9
South Barwon Shire	..	..	981 5 7	Wangaratta	1,166 9 11	24 7 1	1,007 1 1
South Gippsland Shire	1,165 14 0	9 7 6	487 2 0	Borough	..	..	296 10 11
St. Arnaud Borough	..	..	379 4 3	Wangaratta Shire	..	..	1,531 2 1
Stawell Borough ..	..	..	24 15 10	Wannon Shire ..	13 8 8	..	1,101 11 8
Stawell Shire ..	505 17 1	1 5 1	2,590 8 10	Waranga Shire ..	932 1 5	7 11 1	2,755 6 3
Strathfieldsaye Shire	260 4 8	5 0 7	451 15 0	Warragul Shire ..	2,217 5 0	36 7 1	7,448 17 5
Swan Hill Shire ..	1,371 4 11	31 8 5	1,869 17 4	Warrnambool Shire	..	..	1,487 13 0
Talbot Shire ..	..	..	162 5 6	Werribee Shire ..	..	..	2,347 12 0
Tambo Shire ..	2,276 4 2	55 1 11	1,610 8 11	Whittlesea Shire ..	984 3 9	18 10 10	948 2 2
Towong Shire ..	1,293 16 11	15 6 3	1,002 17 7	Wimmera Shire ..	1,369 9 2	20 17 8	825 19 4
Traralgon Shire ..	496 9 11	2 18 7	511 5 5	Winchelsea Shire	934 16 8	9 6 6	650 18 4
Tullaroop Shire ..	..	..	938 16 0	Wodonga Shire ..	..	..	263 13 10
Tungamah Shire ..	951 0 6	18 7 5	187 7 1	Wonthaggi Borough	..	..	1,647 6 5
Upper Murray Shire	378 5 3	0 19 3	570 8 11	Woorayl Shire ..	2,608 4 8	21 8 10	1,379 16 11
Upper Yarra Shire	303 11 9	7 4 8	653 7 6	Wycheproof Shire	305 17 11	0 2 0	696 5 6
Violet Town Shire	844 3 3	18 13 5	215 18 4	Yackandandah Shire	1,131 0 6	26 6 3	325 7 0
Walpeup Shire ..	941 16 9	15 12 4	807 0 10	Yarrowonga Shire	23 12 10	0 12 6	794 13 7
				Yea Shire ..	141 1 4	4 9 9	
Carried forward	83,861 2 8	1,286 11 4	152,702 16 9		95,688 14 6	1,456 10 11	178,210 14 3

APPENDIX D.

COUNTRY ROADS BOARD.

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION AND MAINTENANCE OF MAIN ROADS FOR THE YEAR ENDED 30th JUNE, 1926.

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ALBERTON SHIRE—				
Balook-Traralgon Road	915 6 7		92 15 1	
Boolarra-Welshpool Road .. .. .	..		66 11 4	
Carrajung-Gormandale Road	1,932 17 10		264 11 1	
Foster-Yarram Road .. .. .	..		122 12 8	
Sale-Yarram Road	425 17 10		1,450 10 3	
Yarram-Boolarra Road .. .. .	..		387 4 2	
Yarram-Port Albert Road .. .. .	..		1,110 16 4	
Yarram-Won Wron .. .. .	..		49 4 8	
		3,274 2 3		3,544 5 7
ALBERTON AND MORWELL SHIRES (Joint Works)—				
Boolarra-Welshpool Road .. .. .	..		275 16 11	
Yarram-Boolarra Road .. .. .	..		0 1 9	
				275 18 8
ALEXANDRA SHIRE—				
Cathkin-Mansfield Road	3 2 0		510 0 4	
Healesville-Alexandra Road	844 0 7		1,463 3 7	
Upper Goulburn Road	827 6 5		1,073 16 4	
Yarek Road .. .. .	..		188 0 1	
		1,674 9 0		3,235 0 4
ALEXANDRA AND YEA SHIRES (Joint Works)—				
Cathkin-Mansfield Road and Upper Goulburn Road ..	39 1 1		0 10 10	
		39 1 1		0 10 10
ARAPILES SHIRE—				
Horsham-Hamilton Road .. .. .	..		495 10 9	
Horsham-Natimuk-Edenhope Road	1,492 16 8		199 14 10	
		1,492 16 8		695 5 7
ARARAT BOROUGH—				
Ballarat-Stawell Road .. .. .	..		1,697 0 10	
				1,697 0 10
ARARAT SHIRE—				
Ararat-Elmhurst Road .. .. .	..		1,324 10 7	
Ararat-Warrnambool Road .. .. .	..		2,299 17 5	
Ballarat-Hamilton Road	5,966 15 6		2,564 16 6	
Ballarat-Stawell Road .. .. .	..		25 10 4	
Maroona-Glenhompson Road .. .. .	..		2,084 4 9	
		5,966 15 6		8,298 19 7
ARARAT AND LEXTON SHIRES (Joint Works)—				
Ararat-Elmhurst Road .. .. .	..		4 0 10	
				4 0 10
AVOCA SHIRE—				
Ararat Road .. .. .	..		391 1 3	
Ballarat-St. Arnaud Road	697 18 4		540 3 1	
Bealiba Road .. .. .	..		88 2 11	
Landsborough Road .. .. .	..		..
Maryborough Road .. .. .	..		32 13 2	
Natte Yallock Road .. .. .	..		..
Navarre Road .. .. .	..		..
		697 18 4		1,052 0 5
AVON SHIRE—				
Dargo Road	25 14 0		705 6 0	
Maffra-Sale Road .. .. .	..		114 2 3	
Prince's Highway .. .. .	..		260 4 9	
		25 14 0		1,079 13 0
BACCHUS MARSH SHIRE—				
Ballarat Road .. .. .	..		467 19 1	
Geelong-Bacchus Marsh Road	116 2 2		71 0 3	
Gisborne Road .. .. .	..		910 11 11	
		116 2 2		1,449 11 3
BACCHUS MARSH AND BALLAN SHIRES (Joint Works)—				
Ballarat Road .. .. .	..		..
BAIRNSDALE SHIRE—				
Bairnsdale-Bruthen Road .. .. .	..		2 19 5	
Bullumwaal-Tabberabbera Road	187 0 0		547 10 5	
Prince's Highway .. .. .	..		1,235 8 2	
		187 0 0		1,785 18 0
BAIRNSDALE AND TAMBO SHIRES (Joint Works)—				
Bairnsdale-Bruthen Road .. .. .	..		..
Carried forward		13,473 19 0		23,118 4 11

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	13,473 19 0	..	23,118 4 11
BALLAN SHIRE—				
Ballarat Road .. .. .	..	..	55 16 2	
Daylesford Road .. .. .	..	..	432 10 9	
Gordons-Meredith Road .. .. .	..	..	126 3 2	
Mount Wallace Road	594 14 0	..	421 6 5	
		594 14 0		1,035 16 6
BALLARAT SHIRE—				
Ararat Road .. .. .	..	..	300 12 0	
Ballarat-Creswick Road .. .. .	..	..	1,278 6 1	
Ballarat-Lexton Road .. .. .	..	..	3,272 15 11	
Maryborough-Ballarat Road .. .. .	..	..	1,799 7 0	
				6,651 1 0
BANNOCKBURN SHIRE—				
Geelong-Ballarat Road .. .. .	..	..	1,870 6 2	
Gordons-Meredith Road .. .. .	..	..	32 11 6	
Inverleigh Road .. .. .	..	..	1,119 11 4	
Shelford-Bannockburn Road .. .. .	..	..	103 0 8	
				3,125 9 8
BARRARBOOL SHIRE—				
Anglesea Road .. .. .	..	..	1,422 18 5	
Hendy Main Road .. .. .	..	..	229 2 5	
Prince's Highway .. .. .	..	..	148 1 8	
				1,800 2 6
BEECHWORTH SHIRE—				
Beechworth Road .. .. .	..	..	754 11 7	
Bright Road .. .. .	..	..	19 7 5	
Everton-Myrtleford Road .. .. .	..	..	966 9 7	
Stanley Road	630 10 6	..	318 6 2	
		630 10 6		2,058 14 9
BEECHWORTH AND BRIGHT SHIRES (Joint Works)—				
Bright Road .. .. .	..	..	34 13 6	
				34 13 6
BELFAST SHIRE—				
Hamilton Road	350 0 0	..	1,892 17 1	
Penshurst Road .. .. .	..	..	698 7 2	
Prince's Highway (Portland section) .. .. .	..	..	445 18 5	
Prince's Highway (Warrnambool-Port Fairy section) .. .. .	..	..	220 5 2	
		350 0 0		3,257 7 10
BELLARINE SHIRE—				
Geelong-Portarlington Road .. .. .	..	..	2,297 4 0	
Geelong-Queenscliff Road .. .. .	..	..	1,943 0 10	
				4,240 4 10
BENALLA SHIRE—				
Goorambat Road .. .. .	..	..	943 5 1	
Goorambat-Thoona Road .. .. .	..	..	612 4 2	
Sydney Road .. .. .	..	..	2,836 0 6	
Tatong Road .. .. .	..	..	25 4 6	
				4,416 14 3
BERWICK SHIRE—				
Gembrook Road	826 5 3	..	135 2 0	
Gembrook-Beenak Road .. .. .	..	..	12 17 5	
Hallam-Emerald Road .. .. .	..	..	80 3 1	
Nar-nar-noon-Longwarry Road	700 0 0	..	1,504 5 9	
Prince's Highway .. .. .	..	..	671 0 0	
Woori Yallock-Pakenham-Koo-wee-rup Road	4,624 1 8	..	913 9 3	
		6,150 6 11		3,316 17 6
BET BET SHIRE—				
Avoca-Bealiba Road	369 14 6	..	548 10 5	
Betley Road .. .. .	..	..	42 5 2	
Dunolly Road .. .. .	..	..	79 4 7	
		369 14 6		670 0 2
BIRCHIP SHIRE—				
Beulah-Birchip-Wycheproof Road	1,288 5 0	..	588 6 0	
Donald-Birchip-Sealake Road .. .. .	..	..	829 13 7	
		1,288 5 0		1,417 19 7
BORUNG SHIRE—				
Birchip Road	74 3 7	..	88 13 11	
Dimboola Road	107 15 5	..	30 1 7	
Hopetoun Road	9 1 10	..	762 13 5	
Minyip Road	3,452 14 6	..	168 16 9	
Rainbow Road	1 13 3	..	193 13 4	
		3,645 8 7		1,243 19 0
BLACKBURN AND MITCHAM SHIRE—				
Main Healesville Road .. .. .	..	..	1,635 12 5	
				1,635 12 5
BRAYBROOK SHIRE—				
Prince's Highway .. .. .	..	..	Bd. 634 19 6	
Ballarat Road .. .. .	..	..	4,579 11 1	
				5,214 10 7
BRIGHT SHIRE—				
Bright Road	2,450 0 0	..	812 0 2	
Harrierville Road .. .. .	..	..	306 4 4	
		2,450 0 0		1,118 4 6
Carried forward .. .. .	..	28,952 18 6	..	64,355 13 6

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	28,952 18 6	..	64,355 13 6
BRIGHT AND OMEO SHIRES (Joint Works)— Bright-Omeo Road	Bd. 1,753 16 7	1,753 16 7
BROADFORD SHIRE— Sydney Road	228 15 9	228 15 9
BROADMEADOWS SHIRE— Sydney Road	2,570 4 2	2,570 4 2
BROADMEADOWS AND KEILOR SHIRES (Joint Works)— Lancefield Road	2,522 14 11	2,522 14 11
BULLA SHIRE— Melbourne-Lancefield Road Sunbury Road	3,928 1 0 117 6 4	4,045 7 4
BULLA AND KEILOR SHIRES (Joint Works)— Melbourne-Lancefield Road	56 3 0	56 3 0
BULN BULN SHIRE— Bloomfield Road Fumina Road Loch Valley Road Magpie-Duggan Road Longwarry-Drouin Road Main Neerim "A" Road Main Neerim "B" Road Main Neerim "C" Road Main South Road Neerim East Road Prince's Highway Westernport Road	1,413 1 6 52 19 6 1,107 6 9	6 11 3 235 7 2 107 11 6 7 3 10 535 7 1 364 18 6 1,482 5 7 321 9 9 1,652 14 7 68 13 7 322 15 6 101 11 9	5,206 10 1
BUNGAREE SHIRE— Ballarat Road Ballarat-Creswick Road Daylesford-Ballarat Road	62 11 8 3 19 1 84 2 9	150 13 6
BUNINYONG SHIRE— Ballarat Road Ballarat-Rokewood Road Elaine-Mt. Mercer Road Geelong-Ballarat Road	34 1 5 396 2 0 80 12 2 579 14 6	1,090 10 1
CARRUM BOROUGH— Point Nepean Road	8 3 4	8 3 4	809 17 11	809 17 11
CASTLEMAINE BOROUGH— Melbourne-Bendigo Road	935 16 7	935 16 7
CHARLTON SHIRE— Bendigo Road Donald Road St. Arnaud Road Wycheproof Road	259 12 1 638 0 2 390 14 8 289 18 11	1,578 5 10
CHILTERN SHIRE— Chiltern-Howlong Road Rutherglen-Wodonga Road Sydney Road	52 11 0 63 15 0 212 3 6	328 9 6
CLUNES BOROUGH— Maryborough-Ballarat Road	313 1 0	313 1 0
COLAC SHIRE— Colac-Ballarat Road Colac-Beech Forest Road Cressy-Inverleigh Road Prince's Highway	1,952 11 11	1,475 2 5 1,942 4 8 281 5 0 4,146 5 7	7,844 17 8
COLAC AND HEYTESBURY SHIRES (Joint Works)— Prince's Highway	0 10 10	0 10 10
CORIO SHIRE— Ballarat Road Fyansford Road Geelong-Bacchus Marsh Road Prince's Highway Prince's Highway	2,020 16 10 72 2 1 744 14 2 Sh. 7 0 8 Bd. 453 15 1	3,298 8 10
Carried forward	33,487 1 6	..	97,089 17 1

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

Municipality and Road.	Permanent Works.				Maintenance.			
	Amount.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward			33,487	1 6	..	..	97,089	17 1
CRANBOURNE SHIRE—								
Koo-wee-rup-Pakenham Road	348	2 7			258	12 5		
Lang Lang-Nyora Road	2,479	12 2			21	1 9		
Main Coast Road	99	10 0			3,927	4 7		
Westernport Road	1,969	10 0			890	2 5		
			4,896	14 9			5,097	1 2
CRESWICK BOROUGH—								
Castlemaine-Ballararat Road .. .. .	..	..			405	6 7		405 6 7
CRESWICK SHIRE—								
Castlemaine-Ballararat Road .. .. .	..	..			1,486	1 3		
Daylesford-Ballararat Road .. .. .	..	..			728	18 9		2,215 0 0
DANDENONG SHIRE—								
Cheltenham Road .. .. .	..	..			1,406	4 6		
Prince's Highway .. .. .	..	..			937	16 0		2,344 0 6
DANDENONG AND CRANBOURNE SHIRES (Joint Works)—								
Frankston-Dandenong Road .. .. .	..	..			47	4 0		47 4 0
DAYLESFORD BOROUGH—								
Ballan Road .. .. .	..	..			121	17 6		
Ballarat Road .. .. .	..	..			67	1 3		
Castlemaine Road .. .. .	..	..			..	..
Hepburn-Daylesford Road .. .. .	..	..			177	13 8		
Malmsbry-Daylesford Road .. .. .	..	..			271	10 3		638 2 8
DEAKIN SHIRE—								
Echuca-Cornella Road .. .. .	..	..			941	13 9		
Echuca-Picola Road .. .. .	..	..			1,045	19 4		
Kyabram-Nathalia Road .. .. .	..	..			2,023	1 5		
Kyabram-Tongala Road .. .. .	..	..			1,205	19 5		
Rochester-Kyabram Road .. .. .	..	..			1,007	12 5		6,224 6 4
DEAKIN AND NUMURKAH SHIRES (Joint Works)—								
Kyabram-Nathalia Road .. .. .	..	..			12	3 7		
Echuca-Picola Road .. .. .	..	..			1,640	13 10		1,652 17 5
DEAKIN AND RODNEY SHIRES (Joint Works)—								
Kyabram-Tongala Road .. .. .	..	..			3	0 0		
Rochester-Kyabram Road .. .. .	..	..			562	6 4		565 6 4
DIMBOOLA SHIRE—								
Hopetoun-Rainbow Road .. .. .	..	..			701	4 1		
Horsham Road .. .. .	..	..			0	3 7		
Nhill Road .. .. .	..	..			77	19 6		
Rainbow Road	2,616	11 3			1,230	5 6		
Rainbow Rises Road .. .. .	..	..			818	5 4		
Warracknabeal Road	2,052	19 9			964	14 5		3,792 12 5
			4,669	11 0				
DIMBOOLA AND KARKAROO SHIRES (Joint Works)—								
Rainbow Road .. .. .	..	..			0	6 8		0 6 8
DONALD SHIRE—								
Donald-Charlton Road	170	0 0			749	4 10		
Donald-Minyip Road .. .. .	..	..			44	0 10		
St. Arnaud-Birchip Road .. .. .	..	..			1,413	5 1		2,206 10 9
			170	0 0				
DONCASTER AND TEMPLESTOWE SHIRE—								
Doncaster Road .. .. .	..	..			2,442	2 9		
Heidelberg-Warrandyte Road .. .. .	..	..			1,931	4 11		
Warrandyte-Ringwood Road .. .. .	..	..			413	19 1		4,787 6 9
DUNDAS SHIRE—								
Hamilton-Dunkeld Road	653	0 0			1,940	3 3		
Hamilton-Horsham Road	373	0 0			3,397	10 5		
Hamilton-Mount Gambier Road	388	7 10			1,229	16 8		
Hamilton-Port Fairy Road .. .. .	..	..			2,201	16 2		
Hamilton-Portland Road	275	0 0			415	19 2		
Hamilton-Warrnambool Road .. .. .	..	..			558	13 10		
			1,689	7 10				9,743 19 6
DUNDAS SHIRE AND HAMILTON BOROUGH (Joint Works)—								
Hamilton-Warrnambool Road .. .. .	..	..			3	7 6		3 7 6
DUNDAS AND PORTLAND SHIRES (Joint Works)—								
Hamilton-Portland Road	1,266	9 4			1	7 7		1 7 7
			1,266	9 4				
DUNMUNKLE SHIRE—								
Minyip-Donald Road .. .. .	..	..			160	8 5		
Rupanyup-Murtoa Road	12,384	13 6			410	6 8		
Stawell-Warracknabeal Road	55	13 5			1,164	10 7		
			12,440	6 11				1,735 5 8
Carried forward			58,619	11 4	..	..	138,549	18 11

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ d.	£ s. d.
Brought forward .. .. .	..	58,619 11 4	..	138,549 18 11
EAST LODDON SHIRE—				
Dingee Road .. .. .	..	..	146 2 10	
Mitiamo Road	659 6 11	..	141 11 6	
Prairie Road .. .. .	..	..	110 4 6	
Prairie-Borong Road .. .. .	..	..	24 11 3	
		659 6 11		422 10 1
ELTHAM SHIRE—				
Eltham-Yarra Glen Road	2,854 12 5	..	3,088 18 7	
Hurstbridge-Kinglake Road .. .. .	..	..	1,008 8 7	
		2,854 12 5		4,097 7 2
ELTHAM AND LILYDALE SHIRES (Joint Works)—				
Eltham-Yarraglen Road .. .. .	..	..	14 17 1	
				14 17 1
ECHUCA BOROUGH—				
Echuca-Cornella Road .. .. .	..	..	..
Echuca West Road	204 2 1	..	..
		204 2 1		
EUROA SHIRE—				
Arcadia Road	1,448 3 9	..	2 6 10	
Euroa-Arcadia Road	908 8 10	..	123 14 4	
Euroa-Mansfield Road	1,966 5 0	..	97 9 3	
Euroa-Strathbogie Road	434 0 0	..	244 7 1	
Murchison-Shepparton Road .. .. .	..	..	194 10 0	
Sydney Road .. .. .	..	..	80 16 6	
		4,756 17 7		743 4 0
FERNTREE GULLY SHIRE—				
Emerald Road .. .. .	..	..	0 0 11	
Main Ferntree Gully Road .. .. .	..	..	3,626 4 10	
Monbulk Road .. .. .	..	..	3,777 7 7	
Olinda Road .. .. .	..	..	5,357 4 5	
Belgrave-Emerald Road .. .. .	..	..	331 6 10	
				13,092 4 7
FLINDERS SHIRE—				
Dromana Road .. .. .	..	..	897 4 1	
Dromana-Sorrento Road	550 13 0	..	2,327 3 2	
Hastings-Flinders Road	120 11 0	..	1,876 3 9	
Mornington-Flinders Road	586 6 0	..	670 13 8	
Stony Point Road .. .. .	..	..	99 10 0	
		1,257 10 0		5,870 14 8
FOOTSCRAY CITY—				
Prince's Highway .. .. .	..	..	Bd. 3,530 14 6	
				3,530 14 6
FRANKSTON AND HASTINGS SHIRE—				
Frankston-Flinders Road	1,320 5 4	..	1,112 15 3	
Point Nepean Road	919 6 11	..	1,189 2 0	
		2,239 12 3		2,301 17 3
GISBORNE SHIRE—				
Bacchus Marsh Road .. .. .	..	..	370 7 3	
Gisborne Station Road .. .. .	..	..	96 8 2	
Melbourne-Bendigo Road .. .. .	..	..	174 6 5	
				641 1 10
GISBORNE AND BULLA SHIRES (Joint Works)—				
Melbourne-Bendigo Road .. .. .	..	..	5 16 3	
				5 16 3
GLENELG SHIRE—				
Coleraine-Casterton Road .. .. .	..	..	781 3 3	
Dergholm Road	1,185 10 9	..	1,287 18 0	
Mount Gambier Road	1,977 17 6	..	1,388 8 3	
Portland-Casterton Road .. .. .	..	..	1,596 1 0	
Wando Vale Road .. .. .	..	..	322 7 0	
		3,163 8 3		5,375 17 6
GLENLYON SHIRE—				
Ballan Road .. .. .	..	..	360 7 6	
Ballarat Road .. .. .	..	..	477 0 8	
Castlemaine-Daylesford Road .. .. .	..	..	479 16 3	
Hepburn-Daylesford Road .. .. .	..	..	155 2 1	
Malmsbury-Daylesford Road .. .. .	..	..	413 4 7	
Melbourne-Bendigo Road .. .. .	..	..	..
				1,885 11 1
GOULBURN SHIRE—				
Avenel-Longwood Road .. .. .	..	..	..
Goulburn Valley Road	1,435 5 5	..	606 4 0	
Murchison-Shepparton Road .. .. .	..	..	42 0 0	
Vickers-road .. .. .	..	..	8 6 3	
		1,435 5 5		656 10 3
GRENVILLE SHIRE—				
Ballarat-Hamilton Road .. .. .	..	..	2,075 6 6	
Cressy Road	107 9 6	..	322 17 4	
Lismore Road .. .. .	..	..	1,436 19 4	
Pitfield Road .. .. .	..	..	690 17 7	
		107 9 6		4,526 0 9
Carried forward		75,297 15 9	..	181,714 5 11

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward		75,297 15 9	..	181,714 5 11
HAMILTON BOROUGH—				
Ararat Road .. .. .	..	..	188 3 2	
Coleraine Road .. .. .	..	..	321 2 9	
Hamilton-Warrnambool Road .. .. .	..	..	..
Port Fairy Road .. .. .	..	..	174 11 1	
Portland .. .. .	..	..	58 11 11	
				742 8 11
HAMILTON BOROUGH AND DUNDAS SHIRE (Joint Works)—				
Hamilton-Warrnambool Road .. .. .	..	..	21 16 8	
				21 16 8
HAMPDEN SHIRE—				
Camperdown-Ballararat Road .. .. .	..	..	5,219 17 1	
Camperdown-Cobden Road .. .. .	..	..	..
Lismore-Cressy Road .. .. .	..	..	1,238 12 7	
Prince's Highway .. .. .	..	..	2,625 9 9	
Terang-Mortlake Road .. .. .	..	..	1,408 14 0	
				10,492 13 5
HEALESVILLE SHIRE—				
Healesville-Alexandra Road	303 13 6		2,624 18 2	
Healesville-Woori Yallock Road .. .. .	..	..	124 6 3	
Marysville Road	580 0 0		143 0 0	
		883 13 6		2,892 4 5
HEALESVILLE AND LILYDALE SHIRES (Joint Works)—				
Healesville-Alexandra Road .. .. .	..	..	2 10 1	
				2 10 1
HEIDELBERG SHIRE—				
Greensborough-Hurstbridge Road .. .. .	..	..	5,363 4 3	
Heidelberg-Warrandyte Road .. .. .	..	..	45 15 7	
Main Heidelberg-Eltham Road .. .. .	..	..	1,292 17 8	
Main Whittlesea Road .. .. .	..	..	1 18 10	
				6,703 16 4
HEIDELBERG AND DONCASTER SHIRES (Joint Works)—				
Heidelberg-Warrandyte Road .. .. .	..	..	..
HEYTESBURY SHIRE—				
Camperdown-Cobden Road .. .. .	..	..	824 15 2	
Cobden-Port Campbell-Princetown Road	4,985 7 3		2,000 6 0	
Prince's Highway .. .. .	..	..	86 0 1	
		4,985 7 3		2,911 1 3
HORSHAM BOROUGH				
Dimboola-Horsham Road .. .. .	..	..	865 10 7	
Dooen Road .. .. .	..	..	1,849 3 4	
Hamilton Road .. .. .	..	..	773 4 10	
Natimuk Road	2,043 15 9		42 17 3	
		2,043 15 9		3,530 16 0
HUNTLY SHIRE—				
Bendigo-Echuca Road .. .. .	..	..	538 6 0	
				538 6 0
INGLEWOOD BOROUGH—				
Bendigo-Charlton Road .. .. .	..	..	173 8 4	
				173 8 4
KARA KARA SHIRE—				
Avoca-St. Arnaud Road .. .. .	..	..	406 4 4	
Charlton Road .. .. .	..	..	110 14 2	
Navarre Road	955 12 6		1,117 1 6	
St. Arnaud-Donald Road	8,916 7 1		16 2 3	
		9,871 19 7		1,650 2 3
KARKAROOC SHIRE—				
Hopetoun-Rainbow Road	1,922 5 4		70 12 11	
Hopetoun-Warracknabeal Road	4 16 0		2,033 6 0	
Hopetoun-Woomelang-Sea Lake Road	749 7 11		1,104 11 8	
Rainbow-Beulah-Birchip Road	4,183 6 11		1,145 16 8	
Rainbow Road .. .. .	..	..	..
		6,859 16 2		4,354 7 3
KEILOR SHIRE—				
Melbourne-Bendigo Road .. .. .	..	..	529 17 1	
				529 17 1
KERANG SHIRE—				
Koondrook Road .. .. .	..	..	448 3 2	
				448 3 2
KILMORE SHIRE—				
Heathcote Road .. .. .	..	..	94 14 0	
				94 14 0
KOROIT BOROUGH—				
Koroit-Warrnambool Road .. .. .	..	..	3,510 2 9	
				3,510 2 9
KORONG SHIRE—				
Borong-Hurstwood Road	13 5 0		170 6 4	
Charlton-Bendigo Road .. .. .	..	..	247 14 5	
Serpentine Road	53 9 0		275 19 0	
		66 14 0		693 19 9
KORONG AND CHARLTON SHIRES (Joint Works)—				
Charlton-Bendigo .. .. .	..	..	79 10 7	
				79 10 7
Carried forward		100,009 2 0	..	221,084 4 2

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

Municipality and Road.	Permanent Works.			Maintenance.		
	Amount.		Total.	Amount.		Total.
	£	s. d.	£ s. d.	£	s. d.	£ s. d.
Brought forward .. .. .	..	..	100,009 2 0	..	..	221,084 4 2
KORUMBURRA SHIRE—						
Bena-Poowong Road	2,122	8 0		577	18 8	
Korumburra-Drouin Road .. .. .	..	..		595	9 5	
Korumburra-Leongatha Road .. .. .	..	..		221	3 0	
Korumburra-Warragul Road	602	10 2		1,157	13 5	
Korumburra-Wonthaggi Road	148	14 9		2,022	7 10	
Lang Lang-Nyora Road .. .. .	..	..		285	6 1	
Loch-Wonthaggi Road	27	13 1		126	12 8	
Nyora-Poowong Road .. .. .	..	..		469	4 7	
			2,901 6 0			5,455 15 8
KORUMBURRA AND WARRAGUL SHIRES (Joint Works)—						
Korumburra-Warragul Road .. .. .	..	..		26	8 0	
						26 8 0
KOWREE SHIRE—						
Booroopki Road .. .. .	..	..		418	13 8	
Edenhope-Goroke Road	2,031	6 1		1,664	11 11	
Edenhope-Natimuk Road .. .. .	..	..		..	..
Hamilton-Edenhope-Apsley Road .. .. .	..	..		2,730	16 9	
Horsham-Hamilton Road .. .. .	..	..		1	7 0	
			2,031 6 1			4,815 9 4
KYNETON SHIRE—						
Daylesford Road .. .. .	..	..		30	11 9	
Melbourne-Bendigo Road .. .. .	..	..		562	14 11	
Redesdale Road .. .. .	..	..		171	11 2	
Trentham Road .. .. .	..	..		885	16 3	
Tylden-Woodend Road .. .. .	..	..		111	15 11	
						1,762 10 0
LAWLOIT SHIRE—						
Broughton Road	43	11 5		469	3 10	
Nhill-Kaniva-Border Road .. .. .	..	..		261	6 9	
South Lillimur Road	1,564	2 5		482	11 9	
Yearinga Road	28	17 10		484	3 10	
			1,636 11 8			1,697 6 2
LEIGH SHIRE—						
Colac-Ballararat Road .. .. .	..	..		..	..
Cressy-Inverleigh Road .. .. .	..	..		1,046	17 10	
Cressy-Rokewood Road	75	15 6		312	16 1	
Inverleigh-Shelford Road .. .. .	..	..		97	6 9	
Rokewood-Shelford Road .. .. .	..	..		306	15 5	
Shelford-Bannockburn Road .. .. .	..	..		378	6 1	
Werneth Road	673	11 5		107	3 1	
Ballarat-Rokewood Road .. .. .	..	..		401	6 2	
			749 6 11			2,650 11 5
LEIGH AND COLAC SHIRES (Joint Works)—						
Cressy-Lismore Road .. .. .	..	..		0	2 9	
						0 2 9
LEXTON SHIRE—						
Avoca-Ararat Road .. .. .	..	..		312	2 4	
Avoca-Ballararat Road .. .. .	..	..		903	6 7	
						1,215 8 11
LILYDALE SHIRE—						
Main Healesville Road .. .. .	..	..		Bd. 123	16 6	
Main Healesville Road	811	6 3		11,129	5 3	
Main Warburton Road	23	18 8		648	7 2	
Monbulk Road	1,923	0 0		406	13 10	
Mount Dandenong Road	2,415	9 6		915	2 3	
Ringwood-Warrandyte Road .. .. .	..	..		9	15 0	
Yarraglen Road	1,132	9 5		38	14 11	
			6,306 3 10			13,271 14 11
LOWAN SHIRE—						
Dimboola-Kaniva Road .. .. .	..	..		220	12 1	
Goroke Road	637	18 8		440	10 0	
Lorquon West Road .. .. .	..	..		1,344	0 0	
Yanae Road	1,296	1 10		979	1 4	
			1,934 0 6			2,984 3 5
MAFFRA SHIRE—						
Briagalong-Dargo Road .. .. .	..	..		11	1 2	
Bushy Park-Valencia Creek Road .. .. .	..	..		630	9 5	
Licola Road	234	4 7		694	18 4	
Maffra-Sale Road .. .. .	..	..		131	8 10	
Tinamba-Boisdale Road	39	19 0		1,597	0 1	
Tinamba-Newry Road	50	0 0		30	15 2	
			324 3 7			3,095 13 0
MALDON SHIRE—						
Baringhup Road .. .. .	..	..		159	17 3	
Castlemaine-Maldon Road .. .. .	..	..		356	7 9	
Castlemaine-Newstead Road .. .. .	..	..		0	3 1	
Maldon-Eddington Road .. .. .	..	..		213	16 2	
Newstead Road .. .. .	..	..		125	1 7	
						855 5 10
Carried forward			115,892 0 7	..	..	258,914 13 7

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward		115,892 0 7	..	258,914 13 7
MANSFIELD SHIRE—				
Euroa-Merton Road .. .. .	..	..	190 13 7	
Jamieson Road .. .. .	..	..	1,404 15 6	
Mansfield Road	797 12 9	..	2,422 3 5	
Mansfield-Tolmie Road	2,797 10 0	..	104 19 1	
Mansfield-Wood's Point Road .. .. .	..	..	752 10 9	
Mansfield-Wood's Point Road .. .. .	..	..	Bd. 2,812 2 5	
		3,595 2 9		7,687 4 9
MARONG SHIRE—				
Bendigo-Bridgewater Road .. .. .	..	..	574 16 2	
Bendigo-Eddington Road	2,260 13 9	..	1,146 4 4	
Bendigo-Serpentine Road .. .. .	..	..	1,593 8 3	
Melbourne-Bendigo Road .. .. .	..	..	95 6 4	
		2,260 13 9		3,409 15 1
MARYBOROUGH BOROUGH—				
Avoca Road .. .. .	..	..	34 12 6	
Castlemaine Road .. .. .	..	..	62 16 0	
Eddington Road .. .. .	..	..	22 2 6	
				119 11 0
MELTON SHIRE—				
Ballarat Road .. .. .	..	..	139 3 4	
Melbourne-Bendigo Road .. .. .	..	..	37 18 8	
Toolern Road .. .. .	..	..	803 11 2	
				980 13 2
METCALFE SHIRE—				
Kyneton-Redesdale Road .. .. .	..	..	1,386 7 3	
Melbourne-Bendigo Road .. .. .	..	..	313 3 11	
				1,699 11 2
MILDURA TOWN—				
Deakin Avenue .. .. .	..	..	540 17 11	
Langtree Avenue .. .. .	..	..	154 17 8	
Punt Road	1,779 9 7	..	..
Tenth Street	369 7 10	..	..
		2,148 17 5		695 15 7
MILDURA SHIRE—				
Deakin Avenue	2 15 4	..	25 16 5	
Irymple Road	419 15 11	..	6,159 16 4	
Langtree Avenue .. .. .	..	..	..
Melbourne Road .. .. .	..	..	0 2 1	
Wentworth Road	6,192 4 0	..	298 7 2	
		6,614 15 3		6,484 2 0
MINHAMITE SHIRE—				
Hamilton-Macarthur-Port Fairy Road .. .. .	..	..	2,194 16 10	
Warrnambool-Hawkesdale-Penshurst Road .. .. .	..	..	1,833 2 7	
				4,027 19 5
MIRBOO SHIRE—				
Leongatha-Mirboo Road .. .. .	..	..	302 10 10	
Mardan Road	2,748 4 11	..	386 1 2	
Mirboo-Allambee East Road	305 10 0	..	298 18 3	
Mirboo South Road	41 10 0	..	761 11 8	
		3,095 4 11		1,749 1 11
MOORABBIN SHIRE—				
Centre Dandenong Road .. .. .	..	..	429 14 1	
Point Nepean Road .. .. .	..	..	424 1 11	
				853 16 0
MORDIALLOC TOWN—				
Point Nepean Road .. .. .	..	..	414 18 4	
				414 18 4
MORNINGTON SHIRE—				
Point Nepean Road	370 19 6	..	3,913 8 9	
		370 19 6		3,913 8 9
MORTLAKE SHIRE—				
Mortlake-Ararat Road .. .. .	..	..	703 11 6	
Mortlake-Warrnambool Road .. .. .	..	..	1,032 14 10	
Terang-Mortlake Road .. .. .	..	..	1,010 3 1	
				2,746 9 5
MORWELL SHIRE—				
Boolarra-Foster Road	71 7 8	..	512 6 11	
Boolarra-Welshpool Road	999 2 0	..	382 2 1	
Jeeralang West Road	3,239 8 11	..	49 13 9	
Prince's Highway .. .. .	..	..	120 14 0	
		4,309 18 7		1,064 16 9
MORWELL AND ALBERTON SHIRES (Joint Works)—				
Boolarra-Welshpool Road	6 10 0	..	..
		6 10 0		
MORWELL AND TRARALGON SHIRES (Joint Works)—				
Jeeralang West Road .. .. .	..	..	40 8 1	
				40 8 1
MOUNT ROUSE SHIRE—				
Ballarat-Hamilton Road .. .. .	..	..	1,762 19 10	
Hamilton-Dunkeld Road .. .. .	..	..	535 10 0	
Hamilton-Penshurst Road .. .. .	..	..	1,429 15 4	
Maroona-Glenthompson Road .. .. .	..	..	233 4 0	
Penshurst-Caramut Road .. .. .	..	..	983 17 8	
				4,945 6 10
Carried forward .. .. .	..	138,294 2 9	..	299,747 11 10

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	138,294 2 9	..	299,747 11 10
MULGRAVE SHIRE— Ferntree Gully Road	1,208 2 4	1,208 2 4	2,983 3 5	2,983 3 5
MCIVOR SHIRE— Heathcote-Elmore Road Heathcote-Redesdale Road Kilmore-Heathcote-Bendigo Road	260 0 0 .. 550 0 0	810 0 0	261 14 1 297 11 6 1,008 0 1	1,567 5 8
NARRACAN SHIRE— Allambee-Childers Road Prince's Highway Trafalgar-Thorpdale Road Trafalgar-Willowgrove Road Walhalla Road Walhalla Road Yarragon-Leongatha Road Yarragon-Shady Creek Road .. .. .	.. .. 137 16 8 129 8 3 ..	267 4 11	0 10 0 335 4 0 295 16 8 324 1 4 Sh. 417 18 1 Bd. 292 5 6 817 8 11 198 7 7	2,681 12 1
NEWHAM AND WOODEND SHIRE— Lancefield Road Melbourne-Bendigo Road Tylden Road .. .. .	.. .. 3 4 4	3 4 4	122 14 6 255 17 6 30 0 11	408 12 11
NEWHAM AND WOODEND AND GISBORNE SHIRES (Joint Works)— Melbourne-Bendigo Road .. .. .	..	..	0 8 11	0 8 11
NEWHAM AND WOODEND AND KYNETON SHIRES (Joint Works)— Tylden Road	591 16 0	591 16 0	63 0 0	63 0 0
NEWSTEAD AND MOUNT ALEXANDER SHIRE— Castlemaine-Daylesford Road Castlemaine-Maryborough Road Creswick Road Maldon Road .. .. .	.. .. .. ..	..	229 1 6 692 13 4 168 3 2 63 6 9	1,153 4 9
NUMURKAH SHIRE— Echuca-Picola Road Nathalia-Kyabram Road Numurkah-Nathalia Road Numurkah-Tungamah Road Shepparton-Numurkah-Cobram Road	999 6 9 838 17 3 339 5 4 .. 1,806 3 2	3,983 12 6	175 17 10 527 17 7 163 16 6 13 4 6 1,631 9 6	2,512 5 11
NUMURKAH AND DEAKIN SHIRES (Joint Works)— Echuca-Picola Road .. .. .	..	..	96 14 5	96 14 5
OAKLEIGH TOWN— Ferntree Gully Road Prince's Highway Prince's Highway (Experimental Concrete Section) .. .. .	.. .. ..	..	826 14 2 299 7 4 139 18 2	1,265 19 8
ORBOST SHIRE— Cann Valley Road Genoa-Gipsy Point Road Marlo Road Prince's Highway	184 3 6 .. 24 12 0 ..	208 15 6	602 13 0 110 2 5 466 6 2 1,213 14 1	2,392 15 8
OMEQ SHIRE— Benambra Road Bruthen-Omeo Road Glen Wills Road	275 0 0	275 0 0	126 9 9 39 13 10 9 7 0	175 10 7
OTWAY SHIRE— Beech Forest-Apollo Bay Road Cobden-Port Campbell-Princetown Road Forrest-Apollo Bay Road Princetown Road .. .. .	.. .. .. ..	..	567 9 5 20 1 4 947 1 7 31 9 8	1,566 2 0
OXLEY SHIRE— Bright Road Greta-Glenrowan Road Oxley Road .. .. .	.. 221 0 8 ..	221 0 8	931 11 6 203 13 8 401 7 6	1,536 12 8
PHILLIP ISLAND AND WOOLAMAI SHIRE— Almurta Road Dalyston-Wonthaggi Road Inverloch-Wonthaggi Road Korumburra-Wonthaggi Road Main Coast Road Wonthaggi-Loch Road .. .. .	.. 2,649 4 5 .. 2,827 2 11 .. 843 16 5	6,320 3 9	304 5 2 229 12 10 661 7 2 140 18 1 546 14 0 561 9 4	2,444 6 7
Carried forward .. .. .	..	152,183 2 9	..	320,595 7 0

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	152,183 2 9	..	320,595 7 0
PHILLIP ISLAND AND WOOLAMAI SHIRE AND WONTHAGGI BOROUGH (Joint Works)—				
Loch-Wonthaggi Road .. .. .	..		121 6 1	121 6 1
PORTLAND SHIRE—				
Heath Road .. .. .	..		173 17 6	
Portland-Casterton Road	411 19 9		94 17 1	
Portland-Hamilton Road .. .. .	..		1,621 18 10	
Prince's Highway .. .. .	..		62 14 5	
		411 19 9		1,953 7 10
PORT FAIRY BOROUGH—				
Hamilton Road .. .. .	..		169 10 1	
Prince's Highway (Portland) .. .. .	..		368 19 8	
Prince's Highway (Warrnambool) .. .. .	..		671 2 0	
				1,209 11 9
PRESTON TOWN—				
Epping Road .. .. .	..		626 15 5	
Whittlesea Road .. .. .	..		1,697 3 7	
				2,323 19 0
PYALONG SHIRE—				
Kilmore-Heathcote-Bendigo Road .. .. .	..		296 11 6	296 11 6
QUEENSLIFF BOROUGH—				
Geelong Road .. .. .	..		2,492 10 6	2,492 10 6
RINGWOOD BOROUGH—				
Mt. Dandenong Road .. .. .	..		262 11 5	
Main Healesville Road .. .. .	..		1,259 8 4	
Warrandyte Road .. .. .	..		666 17 0	
				2,188 16 9
RINGWOOD BOROUGH AND DONCASTER AND TEMPLESTOWE SHIRE (Joint Works)—				
Warrandyte Road .. .. .	..		19 5 8	19 5 8
RIPON SHIRE—				
Ballarat-Ararat Road .. .. .	..		222 16 1	
Ballarat-Hamilton Road .. .. .	..		505 5 11	
Skipton Road .. .. .	..		601 6 3	
				1,329 8 3
RIPON AND ARARAT SHIRES (Joint Works)—				
Ballarat-Ararat Road .. .. .	..		133 0 2	
Ballarat-Hamilton Road .. .. .	..		0 7 10	
				133 8 0
RIPON AND HAMPDEN SHIRES (Joint Works)—				
Ballarat-Hamilton Road .. .. .	..		46 19 0	46 19 0
RIPON AND LEXTON SHIRES (Joint Works)—				
Ballarat-Ararat Road .. .. .	..		18 2 7	18 2 7
ROCHESTER SHIRE—				
Bendigo-Echuca Road	3,474 7 8		543 8 8	
Rochester-Bamawm-Prairie Road	2,297 5 6		757 17 6	
Timmering Road	2,314 16 3		615 4 0	
		8,086 9 5		1,916 10 2
RODNEY SHIRE—				
Kyabram-Nathalia Road .. .. .	..		10 6 4	
Kyabram-Tongala Road .. .. .	..		61 7 0	
Mooroopna-Undera Road	1,225 4 5		95 8 0	
Rochester-Kyabram Road .. .. .	..		..
Shepparton-Tatura Road	474 4 0		742 6 6	
Tatura-Byrneside-Kyabram Road	3,098 17 5		362 13 3	
Tatura-Murchison Road .. .. .	..		34 12 1	
		4,798 5 10		1,306 13 2
RODNEY AND SHEPPARTON SHIRES (Joint Works)—				
Shepparton-Tatura Road .. .. .	..		847 8 10	847 8 10
ROMSEY SHIRE—				
Kilmore-Lancefield Road .. .. .	..		25 1 6	
Melbourne-Lancefield Road	136 9 9		533 4 2	
Woodend-Lancefield Road .. .. .	..		378 2 10	
		136 9 9		936 8 6
ROSEDALE SHIRE—				
Carrajung-Gormandale Road .. .. .	..		..
Prince's Highway .. .. .	..		119 13 0	
Sale-Yarram Road	32 0 0		824 3 7	
Seaspray Road	432 14 10		238 10 0	
Traralgon-Gormandale Road .. .. .	..		296 13 6	
Willung Road .. .. .	..		13 6 8	
		464 14 10		1,492 6 9
ROSEDALE AND ALBERTON SHIRES (Joint Works)—				
Carrajung-Gormandale Road .. .. .	..		75 12 10	
Prospect Road	112 2 6		..	
		112 2 6		75 12 10
Carried forward		166,193 4 10	..	339,303 14 3

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	166,193 4 10	..	339,303 14 3
RUTHERGLEN SHIRE—				
Chiltern-Howlong Road	1,073 19 7		37 13 3	
Rutherglen-Wahgunyah Road .. .. .	..		621 3 5	
Springhurst-Rutherglen Road .. .. .	..		253 18 11	
Sydney Road .. .. .	..		1 1 3	
Wodonga Road .. .. .	..		434 8 6	
Yarrowonga Road.. .. .	..		305 12 9	
		1,073 19 7		1,653 18 1
RUTHERGLEN AND WANGARATTA SHIRES (Joint Works)—				
Yarrowonga Road.. .. .	..		20 12 8	
				20 12 8
SALE TOWN—				
Prince's Highway .. .. .	..		210 16 6	
Sale-Longford Road .. .. .	..		812 18 0	
				1,023 14 6
SEYMOUR SHIRE—				
Avenel-Longwood Road .. .. .	..		9 6 10	
Goulburn Valley Road	850 0 0		373 5 2	
Seymour-Yea Road .. .. .	..		8 15 7	
Sydney Road .. .. .	..		62 5 10	
Upper Goulburn Road	650 0 0		56 0 9	
		1,500 0 0		509 14 2
SEYMOUR AND BROADFORD SHIRES (Joint Works)—				
Upper Goulburn Road .. .. .	..		151 4 0	
				151 4 0
SHEPPARTON SHIRE—				
Dookie-Nalinga Road	141 4 0		29 1 7	
Shepparton-Mooroopna Road .. .. .	..		48 16 9	
Shepparton-Nagambie Road	228 17 9		43 2 3	
Shepparton-Nalinga Road .. .. .	..		183 6 7	
Shepparton-Numurkah Road	764 9 2		724 8 2	
		1,134 10 11		1,028 15 4
SHEPPARTON AND RODNEY SHIRES (Joint Works)—				
Shepparton-Mooroopna Road .. .. .	..		187 8 0	
				187 8 0
SOUTH BARWON SHIRE—				
Barwon Bridge Road	29,894 19 5		..	
Barwon Heads Road .. .. .	..		3,882 5 5	
Prince's Highway .. .. .	..		327 17 11	
		29,894 19 5		4,210 3 4
SOUTH BARWON AND BELLARINE SHIRES (Joint Works)—				
Barwon Heads Bridge	29 1 10		..	
		29 1 10		..
SOUTH GIPPSLAND SHIRE—				
Boolarra-Foster Road	682 11 0		155 10 0	
Boolarra-Welshpool Road	72 10 4		343 6 3	
Falls Road .. .. .	..		208 5 10	
Foster-Yarram Road	164 12 0		1,567 2 0	
Stony Creek-Dollar Road	4,472 3 8		10 6 8	
Toora-Gunyah Road .. .. .	..		79 3 11	
		5,391 17 0		2,363 14 8
SOUTH GIPPSLAND AND WOORAYL SHIRES (Joint Works)—				
Boolarra-Foster Road .. .. .	..		0 15 5	
				0 15 5
ST. ARNAUD BOROUGH—				
Avoca-St. Arnaud Road .. .. .	..		1,004 14 6	
Charlton Road .. .. .	..		21 5 7	
Navarre Road .. .. .	..		..
St. Arnaud-Donald Road .. .. .	..		1,443 0 7	
				2,469 0 8
STAWELL BOROUGH—				
Ararat-Stawell Road	305 19 2		1,043 15 4	
Glenorchy Road	339 9 6		10 4 0	
		645 8 8		1,053 19 4
STAWELL SHIRE—				
Ballarat-Stawell Road .. .. .	..		8 8 6	
Landsborough Road .. .. .	..		515 18 6	
Marnoo Road	980 2 3		478 11 1	
Navarre Road	292 8 0		504 3 5	
Stawell-Glenorchy-Horsham Road .. .. .	..		4 8 6	
Stawell-Grampians Road .. .. .	..		48 15 9	
Stawell-Warracknabeal Road	942 12 4		267 5 6	
		2,215 2 7		1,827 11 3
STAWELL SHIRE AND STAWELL BOROUGH (Joint Works)—				
Ballarat-Stawell Road .. .. .	..		28 3 7	
				28 3 7
STAWELL AND KARA KARA SHIRES (Joint Works)—				
Navarre Road .. .. .	..		345 9 9	
				345 9 9
STRATHFIELDSAYE SHIRE—				
Heathcote-Bendigo Road .. .. .	..		616 2 2	
Mandurang Road .. .. .	..		494 19 0	
Strathfieldsaye Road	17 7 0		524 18 11	
		17 7 0		1,636 0 1
Carried forward .. .. .	..	208,095 11 10	..	357,813 19 1

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	208,095 11 10	..	357,813 19 1
SWAN HILL SHIRE—				
Euston Road	402 14 8		1,583 8 4	
Nyah-Ouyen Road .. .. .	..		673 16 5	
Piangil Station Road .. .. .	..		0 1 1	
Swan Hill Road .. .. .	..		719 10 11	
Tooleybuc Road	55 17 3		2 13 10	
Ultima Road .. .. .	..		10 15 7	
Ultima-Sealake Road .. .. .	..		277 5 0	
		458 11 11		3,267 11 2
TALBOT SHIRE—				
Maryborough-Ballarot Road .. .. .	..		179 18 3	
				179 18 3
TAMBO SHIRE—				
Bairnsdale-Bruthen Road .. .. .	..		387 3 3	
Bruthen-Omeo Road .. .. .	..		165 15 4	
Mossiface Road .. .. .	..		2 8 0	
Nowa Nowa-Buchan-Gelantipy Road	556 13 11		1,381 12 8	
Prince's Highway .. .. .	..		397 11 9	
Prince's Highway (North Arm Bridge) .. .. .	..		318 5 4	
		556 13 11		2,652 16 4
TOWONG SHIRE—				
Murray Valley Road	13 8 5		968 0 3	
Omeo Road .. .. .	..		518 3 0	
Wodonga Road .. .. .	..		1 17 4	
		13 8 5		1,488 0 7
TRARALGON SHIRE—				
Callignee Road	2,789 15 0		868 9 4	
Jeeralang West Road .. .. .	..		..
Prince's Highway .. .. .	..		232 4 9	
Traralgon-Gormandale Road	300 0 0		146 15 0	
Traralgon-Jeeralang Road .. .. .	..		121 16 5	
		3,089 15 0		1,369 5 6
TULLAROOF SHIRE—				
Avoca Road .. .. .	..		558 15 2	
Castlemaine-Maryborough Road	192 17 2		857 8 9	
Ballarat Road .. .. .	..		214 0 6	
Dunolly Road .. .. .	..		..
Eddington Road .. .. .	..		187 9 9	
Natte Yallock Road .. .. .	..		627 11 5	
		192 17 2		2,445 5 7
TUNGAMAH SHIRE—				
Cobram-Strathmerton Road .. .. .	..		160 16 4	
Numurkah-Tungamah-Wilby Road	1,120 13 6		235 6 1	
St. James Road	500 0 0		29 17 8	
Yarrawonga-Cobram Road	1,424 19 0		248 0 2	
		3,045 12 6		674 0 3
UPPER MURRAY SHIRE—				
Corryong Road .. .. .	..		1,362 14 10	
Tintaldra Road	2,600 2 11		117 4 0	
		2,600 2 11		1,479 18 10
UPPER YARRA SHIRE—				
Don Road	5 19 10		3 3 10	
Warburton Road	2,024 17 3		1,731 15 11	
Wood's Point Road	184 2 11		..	
Wood's Point Road .. .. .	..		Sh. Bd. 1,443 17 11	
		2,215 0 0		3,178 17 8
UPPER YARRA AND LILYDALE SHIRES (Joint Works)—				
Warburton Road	35 8 6		..	
		35 8 6		
VIOLET TOWN SHIRE—				
Shepparton Road	119 2 0		67 7 2	
Sydney Road .. .. .	..		9 12 9	
Violet Town-Dookie Road	579 19 4		261 16 5	
		699 1 4		338 16 4
WALPEUP SHIRE—				
Cowangie Road .. .. .	..		..
Ouyen-Pinnaroo Road	2,808 7 3		1,070 17 6	
Sea Lake Road .. .. .	..		100 4 2	
		2,808 7 3		1,171 1 8
WANGARATTA BOROUGH—				
Beechworth Road	380 19 8		70 1 8	
Sydney Road	54 1 1		1,063 9 7	
		435 0 9		1,133 11 3
WANGARATTA BOROUGH AND SHIRE (Joint Works)—				
Sydney Road .. .. .	..		21 7 1	
				21 7 1
WANGARATTA SHIRE—				
Beechworth Road .. .. .	..		239 17 0	
Peechelba Bridge	91 16 9		..	
Rutherglen Road .. .. .	..		0 10 0	
Sydney Road .. .. .	..		7 12 4	
Yarrawonga Road .. .. .	..		138 16 4	
		91 16 9		386 15 8
Carried forward .. .. .	..	224,337 8 3	..	377,601 5 3

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

Municipality and Road.	Permanent Work		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	224,337 8 3	..	377,601 5 3
WANNON SHIRE—				
Coleraine-Harrow-Apsley Road .. .. .	..	..	845 10 9	
Hamilton-Coleraine-Casterton Road.. .. .	1,731 10 4	..	2,971 8 0	
Wannon Bridge .. .. .	..	..	627 1 2	
		1,731 10 4		4,443 19 11
WANNON AND GLENELG SHIRES (Joint Works)—				
Hamilton-Coleraine-Casterton Road.. .. .	..	..	78 14 7	
				78 14 7
WARANGA SHIRE—				
Colbinabbin-Corop Road .. .. .	..	..	164 4 0	
Colbinabbin-Moora Road .. .. .	..	..	4,297 12 4	
Elmore-Colbinabbin Road	3,570 11 11	..	773 1 7	
Heathcote-Elmore Road .. .. .	..	..	705 2 10	
Murchison-Rushworth Road .. .. .	..	..	1,193 12 5	
		3,570 11 11		7,133 13 2
WARANGA AND HUNTLY SHIRES (Joint Works)—				
Heathcote-Elmore Road .. .. .	..	..	8 15 6	
				8 15 6
WARANGA AND GOULBURN SHIRES (Joint Works)—				
Goulburn Valley Road and Murchison-Rushworth Road	..	..	75 13 3	
				75 13 3
WARRAGUL SHIRE—				
Bloomfield Road	12 7 6	..	3,818 1 5	
Brandy Creek Road	43 13 4	..	510 7 11	
Darnum-Allambee Road .. .. .	..	..	573 1 6	
Prince's Highway .. .. .	..	..	2,792 14 5	
Warragul-Korumburra Road	2,017 16 3	..	237 16 6	
Warragul-Leongatha Road .. .. .	..	..	2,003 6 6	
		2,073 17 1		9,935 8 3
WARRAGUL AND KORUMBURRA SHIRES (Joint Works)—				
Warragul-Korumburra Road	194 14 0	..	..
		194 14 0		
WARRNAMBOOL SHIRE—				
Allansford-Nirranda Road .. .. .	..	..	7,012 14 11	
Garvoc-Laang Road .. .. .	..	..	808 0 2	
Mortlake Road .. .. .	..	..	5,449 18 2	
Prince's Highway (Geelong-Warrnambool Section)	..	..	1,534 0 6	
Prince's Highway (Warrnambool-Port Fairy Section)	..	..	768 18 6	
				15,573 12 3
WERRIBEE SHIRE—				
Geelong-Bacchus Marsh Road	1,875 0 0	..	..
Prince's Highway .. .. .	..	..	Sh. 367 17 5	
Prince's Highway .. .. .	..	..	Bd. 32 18 9	
		1,875 0 0		400 16 2
WHITTLESEA SHIRE—				
Epping Road .. .. .	..	..	941 9 7	
Main Whittlesea Road .. .. .	..	..	2,388 9 8	
Wallan Road .. .. .	..	..	371 17 2	
Whittlesea-Kinglake Road	1,807 8 1	..	431 12 10	
		1,807 8 1		4,133 9 3
WIMMERA SHIRE—				
Dimboola Road .. .. .	..	..	..
Dooen Road .. .. .	..	..	799 14 8	
Natimuk Road	69 17 0	..	296 0 10	
		69 17 0		1,095 15 6
WIMMERA AND ARAPILES SHIRES (Joint Works)—				
Horsham-Hamilton Road	1,193 14 0	..	754 5 0	
		1,193 14 0		754 5 0
WINCHELSEA SHIRE—				
Birregurra-Forrest Road	2,230 17 5	..	675 10 1	
Forrest-Apollo Bay Road .. .. .	..	..	..
Lorne Road	2,660 9 8	..	548 7 3	
Prince's Highway .. .. .	..	..	130 12 2	
		4,891 7 1		1,354 9 6
WODONGA SHIRE—				
Murray Valley Road .. .. .	..	..	21 18 7	
Sydney Road .. .. .	..	..	389 10 1	
Tallangatta Road .. .. .	..	..	38 7 6	
Wodonga-Yackandandah Road	756 2 6	..	125 7 4	
		756 2 6		575 3 6
WONTHAGGI BOROUGH—				
Loch-Wonthaggi Road .. .. .	..	..	827 7 8	
Wonthaggi-Inverloch Road .. .. .	..	..	2,199 13 9	
Wonthaggi-Korumburra Road	1,228 10 0	..	46 4 2	
		1,228 10 0		3,073 5 7
Carried forward .. .. .	..	243,730 0 3	..	426,238 6 8

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

Municipality and Road.	Permanent Works.		Maintenance.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward .. .. .	..	243,730 0 3	..	426,238 6 8
WOORAYL SHIRE—				
Farmer's Road	5 12 0		405 13 11	
Inverloch-Leongatha Road .. .. .	..		1,689 8 8	
Inverloch-Wonthaggi Road .. .. .	..		591 14 4	
Leongatha-Yarragon Road	3,000 0 0		1,934 6 7	
Lower Tarwin Road	4,684 2 11		748 12 4	
Main South Gippsland Road	217 4 6		797 14 1	
Mardan Road	1,531 8 1		186 18 4	
Warragul-Leongatha Road .. .. .	..		222 10 4	
Wild Dog Valley Road	4 12 0		105 12 8	
		9,442 19 6		6,682 11 3
WYCHEPROOF SHIRE—				
Birchip-Sea Lake Road .. .. .	..		617 5 3	
Birchip-Wycheproof Road	787 0 0		228 1 2	
Ouyen-Sea Lake Road .. .. .	..		4 12 0	
Sea Lake-Ultima Road	177 0 0		170 5 9	
Woomelang-Sea Lake Road .. .. .	..		720 7 9	
Wycheproof-Sea Lake Road .. .. .	..		86 15 2	
		964 0 0		1,827 7 1
WYCHEPROOF AND SWAN HILL SHIRES (Joint Works)—				
Sea Lake-Ultima Road	210 19 9		..	
		210 19 9		
YACKANDANDAH SHIRE—				
Dederang Road	2,464 18 1		668 16 7	
Gundowring Road	30 18 0		1,154 0 7	
Tallangatta Road .. .. .	..		4 13 6	
Yackandandah-Wodonga Road	122 10 9		280 16 9	
		2,618 6 10		2,108 7 5
YARRAWONGA SHIRE—				
Tungamah-Wilby Road .. .. .	..		0 9 0	
Wangaratta-Yarrawonga Road .. .. .	..		386 5 1	
Yarrawonga-Cobram Road	1,352 0 0		90 14 6	
Yarrawonga-Rutherglen Road .. .. .	..		19 18 10	
Peechelba Bridge	83 18 3		..	
		1,435 18 3		497 7 5
YEA SHIRE—				
Upper Goulburn Road	59 0 7		2,444 6 2	
Yea-Glenburn Road	312 18 0		1,826 15 9	
		371 18 7		4,271 1 11
Total .. .. .	..	£258,774 3 2	..	£441,625 1 9

STATE HIGHWAYS.

HIGHWAYS AND VEHICLES ACT NO. 3379.

Prince's Highway West	1,955 15 2		59,276 19 1	
Prince's Highway East	8,706 19 9		105,914 7 2	
Western Highway	6,258 14 10		48,294 14 2	
North-Western Highway	16,625 2 1		62,065 7 6	
Northern Highway .. .. .	..		152 1 10	
North-Eastern Highway	4,883 7 10		45,945 15 7	
Omeo Highway	6,990 3 0		25,058 2 7	
		45,420 2 8		346,707 7 11
		304,194 5 10		£788,332 9 8
Suspense account .. .. .	..	1,350 0 0	..	
		£302,844 5 10		

APPENDIX E.

COUNTRY ROADS BOARD.

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL
ROADS FOR YEAR ENDED 30TH JUNE, 1926.

Municipality and Road.	Acts Nos. 2944 and 2985.				Act No. 3255.			
	Amount.		Total.		Amount.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ALBERTON SHIRE—								
Albert River Road					2,252	6 0		
Balook-Traralgon Road					1,147	11 2		
Binginwarri-Welshpool Road					66	15 7		
Blackwarry-Yarram Road					2,143	11 1		
Carrajung-Balook Road					5,023	5 8		
Carrajung-Gormandale Road					4,314	7 10		
Gelliondale Road					4,875	0 5		
Jenkin's Road					44	0 7		
Lay's Road					172	15 3		
Whitelaw's Track					3,613	16 1		
							23,653	9 8
ALBERTON AND TRARALGON SHIRES (Joint Works)—								
Balook-Traralgon Road					53	7 0		
							53	7 0
ALBERTON AND SOUTH GIPPSLAND SHIRES (Joint Works)—								
Binginwarri-Welshpool Road					169	2 0		
							169	2 0
ALEXANDRA SHIRE—								
Terip Terip Road					380	12 5		
							380	12 5
ARAPILES SHIRE—								
Miga Lake-Gymbowen Road					852	16 9		
							852	16 9
AVOCA SHIRE—								
Maryborough-Natte Yallock Road					2,474	10 6		
							2,474	10 6
AVON SHIRE—								
Bengworden Road					1,662	13 9		
Bengworden-Clydebank Road					2,998	15 11		
Clydebank Road					1,617	10 7		
Dargo Road					2,641	7 5		
							8,920	7 8
BAIRNSDALE SHIRE—								
Bairnsdale-Bengworden Road					743	2 6		
Calulu-Boggy Creek Road					2,549	1 7		
Glenaladale-Lindenow Road					565	8 4		
Sarsfield-Water Holes Road					2,281	13 4		
Hodge Estate Road					434	6 4		
							6,573	12 1
BALLAN SHIRE—								
Ballan-Egerton Road					1,800	0 0		
Blakeville Road					1	12 6		
Bungal Road					89	18 6		
Bungeeltap Road					992	2 6		
Daylesford Road					2,893	1 0		
Moorarbool West Road					1,350	0 0		
							7,126	14 6
BANNOCKBURN SHIRE—								
Burnside Road					174	1 2		
							174	1 2
BEECHWORTH SHIRE—								
Bowman's Forest Road					218	11 3		
Hillsborough Road					1,475	18 6		
Myrtleford-Yackandandah Road					1,163	9 6		
Stanley Road					1,016	12 1		
							3,874	11 4
BEECHWORTH AND WANGARATTA SHIRES (Joint Works)—								
Myrtleford-Yackandandah Road					2,181	2 1		
							2,181	2 1
BEECHWORTH AND BRIGHT SHIRES (Joint Works)—								
Myrtleford-Yackandandah Road					113	0 3		
							113	0 3
BELFAST SHIRE—								
Badham's Road					1,520	14 11		
Spencer Road					117	11 1		
							1,638	6 0
BENALLA SHIRE—								
Benalla-Mansfield Road					447	10 6		
Mollyullah-Tatong Road					197	11 6		
Toombullup Road					1,723	1 4		
							2,368	3 4
Carried forward							60,553	16 9

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	60,553 16 9
BERWICK SHIRE—				
Beaconsfield—Emerald Road	2,461 3 4	
Bunyip—Tonimbuk East Road	600 17 7	
Longwarry—Modella Road	66 15 1	
Nar-nar-goon—Gembrook Road	95 5 6	
Tynong—Tonimbuk Road	95 16 1	
Upper Beaconsfield—Upper Pakenham Road	3,472 8 11	6,792 6 6
BERWICK AND FERNTREE GULLY SHIRES (Joint Works)—				
Reservoir Road	215 2 5	215 2 5
BRIGHT SHIRE—				
Buffalo River Road	2,043 16 10	
Happy Valley Road	1,412 9 1	
Kiewa Valley Road	2,488 10 1	
Myrtleford—Yackandandah Road	240 2 7	6,184 18 7
BULLA SHIRE—				
Konagadera Road	709 3 6	
Riddell Road	2,840 1 10	3,549 5 4
BULLA AND ROMSEY SHIRES (Joint Works)—				
Konagadera Road	859 9 3	859 9 3
BULN BULN SHIRE—				
Fumina Road	231 9 0	
Mountain View Road	3 12 0	
Mountain View—McDonald's Track	2,475 4 9	
Neerim North—Noojee Road	5,728 0 11	
Neerim South—Neerim East Road	5,227 11 6	
Poowong Road	1,651 16 10	
Robin Hood Road	2,662 8 0	
Rokeyby—North Jindivick Road	2,031 11 1	
Torwood—Topiram Road	91 9 4	
South Road	501 3 9	
Turner's Road	27 6 0	20,631 13 2
BULN BULN AND WARRAGUL SHIRES (Joint Works)—				
Lardner's Track	397 1 2	397 1 2
BUNGAREE SHIRE—				
Bolworrah Road	753 9 6	753 9 6
BUNINYONG SHIRE—				
Elaine—Mt. Mercer Road	794 2 6	794 2 6
BUNINYONG AND LEIGH SHIRES (Joint Works)—				
Elaine—Mt. Mercer Road	174 19 9	174 19 9
CHARLTON SHIRE—				
Barakee Road	1,406 18 0	
Glenloth Road	1,880 0 7	
Lake Marmal	5,690 5 9	
Teddywaddy Road	1,397 19 6	
Wooroonook Road	1,659 1 10	12,034 5 8
COHUNA SHIRE—				
Cohuna—Leitchville Road	1,636 0 3	
Cohuna—Mead Road	180 7 11	
Cohuna—McMillan's Road	2,976 7 1	
Gunbower—Leitchville Road	1,258 9 7	
Keely's Lane	3,949 1 4	
Leitchville South Road	697 10 0	10,697 16 2
COLAC SHIRE—				
Beeac—Dreeite Road	2,183 18 4	
Colac—Forrest Road	1,881 0 11	
Dreeite Road	4,146 9 11	
Stoneyhurst Estate Road	580 11 7	8,792 0 9
COLAC AND OTWAY SHIRES (Joint Works)—				
Colac—Forrest Road	180 15 11	180 15 11
CORIO SHIRE—				
Avalon Road	356 13 8	
Cox Road	1,453 19 6	
Geelong—Bacchus Marsh Road	2,879 7 8	
Little River—Ripley Road	1,617 9 4	
Stacey's Road	1,635 2 0	7,942 12 2
Carried forward	140,553 15 7

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	140,553 15 7
CORIO AND BACCHUS MARSH SHIRES (Joint Works)— Geelong-Bacchus Marsh Road	915 6 0	915 6 0
CRANBOURNE SHIRE— Bullarto Road Dalmore Road Koo-wee-rup-Modella Road Manks Road Pearcedale Road 3,499 8 9 1,924 16 2 2,170 5 3 1,617 0 5	9,211 10 7
CRANBOURNE AND FRANKSTON AND HASTINGS SHIRES (Joint Works)— Bullarto Road	2,031 10 0	2,031 10 0
DANDENONG SHIRE— Worsely Road	161 8 8	161 8 8
DEAKIN SHIRE— Echuca East Road Echuca-Wyuna Road Girgarre East Road Girgarre North Road Girgarre West Road Girgarre South Road Koyuga Road Tongala East Road Tongala North Road Tongala West Road	483 5 3 1,741 7 0 1,454 8 9 1,296 6 6 1,501 7 0 636 0 0 782 2 1 400 11 0 608 13 6 102 12 8	9,006 13 9
DEAKIN AND RODNEY SHIRES (Joint Works) — Kyabram-Stanhope Road	40 0 0	40 0 0
DIMBOOLA SHIRE— Albacutya Road Arcona Road Depla-Hindmarsh Road Glenlee-Jeparit Road Hindmarsh-Rainbow Road Pepper's Plains Road	1,255 11 0 918 14 1 2,096 4 6 1,136 15 6 1,331 5 8 144 4 9	6,882 15 6
DONALD SHIRE— Donald-Minyip Road Litchfield Road Rich Avon Road Sheep Hills Road Watchem-Warracknabeal Road	1,050 13 3 3,021 1 5 1,533 1 6 1,687 14 0 1,138 18 0	8,431 8 2
DUNDAS SHIRE— Kanawalla-Noske Shire Melville-Forest Road	44 4 9 60 0 0	104 4 9
DUNMUNKLE SHIRE— Lubeck West Road Rupanyup-Marnoo Road Murtoa North Road	612 10 0 941 14 3 298 4 9	1,852 9 0
EAST LODDON SHIRE— Prairie-Borong Road Tandarra Road	563 0 0 792 0 0	1,355 0 0
ELTHAM SHIRE— Balee-Kangaroo Ground Cottle's Bridge Road Cottle's Bridge-Strathewan Road Kinglake-Kinglake East Road Kinglake-Yarraglen Road Tarrawarra Road Whittlesea-Kinglake Road Yarraglen-Kinglake East Road Yarraglen-Toolangi Road	440 17 6 714 12 4 708 3 2 1,151 18 3 49 18 3 37 2 3 3,122 19 11 1,147 8 1 5 6 11	7,378 6 8
ELTHAM AND YEA SHIRES (Joint Works)— Kinglake-Kinglake East Road	15 10 6	15 10 6
EUROA SHIRE— Euroa-Strathbogie Road Longwood-Ruffy Road Merton-Strathbogie Road Strathbogie Road	193 7 0 5,586 8 8 3,638 13 10	9,418 9 6
Carried forward	197,358 8 8

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.		Total.	
	£	s. d.	£	s. d.
Brought forward .. .. .	..	..	..	197,358 8 8
FERNTREE GULLY SHIRE—				
Belgrave—Emerald Road .. .. .	..	..	2,263 13 10	
Emerald—Macclesfield Road .. .. .	..	..	2,130 10 0	
Emerald—Monbulk Road .. .. .	..	..	402 16 4	
Lysterfield Road .. .. .	..	..	280 5 10	
Reservoir Road .. .. .	..	..	41 3 4	
Sassafras Creek Road .. .. .	..	..	3,563 7 4	
The Patch Road .. .. .	..	..	652 4 1	
				9,334 0 9
FLINDERS SHIRE—				
Bittern—Dromana Road .. .. .	..	..	2,524 5 0	
Boneo Road .. .. .	..	..	299 1 5	
Brown's Road .. .. .	..	..	1,283 9 3	
Main Creek Road .. .. .	..	..	125 18 2	
Merrick's Road .. .. .	..	..	279 5 4	
				4,511 19 2
FRANKSTON AND HASTINGS SHIRE—				
Baxter—Pearcedale Road .. .. .	..	..	..
Frankston—Dandenong Road .. .. .	..	..	..
Hodgin's Road	9 16 8	..	500 0 0	
		9 16 8		500 0 0
GLENELG SHIRE—				
Derholm—Elderslie Road .. .. .	..	..	386 18 0	
Glenorchy Estate Road .. .. .	..	..	725 11 1	
Merino—Straun—Tahara Road .. .. .	..	..	460 0 0	
				1,572 9 1
GLENLYON SHIRE—				
Daylesford—Trentham Road .. .. .	..	..	801 0 2	
				801 0 2
GORDON SHIRE—				
Boort—Kerang Road .. .. .	..	..	495 0 0	
Durham Ox—Pyramid Hill Road .. .. .	..	..	2,277 0 0	
Gladfield—Pyramid Hill Road .. .. .	..	..	680 0 0	
				3,452 0 0
HAMPDEN SHIRE—				
Ayersford Road .. .. .	..	..	2,133 17 2	
Berry Bank Road .. .. .	..	..	555 13 10	
Cundare—Duverney Road .. .. .	..	..	875 12 11	
Foxhow Road .. .. .	..	..	832 4 1	
Mt. Bute Road .. .. .	..	..	428 12 9	
				4,826 0 9
HEALESVILLE SHIRE—				
Buxton—Marysville Road .. .. .	..	..	95 0 0	
Healesville—Toolangi Road .. .. .	..	..	403 9 4	
Healesville—Woori Yallock Road .. .. .	..	..	1,029 15 0	
				1,528 4 4
HEALESVILLE AND UPPER YARRA SHIRES (Joint Works)—				
Healesville—Woori Yallock Road .. .. .	..	..	2,195 7 8	
Worri Yallock—Cockatoo Bridge .. .. .	..	..	..
				2,195 7 8
HEYTESBURY SHIRE—				
Ayersford Road .. .. .	..	..	..
Carpentait South Road .. .. .	..	..	767 3 2	
Cowley's Creek—Timboon Road .. .. .	..	..	2,523 5 11	
Kennedy's Creek .. .. .	..	..	34 7 6	
Timboon—Digney's Bridge Road .. .. .	..	..	683 0 0	
South Ecklin Road .. .. .	..	..	2,774 3 5	
Timboon—Nirranda Road .. .. .	..	..	72 7 0	
Timboon—Port Campbell Road .. .. .	..	..	10,890 5 9	
Timboon—Scot's Creek Road .. .. .	..	..	2,601 7 1	
				20,345 19 10
HUNTLY SHIRE—				
Holmberg Road .. .. .	..	..	3,260 9 11	
				3,260 9 11
KARA KARA SHIRE—				
Coonooer Road .. .. .	..	..	200 0 0	
Marnoo—St. Arnaud Road .. .. .	..	..	2,137 14 0	
Sandy Creek Road .. .. .	..	..	1,122 0 0	
Swanwater Road .. .. .	..	..	1,819 0 0	
				5,278 14 0
KARKAROOC SHIRE—				
Hopetoun—Lascelles Road .. .. .	..	..	1,280 4 1	
Hopetoun—Yaapeet Road .. .. .	..	..	1,537 19 4	
Rosebery East Road .. .. .	..	..	3,400 9 7	
Rosebery West Road .. .. .	..	..	1,419 14 5	
Yaapeet—Nypo Road .. .. .	..	..	1,301 0 5	
				8,939 7 10
KERANG SHIRE—				
Murrabit Road .. .. .	..	..	3,736 19 1	
Murrabit—Myall Road .. .. .	..	..	2,004 1 4	
Murrabit West Road .. .. .	..	..	1,887 6 1	
Myall Station Road .. .. .	..	..	4 1 0	
				7,632 7 6
Carried forward .. .. .	..	9 16 8	..	271,536 9 8

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	9 16 8	..	271,536 9 8
KORONG SHIRE—				
Buckrabanyule South Road	35 0 0	
Emu-Logan Road	436 0 0	
Kinypaniel Road	406 8 4	
Kurting-Rheola Road	544 15 0	
Mysia West Road	442 0 0	
Nine-mile Road	398 17 1	
Wedderburn-Spring Hill Road	1,859 15 7	
Woolshed Road	200 0 0	
Mysia East Road	20 0 0	
				4,342 16 0
KORUMBURRA SHIRE—				
Arawata Road	1,382 8 7	
Bena-Kongwak Road	514 19 1	
Clancy's Road	77 1 2	
Ferriets Road	697 13 8	
Korumburra-Fairbank Road	7 15 2	
Korumburra South Road	899 13 11	
Loch-Nyora Road	2,324 6 7	
Poowong Estate Road	5,639 0 8	
Poowong-Olsen Road	92 7 7	
Poowong-Ranceby Road	146 12 7	
Sheepway's Road	40 10 10	
Stewart's Road	1,251 0 6	
Timm's Road	1,471 19 4	
				14,545 9 8
KOWREE SHIRE—				
Benayeo Road	426 5 0	
Elderslie Road	814 15 11	
Elderslie-Narracoorte Road	804 1 6	
Miga Lake-Gymbowen Road	518 14 4	
				2,563 16 9
KYNETON SHIRE—				
Lagoon Road	20 8 3	
				20 8 3
LAWLOTT SHIRE—				
Cove Estate Settlement Road	1,694 0 1	
Miram Road	1,356 13 6	
Serviceton North Road	469 12 1	
Serviceton South Road	1,319 2 2	
				4,839 7 10
LEIGH SHIRE—				
Cressy-Meadows Road	78 6 10	
Werneth Road	14 13 8	
Werneth East Road	39 13 8	
				132 14 2
LEIGH AND COLAC SHIRES (Joint Works)—				
Cressy-Sheiford Road	1,686 13 10	
				1,686 13 10
LEIGH AND GRENVILLE SHIRES (Joint Works)—				
Gillett's Road	1,364 13 9	
				1,364 13 9
LILYDALE SHIRE—				
Monbulk-Seville Road	1,787 18 11	
Olinda Creek Road	629 19 8	
Wandin Road	105 2 10	
York Road	5,665 13 9	
				8,188 15 2
LOWAN SHIRE—				
Diapir-Yanac Road	350 0 0	
Netherby Road	136 7 8	
Woorak Road	46 12 4	
Yanac South Road	1,774 2 1	
Yanac Station Road	1,610 11 3	
Winiam Road	1,600 0 0	
				5,517 13 4
MAFFRA SHIRE—				
Bushy Park-Valencia Creek Road	6,523 19 2	
Maffra-Newry Road	173 4 11	
				6,697 4 1
MANSFIELD SHIRE—				
Benalla-Mansfield Road	1,918 9 3	
Merton-Strathbogie Road	2,738 14 6	
Tolmie Road	3,177 17 0	
				7,835 0 9
MANSFIELD AND BENALLA SHIRES (Joint Works)—				
Benalla-Mansfield Road	637 5 11	
				637 5 11
MARONG SHIRE—				
Bendigo-Serpentine Road	2,040 0 0	
Yarraberb Road	1,842 2 8	
				3,882 2 8
Carried forward	9 16 8	..	333,790 11 10

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road,	Acts. Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	9 16 8	..	333,790 11 10
MELTON SHIRE—				
Coburn's Road		3,116 14 0	
Exford Road		289 0 0	
				3,405 14 0
MILDURA SHIRE—				
Benetook Avenue	
Colignan Road		646 8 3	
Merbein West Road		865 0 2	
Redcliffs East Road		1,736 19 11	
Redcliffs West Road		1,826 15 8	
				5,075 4 0
MINHAMITE SHIRE—				
Bessiebelle-Yambuk Road		513 19 2	
Condah-Macarthur Road		140 0 0	
Heywood Road		2,216 1 11	
Lake Gorrie Road		329 6 9	
Nardoo Road		842 19 9	
Orford-St. Helen's Road		1,386 12 4	
Woodland's Road		187 18 10	
				5,616 18 9
MIRBOO SHIRE—				
Berry's Creek Road		3,383 2 5	
Boolarra South-Mirboo Road		1,379 3 1	
Boorool Road		5,012 5 2	
Clear Creek Road		14 14 10	
Darlimurla-Thorpdale Road		499 19 9	
Leongatha-Mirboo Road		393 17 0	
Mardan Road		12 2 4	
Mirboo North-Thorpdale Road		345 10 0	
Mirboo-Yarragon Road		2,248 15 1	
Nichol's Road		918 12 7	
				14,208 2 3
MORNINGTON SHIRE—				
Tyabb Road		22 14 9	
				22 14 9
MORWELL SHIRE—				
Boolarra-Morwell Road		2,827 5 11	
Boolarra-Welshpool Road		1,035 2 6	
Jeeralang West Road		214 17 0	
Jumbuk Road	100 19 7	872 0 5	
Livingston Road		4 14 2	
Middle Creek Road		3,823 3 8	
Mirboo-Boolarra Road		227 10 2	
Morwell River Road		179 5 0	
Shelcot's Road		1 0 0	
Tyer's Road		1,190 0 2	
Whitelaw's Track Road		152 8 2	
		100 19 7		10,527 7 2
MORWELL AND ALBERTON SHIRES (Joint Works)—				
Gunyah-Ryton Road		5 4 5	
Jeeralang West Road		22 14 5	
				27 18 10
NARRACAN SHIRE—				
Allambee-Childers Road		1,076 2 6	
Canal Road		1,008 6 3	
Childers-Thorpdale Road		2 17 1	
Coalville-Moe Road		725 16 2	
Erica Road		664 17 6	
Latrobe River Connection Road		260 13 5	
Mirboo-Yarragon Road		2,489 7 2	
Moe-Moondarra Road		538 7 2	
Moe River Road		32 10 10	
Narracan Connection Road		1,457 17 6	
Shady Creek Road		145 16 7	
Thorpdale East Road		1,408 11 4	
Thorpdale-Yarragon Road		1,301 10 11	
Trafalgar-Willowgrove Road		28 15 1	
Yarragon-Leongatha Road	44 17 0	2 10 0	
Darlimurla-Thorpdale Road		58 8 5	
Nilma-Shady Creek Road		513 0 0	
Coalville-Narracan Road		17 0 6	
		44 17 0		11,732 8 5
NEWHAM AND WOODEND SHIRE—				
Campaspe Road		969 9 6	
Macedon Village Settlement Road		1,963 10 7	
				2,933 0 1
NEWSTEAD AND MT. ALEXANDER SHIRE—				
Glengowar-Joyce's Creek		1,246 16 10	
				1,246 16 10
Carried forward	155 13 3	..	388,586 16 11

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.		Total.	
	£	s. d.	£	s. d.
Brought forward	155 13 3	..	388,586 16 11
OMEQ SHIRE—				
Benambra Road	76 13 7	
Benambra-Corryong Road	65 5 0	
Bindi Road	1,789 18 8	
Brookville Road	683 4 8	
Bruthen-Omeo Road	394 4 7	
Glen Wills Road	17 4 0	
Sandy Creek Road	1,271 15 6	
Reedy Creek Road	873 13 1	
Swift's Creek-Cassilis Road	270 0 0	
				5,441 19 1
ORBOST SHIRE—				
Bete-Bolong Road	1,734 13 7	
Broome's Road	936 10 2	
Cann Valley Road	321 18 0	
Combeinbar Road	4,898 4 10	
Deddick River Road	134 9 5	
Jarrahmond Road	1,563 10 5	
Lower Bemm Road	346 12 2	
Lower Bendock Road	26 13 6	
Murrungowar Road	6 14 9	
Orbost-Delegate Road	1,046 18 10	
Prince's Highway	1,460 11 1	
Wangrabelle Road	1,636 10 10	
West Cann Road	3,710 10 0	
				17,823 17 7
OTWAY SHIRE—				
Barham Valley Road	204 4 10	
Beech Forest-Apollo Bay Road	2,273 9 8	
Beech Forest-Laver's Hill Road	171 1 3	
Beech Forest-Mount Sabine Road	409 14 0	
Cape Patten Road	50 12 9	
Colac-Forrest Road	159 10 2	
Denhart's Road	2,702 0 8	
Ferguson-Charley's Creek Road	179 6 5	
Forrest-Apollo Bay Road	30 0 4	
Gellibrand-Carlisle Road	1,605 17 0	
Hordern Vale Road	1,671 15 7	
Kennedy's Creek Road	40 11 4	
Laver's Hill-Chapple Vale-Devondale Road	3,034 12 5	
Laver's Hill-Glenaire Road	427 12 8	
Phillip's Track	2,164 4 3	
Port Campbell-Princetown Road	742 15 0	
Princetown Road	842 13 11	
Wild Dog Valley Road	19 15 8	
				16,729 17 11
OXLEY SHIRE—				
Abbeyard Road	41 18 9	
Boggy Creek Road	487 8 8	
Carbour-Whorouly Road	365 0 4	
King Valley Road	2,471 16 11	
Toombullup Road	6 6 2	
				3,372 10 10
PHILLIP ISLAND AND WOOLAMAI SHIRE—				
Bass Road	163 4 4	
Dalyston-Glen Forbes Road	63 17 6	
Glen Alvie Road	2,053 0 0	
Korumburra-Wonthaggi Road	2,873 7 1	
Krowera-Kernot Road	982 4 9	
Phillip Island Road	2,970 0 0	
Wonthaggi-Loch Road	195 12 9	
Evans Road	4 16 0	
				9,306 2 5
PORTLAND SHIRE—				
Bridgewater Road	90 8 0	
Drik Drik-Winnap Road	1,000 19 0	
Gorae Road	2,779 9 4	
Grubbed Road	365 6 0	
Heath Road	94 10 8	
Prince's Highway	349 0 0	
				4,679 13 0
RIPON SHIRE—				
Trawalla Road	4,570 16 3	
Trawalla East Road	956 16 8	
Trawalla West Road	1,356 9 10	
				6,884 2 9
ROCHESTER SHIRE—				
Echuca West Road	2,378 7 4	
				2,378 7 4
Carried forward	155 13 3	..	455,203 7 10

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	155 13 3	..	455,203 7 10
RODNEY SHIRE—				
Lancaster-Undera Road	3,384 18 7	
Mooroopna-Undera Road	1,212 1 2	
Tatura-Rushworth Road	1,080 14 11	
Tatura-Toolamba Road	1,528 8 5	7,206 3 1
ROMSEY SHIRE—				
Baynton Road	171 13 6	171 13 6
ROMSEY AND KYNETON SHIRES (Joint Works)—				
Baynton Road	2,243 1 0	2,243 1 0
SHEPPARTON SHIRE—				
Congupna Road	529 16 0	
Cosgrove Road	1,384 18 9	
Graham's Vale Road	1,306 8 9	
Nathalia Road	119 10 1	
Pine Lodge Road	145 11 6	
Violet Town Road	99 14 3	3,585 19 4
SEYMOUR SHIRE—				
Hughes Creek Road	500 0 0	500 0 0
SOUTH GIPPSLAND SHIRE—				
Agnes Falls Road	406 5 3	
Amy's Track	408 12 0	
Binginwarri South Road	1,015 12 8	
Boolarra-Foster Road	2,746 5 9	
Chadwick's Road	
Boy's Road	573 8 7	
Dollar-Woorarra West Road	3 8 4	
Foster-Dollar Road	5 14 0	
Foster-Mount Best Road	3,601 16 6	
Foster-Stony Creek Road	9,084 8 11	
Lawson-Harding Road	233 12 10	
McCartin's Road	1,867 7 4	
O'Grady's Ridge Road	359 16 0	
Rumbug's Hill Road	40 19 0	
Stony Creek-Dollar Road	24 11 4	
Toora-Gunyah Road	4 12 0	
Turton's Creek Road	116 4 7	
Waratah Road	1,705 13 3	
Whitelaw's Track	92 11 11	
Woorarra West Road	960 5 10	23,251 6 1
SOUTH GIPPSLAND AND WOORAYL SHIRES (Joint Works)—				
Boolarra-Foster Road	138 8 7	
Dollar-Dumbalk Road	1,744 4 9	1,882 13 4
STAWELL SHIRE—				
Marnoo-St. Arnaud Road	1,558 8 6	
Pomonal Road	2,288 10 10	3,846 19 4
SWAN HILL SHIRE—				
Fish Point Road	1,100 14 10	
Manangatang-Euston Road	787 17 8	
Manangatang-Ouyen Road	68 19 3	
Manangatang-Prooinga Road	1,332 18 0	
Nyah South Road	397 2 1	
Prooinga-Piangil Road	1,690 3 3	
Spewar Punt Road	1,230 0 0	
Tresco Road	921 0 0	7,528 15 1
TAMBO SHIRE—				
Basin Road	94 13 8	
Buchan-Gelantipy Road	4 17 4	
Metung Road	349 5 1	
Nowa Nowa-Buchan Road	2,202 11 6	
Nowa Nowa-Buchan-Gelantipy Road	237 19 8	
Prince's Highway	346 4 7	
Upper Tambo Road	4,819 12 5	
Nyremilang Road	982 17 8	9,038 1 11
TOWONG SHIRE—				
Granya-Tallangatta Road	89 1 3	
George's Creek Road	28 12 9	
Shelley-Jingellic Road	6,915 16 0	
Tallangatta Creek Road	761 7 4	
Yabba Road	3,703 18 8	11,498 16 0
Carried forward	155 13 3	..	525,956 16 6

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued.*

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	155 13 3	..	525,956 16 6
TRARALGON SHIRE—				
Callengee Road	7 10 6	
Callengee Factory Road	1,979 16 9	
Traralgon Creek Road	6,079 13 7	
Traralgon-Jeeralang Road	384 0 0	
Tyer's Road	111 18 3	
				8,562 19 1
UPPER MURRAY SHIRE—				
Beetoomba Road	6 16 6	
Benambra-Corryong Road	1,023 17 10	
Kancobin Road	4,790 9 4	
Murray Valley Road	510 10 6	
Thowgla Road	2,589 17 4	
				8,921 11 6
UPPER YARRA SHIRE—				
Don Road	34 0 0	
Little Yarra Road	2,749 18 6	
Wood's Point Road	1,476 6 1	
Woori Yallock-Cockatoo Road	2,431 7 4	
				6,691 11 11
VIOLET TOWN SHIRE—				
Harry's Creek Road	6,123 12 7	
				6,123 12 7
WALPEUP SHIRE—				
Boinka North Road	1,021 8 0	
Boinka South Road	22 11 4	
Boulka-Timberoo Road	1,294 17 8	
Boorongie North Road	813 14 8	
Carina North Road	33 10 8	
Danyo North Road	326 5 0	
Kattiyong Road	41 18 4	
Galah-Timberoo Road	1,453 15 0	
Murrayville North Road	259 17 1	
Nyang South Road	132 19 9	
Ouyen-Kulwin Road	73 10 2	
Panitya North Road	30 11 2	
Tiega North-east Road	103 19 6	
Underbool-Gnarr Road	598 5 7	
Underbool-Mamengarook Road	134 4 6	
Underbool South Road	657 0 0	
Walpeup-North Meridian Road	208 12 0	
				7,207 0 5
WANNON SHIRE—				
Melville Forest Road	501 1 0	
				501 1 0
WANGARATTA SHIRE—				
Boorhaman-Springhurst Road	898 7 10	
				898 7 10
WARANGA SHIRE—				
Carag-Stanhope Road	914 0 0	
Lauderdale Road	72 2 5	
Rushworth-Stanhope Road	20 2 0	
				1,006 4 5
WARRAGUL SHIRE—				
Bona Vista Road	1,249 13 11	
Bona Vista-Nilma Road	148 7 0	
Darnum-Allambee Road	223 10 0	
Ferndale Road	1,438 9 6	
Ferndale-Strezleeki Road	1,194 11 11	
Korumburra-Seaview Road	1,630 0 4	
Mountain View-McDonald's Track	4 15 8	
Nilma-Shady Creek Road	2,504 16 6	
Old Sale Road	281 14 11	
Telegraph Road	1,812 2 11	
Warragul-Lardner Road	171 5 0	
Warragul-Leongatha Road	509 9 10	
				11,168 17 6
WARRAGUL AND BULN BULN SHIRES (Joint Works)—				
Lardner's Track	3,127 8 11	
				3,127 8 11
WARRAGUL AND NARRACAN SHIRES (Joint Works)—				
Old Sale Road	41 17 5	
				41 17 5
WARRNAMBOOL SHIRE—				
Naringle Road	1,773 10 6	
Nullawarre-Timboon Road	2,077 10 9	
				3,851 1 3
WERRIBEE SHIRE—				
Aviation Road	2,628 17 11	
Exford Road	958 12 6	
				3,587 10 5
Carried forward	155 13 3	..	587,646 0 9

STATEMENT OF EXPENDITURE IN CONNEXION WITH CONSTRUCTION OF DEVELOPMENTAL ROADS, ETC.—*continued*.

Municipality and Road.	Acts Nos. 2944 and 2985.		Act No. 3255.	
	Amount.	Total.	Amount.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
DEVELOPMENTAL ROADS LOAN ACCOUNT ACT NO. 3255 (SECTION 4).—SPECIAL PROVISION— <i>continued</i> .				
Brought forward	155 13 3	..	635,292 16 5
HEYTESBURY AND WARRNAMBOOL SHIRES (Joint Works)— Ayersford Road	374 4 0	374 4 0
MIRBOO SHIRE— Allambee East-West Tarwin Road Boolarra-South Mirboo Road	28 0 4 1,032 11 5	1,060 11 9
MORWELL SHIRE— Boolarra-Welshpool Road Jeeralang West Road	4,843 3 11 1,000 0 0	5,843 3 11
MORWELL AND SOUTH GIPPSLAND SHIRES (Joint Works)— Gunyah-Ryton Road	425 7 8	425 7 8
NARRACAN SHIRE— Wood's Point-Walhalla Road	14 4 0	14 4 0
OMEQ SHIRE— Bruthen-Omeo Road	1,960 17 6	1,960 17 6
ORBOST SHIRE— Bete-Bolong Road Errinundra Road Lower Bemm Road	1,016 7 7 350 0 0 644 15 5	2,011 3 0
OTWAY SHIRE— Beech Forest-Laver's Hill Road Gellibrand-Carlisle Road Princetown Road	1,009 13 2 69 0 0 109 15 5	1,188 8 7
OXLEY SHIRE— Whitfield-Tolmie Road	19 1 4	19 1 4
OXLEY AND BENALLA SHIRES (Joint Works)— Toombullup Road	4 7 6	4 7 6
SOUTH GIPPSLAND SHIRE— Boolarra-Welshpool Road Foster-Boolarra Road Toora-Gunyah Road	2,020 0 0 18 11 3 1,180 0 0	3,218 11 3
TRARALGON SHIRE— Callignee Road	725 16 8	725 16 8
UPPER YARRA, MANSFIELD, AND NARRACAN SHIRES (Joint Works)— Aberfeldy-Matlock Road	447 11 9	447 11 9
WARRAGUL SHIRE— Korumburra-Seaview Road	60 0 0	60 0 0
WHITTLESEA AND YEA SHIRES (Joint Works)— Whittlesea-Kinglake Road	2,007 7 2	2,007 7 2
WOORAYL SHIRE— Turton's Creek Road	661 14 11	661 14 11
YACKANDANDAH AND BRIGHT SHIRES (Joint Works)— Happy Valley-Running Creek Road	8 13 7	8 13 7
YEA SHIRE— Yarra Glen-Glenburn Road	152 7 10	152 7 10
Suspense Account	2,933 5 4
		155 13 3		658,409 14 2

APPENDIX F.

COUNTRY ROADS BOARD.

PARTICULARS OF SURVEYS, ETC., ON ROADS DECLARED MAIN ROADS UNDER THE PROVISIONS OF THE COUNTRY ROADS ACT DURING THE YEAR ENDED 30TH JUNE, 1926.

Name of Municipality and Name of Road.	Locality of Works.	Lengths of Roads—			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES.					
ALBERTON SHIRE— Carrajung-Gormandale Road	Metalling at Calrossie	1·8	1·8	1·8	1·8
Sale-Yarram Road	Gravelling at Buckley's Corner, near Yarram ..	..	..	1·4	1·4
ALEXANDRA SHIRE— Healesville-Alexandra Road	Contract 2P/77—Approaches Little River Breakaway. Bridge at Taggerty	·07	·07	·07	..
Upper Goulburn Road	Contract 2P/53—Dry Creek Bridge and approaches	·07	·07	·07	·07
ARAPILES SHIRE— Horsham-Hamilton Road .. .. .	.. .. .	·3	·3	·3	·3
Horsham - Natimuk - Edenhope Road	Natimuk, Poverty Flat, Jacky Sands, &c. ..	2·83	2·83	2·83	2·83
ARARAT SHIRE— Ballarat-Hamilton Road	Between Westmere and Streatham	2·54	2·54	2·54	2·54
AVOCA SHIRE— Ararat Road	From Avoca to Shire boundary (tenders accepted for 1,000 cubic yards of gravel)	..	..	..	..
Bealiba Road	Through Parish of Avoca (tenders accepted for 500 cubic yards of gravel)	..	..	..	..
Maryborough Road	Through Parish of Bung Bong (tenders accepted for 750 cubic yards of gravel)	..	..	..	..
BAINSDALE SHIRE— Bulnwaal-Tabberabbera Road	Near Waterholes Creek .. .. .	..	..	·28	·28
BALLAN SHIRE— Mt. Wallace Road	3 miles south of Ballan Township	1·91	1·91	·76	·76
BRECHWORTH SHIRE— Everton-Myrtleford Road	Section near Bowman's R.S. and Brookfield ..	·85	·85	·85	..
BELFAST SHIRE— Hamilton Road	Bridge over Ware's Creek .. .. .	..	..	..	..
BERWICK SHIRE— Gembrook Road	Contract 19P/54—Metalling from Ararat Creek towards Black's	..	..	..	·67
" " " "	Contract 19P/46—Metalling from Black's towards Ararat Creek	..	..	..	..
" " " "	Contract 19P/33—Forming and metalling near Gembrook through Pitt's	..	..	·3	·3
Longwarry-Nar-nar-goon Road	Contract 19P/50—Metalling Main Street, Garfield	·34	·34	·34	·34
Woori Yallock-Pakenham-Koo-wee-rup Road	Contract 19P/53—Metalling through Cockatoo Station yard	·29	·29	·29	·29
BET BET SHIRE— Avoca-Bealiba Road	From Boddy's Corner to Bealiba	1	..	..	..
Dunolly Road	Near Central Riding boundary	·37	·37	..	..
BIRCHIP SHIRE— Beulah - Birchip - Wycheproof Road	At Shire boundary, east of Birchip	·66	·66	·66	·66
" " " "	East of Birchip	·75	·75	·75	·75
" " " "	West of Birchip	·75	·75	·75	·75
BORUNG SHIRE— Birchip Road	Gravelling between Allotments 123, 124, Werrigar	·26	·26	..	..
Hopetonn Road	Forming between Allotments 43, 46, Batchica, and 145, 137, Warracknabeal	1·93	1·93	1·93	1·93
" " " "	Forming between Allotments 104, 105, 106, 109, 111, on west side, Willenabrina	1·51	1·51	1·51	..
" " " "	Metalling between Allotments 104, Willenabrina, and 3, Batchica	·13	·13	..	..
Minyip Road	Metalling between Allotments 83, 86, Werrigar, and 145, 146, Kellalac	1·33	1·33	1·33	1·33
" " " "	Forming between Allotments 145, 146, 126, 141, Kellalac	1·36	1·36	1·36	1·36
Rainbow Road	Forming between Allotments 10, 11, Willenabrina, and 137, 162, Werrigar	1·61	1·61	1·61	1·61
BRIGHT SHIRE— Bright Road	Myrtleford—Re-forming and metalling from 9,200 feet to 15,000 feet	..	..	·53	·53
BULN BULN SHIRE— Neerim "A" Road	Metalling at Tarago Post Office .. .. .	..	..	1·4	1·4
Western Port Main Road .. .. .	.. .. .	..	..	·3	·3
CHARLTON SHIRE— St. Arnaud Road	2 miles from Coonooer Bridge	·19	·19	·19	·19
Bendigo Road	1 mile from Charlton	·42	·42	·42	·42
Donald Road	Commencing at Charlton, and 3 miles from Charlton	1·6	1·6	1·6	1·6
Wycheproof Road	5 miles from Charlton	·49	·49	·49	·49
" " " "	6 miles from Charlton	·45	·45	·45	·45
COLAC SHIRE— Colac-Beech Forrest Road	Methven's Hill to Kawarren— Clearing and grubbing	8·16	8·16	8·16	8·16
Forming and grading .. .. .	.. .. .	..	..	1·48	1·48
CRESWICK BOROUGH— Ballarat-Castlemaine Road	Supply of 200 cubic yards of spalls .. ..	..	..	..	..
DIMBOOLA SHIRE— Rainbow Road	Between Jeparit and Ellam	1·29	1·29	1·29	1·29
Warracknabeal Road	Between 4 and 6 miles north-east of Dimboola	1·25	1·25	1·25	1·25
DUNDAS SHIRE— Hamilton-Port Fairy Road	At from 8½ to 9½, 12 to 12½, and 15 to 15½ miles from Hamilton, Parishes of Monivae and Byaduk. (Tender accepted for spalls for 1·9 miles. Spalls crushed by day labour)	1·9	..	..	..
Hamilton-Dunkeld Road	At from 2½ to 3½, 4 to 4½, 5 to 5½, 6 to 7½, and 13 to 14 miles from Hamilton, Parishes of South Hamilton, Warrayure, and Moutajup. (Tender accepted for spalls or 1·93 miles)	4·12	2·19	2·19	2·19 1·83 (By day labour)
Carried forward		42·53	37·70	41·48	41·55

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

Name of Municipality and Name of Road.	Locality of Works.	Lengths of Roads—			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES— <i>continued.</i>					
	Brought forward	42·53	37·70	41·48	41·55
DUNDAS SHIRE— <i>continued.</i> Hamilton-Horsham Road ..	At from 3 to 4, 18½ to 20, 22½ to 23, 23½ to 24½, and 26½ to 27 miles from Hamilton, Parishes of North Hamilton, Cavendish, and Geerak. (Tender accepted for spalls for '55 mile)	2·55	·98	2	2·55 (By day labour)
Hamilton-Mt. Gambier Road	At from 10½ to 11½ miles from Hamilton, Parish of Bochara. (Tender accepted for spalls for '98 mile)	·98	·98	..	·98
Hamilton-Portland Road ..	At from 7 to 8½ and 9 to 9½ miles from Hamilton, Parishes of Yulecart and Audley	·94	·57	·94	·94
DUNMUNKLE SHIRE— Rupanyup-Murtoa Road ..	Between Rupanyup and Murtoa	4·34	4·34	4·34	4·34
EAST LODDON SHIRE— Dingee Road	Commencing at the junction of the Raywood and Dingee roads, and continuing east towards Dingee	1·78	1·78	1·78	1·78
Mitiamo Road	Commencing at end of present metalling, west from Mitiamo	1·73	1·73	1·73	1·73
FLINDERS SHIRE— Dromana-Sorrento Road ..	Between Rocks and water trough	5·5	5·5	·75	·75
GOULBURN SHIRE— Avenel-Longwood Road ..	Near Locksley	1·2	1·2	1·2	1·2
Goulburn Valley Road ..	North of Nagambie	1·3	1·3	1·3	1·3
HEYTESBURY SHIRE— Cobden-Port Campbell-Princetown Road ..	Formation and metalling from Timboon Road junction to Newfield	1·17	1·17	..	1·17 (Day labour)
HUNTLY SHIRE— Bendigo-Echuca Road ..	At Elmore	1	1	..	..
KARA KARA SHIRE— Avoca-St. Arnaud Road ..	Between Redbank and Stuart Mill	8·39	8·39	..	..
Charlton Road	Between Slaty Creek and Avoca River ..	2·61	2·61	..	..
Navarre Road	At Paradise	1·81	1·81	..	..
St. Arnaud-Donald Road ..	Between St. Arnaud North and Shire boundary at Cope Cope	13·35	13·35	4·14	4·14
KARKAROO SHIRE— Hopetonn-Rainbow Road ..	At Hopetonn .. ..	..	..	..	·9
Hopetonn-Woomelang Road ..	.. ..	..	..	..	·4
Rainbow-Beulah-Birchip Road ..	West of Beulah Township at Kennmare	..	..	..	2
KERANG SHIRE— Murray Valley Road ..	West of Town of Kerang	1·25	1·25	1·25	1·25
" " " ..	Formations only	7	..	..	..
" " " ..	Two stone crossings—one near Reedy Creek and one west of Nine-mile Creek	..	..	..	..
KORUMBURRA SHIRE— Bena-Poowong Road ..	Near Loch Road junction	·67	·67	·67	·67
Korumburra-Wonthaggi Road ..	Near Kongwak	·46	·46	·46	·46
KOWREE SHIRE— Boorookpi Road	Near "Pleasant Banks"	·62	·62	..	..
" " " ..	Near Goroke	·28	·28	..	..
Edenhope-Goroke Road ..	Near Guthridge's	·25	·25	..	..
Hamilton-Edenhope-Apsley Road ..	Race-course Hill Harrow	·14	·14	..	..
LAWLOTT SHIRE— Nhill-Kaniva-Border Road ..	Forming and loaming across Merwyn Swamp ..	..	·62	·62	·62
South Lillimur Road ..	Metalling between Kaniva and South Lillimur ..	..	·28	·28	·28
LEIGH SHIRE— Werneth Road	Southward from Lee's Ford Bridge at Werneth	·88	·88	..	·46 (By day labour)
LOWAN SHIRE— Dimboola-Kaniva Road ..	Between 68A and 74/75, Tarranginnie ..	·37	·37	·37	·37
Lorquon West Road ..	Between 137 and 69, Parish of Woorak ..	·25	·25	·25	·25
" " " ..	Between 134 and 134A, Parish of Woorak ..	·25	·25	·25	·25
" " " ..	Between 12/13, Lorquon, and 110/125, Parish of Woorak	·75	·75	·75	·75
Yanac Road	Between 123 and 208/223, Tarranginnie ..	·37	·37	·37	·37
" " " ..	Between 5A and 64, Parish of Yanac ..	·4	·4	·4	·4
MAFFRA SHIRE— Licola Road	Parish of Glenmaggie from I13 to 89v ..	..	·66	..	..
MALDON SHIRE— Maldon-Eddington Road ..	At boundary between Maldon and Baringhup Ridings	1	1	1	1
MANSFIELD SHIRE— Mansfield Road	Formation and metalling two sections Mansfield Road east	·95	·95	·95	·95
Toimie Road	Reformation and metalling McKenzie's Corner to Broken River Bridge	1·65	1·65	1·65	1·65
MELVOR SHIRE— Kilmore-Heathcote-Bendigo Road ..	Knowsley .. ..	..	..	·72	·72
" " " ..	Tooborac .. ..	..	..	·77	·77
MILDURA SHIRE— Melbourne Road	Between Irymple and Red Cliffs	3	3	3	3
Wentworth Road	Between Birdwood and Merbein	1	1	..	..
" " " ..	Between Merbein West and River Murray ..	1·5	1·5	..	..
" " " ..	Between Ontario and Riverside Avenues ..	·25	·25	..	..
MILDURA TOWN— Tenth Street	Deakin Avenue to Langtree Avenue ..	..	..	..	·081 (By day labour)
Seventh Street	Langtree Avenue to Careton Avenue at Bridge	..	..	..	·5 (By day labour)
MIRBOO SHIRE— Mardan Road	Thompson's to J. Watt's (grading)	·71	·71	·71	·71
" " " ..	Campbell's (metalling)	·42	·42	·42	·42
MORWELL SHIRE— Boolarra-Welshpool Road ..	Morwell-Boolarra Road Junction	·09	·09	·09	·09
" " " ..	Greenwood's to Lewis' Gate	1	1	1	1
MOUNT ROUSE SHIRE— Ballarat-Hamilton Road ..	Between Dunkeld and 8 miles east of Glenthompson	..	..	1·9	1·9
Hamilton-Dunkeld Road ..	Between Dunkeld and the 3 mile post ..	..	..	·88	·88
Hamilton-Penshurst Road ..	Between the 2 mile post on the south and the 3 mile post on the north of Penshurst	..	..	1·28	1·28
Maroona-Glenthompson Road ..	Between Glenthompson and the Shire boundary	..	..	·28	·28
Penshurst-Caramut Road ..	Between the 2nd and 14th mile posts ..	..	..	1·06	1·06
NEWHAM AND WOODEND SHIRE— Woodend-Tylden Road (joint with Kyneton Shire)	Tylden	·43	·43	·43	·43
	ried forward	117·12	104·91	81·47	88·581

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

Name of Municipality and Name of Road.	Locality of Works.	Lengths of Roads.			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles
UNDER MUNICIPALITIES—continued.					
	Brought forward	117·12	104·91	81·47	88·581
NEWSTEAD AND MT. ALEXANDER SHIRE—					
Castlemaine—Daylesford Road	Campbell's Creek, Yapeon, and Guildford .. ..	..	..	·4	·4
Castlemaine—Maryborough Road	Muckleford, Newstead, and Joyce's Creek .. ..	..	..	1·1	1·1
Creswick Road	Shultz's Hill and Sandon .. ..	..	..	·31	·31
Maldon Road	Carpenter's Hill .. ..	..	..	·12	·12
NUMURKAH SHIRE—					
Echuca—Picola Road	Gravelling west from Picola	2·85	2·85	2·85	2·85
" " "	Metalling at Picola	·32	·32	·32	·32
" " "	Gravelling from Ross's Corner to Broken Creek	·97	·97	·97	·97
Murray Valley Road	Gravelling from end of existing gravel west of Strathmerton	·9	·9	..	..
Nathalia—Kyabram Road	Metalling near Camel Back Bridge .. ..	..	·25	·25	·25
" " "	Gravelling south of Dillon's Lane .. ..	..	..	·38	·38
Shepparton—Numurkah—Cobram Road	Gravelling south from Numurkah railway crossing	·77	·77	·77	·77
" " "	Gravelling, &c., from Park corner to railway crossing	·55	·55	·55	·55
" " "	Metalling at Wunghnu	·87	·87	·87	·87
" " "	Metalling from end of metal east of Strathmerton	·06	..	..	..
OMEQ SHIRE—					
Benambra Road	Hinnomungie and Benambra	1·5	1·5	1	1
ORBOST SHIRE—					
Cann Valley Road	Replacement of 56 inverts with timber culverts	·03	·03	·03	·03
OXLEY SHIRE—					
Bright Road	Oxley Flats section	·44	·44	·44	..
PHILLIP ISLAND AND WOOLAMAI SHIRE—					
Dalyston—Wonthaggi Road	Powlett River to Daly's Mine	·95	·95	·95	·95
" " "	Powlett River floodway, &c.	·1	·1	·1	·1
Wonthaggi—Korumburra" Road	At Wonthaggi North	·86	·86	·86	·86
Wonthaggi—Loch Road	At Powlett River floodway	·4	·4	·4	·4
Main Coast Road	Corinella Road to Deep Creek	2·36	2·36	2·36	2·36
PORTLAND SHIRE—					
Portland—Casterton Road	Hotspur, towards Digby	·74	·74	..	..
Portland—Hamilton	Condale, towards Brankholme	1·38	1·38	..	..
ROCHESTER SHIRE—					
Bendigo—Echuca Road	South from Township of Rochester	1·11	1·11	1·11	1·11
Rochester—Bamawm—Prairie Road	Between Allotment 4 and Allotments 5 and 8, Parish of Ballendella	·41	·41	·41	·41
" " "	Between Allotments 116, 117, 120, and 167, 166, 165, Parish of Bamawm	·6	·6	·6	·6
Rochester—Timmering Road	From Allotment 113 to north-east angle of Allotment 122, Parish of Nannella	2·31	2·31	2·31	2·31
RODNEY SHIRE—					
Shepparton—Tatura Road	5 miles west of Mooroopna	·27	·27	·27	·27
Tatura—Byrneside—Kyabram Road	South of Merrigum	1·74	1·74	1·74	1·74
Mooroopna—Udera Road	North-west of the Township of Mooroopna	1·73	1·73	1·49	1·49
ROSEDALE SHIRE—					
Sale—Yarram Road	At Merriman's Creek .. ..	..	..	·64	·64
Seaspray Road	Various places over full length .. ..	..	..	5·61	5·61
SEYMOUR SHIRE—					
Avenel—Longwood Road	Near Monea Railway Station	1·06	1·06	1·06	1·06
Goulburn Valley Road	Parish of Mangalore, near Gerrard's	1·21	1·21	1·21	1·21
Upper Goulburn Road	Timber Bridge over Reedy Creek, near Tullaroork	·19	·19	·19	·19
SHEPPARTON SHIRE—					
Dookie—Nalinga Road	Forming, gravelling, &c., 5,094 lineal feet between Allotments 187, 188, 189, and Allotment D, Parish of Dookie	·96	·96	·96	·96
Shepparton—Nalinga Road	Forming, metalling, &c., 2,400 lineal feet between Allotments 39D, 39B, 39E, and Allotment 40A, Parish of Shepparton	·45	·45	·45	·45
Shepparton—Nagambie Road	Forming, metalling, &c., 2,300 lineal feet between Allotments 55 and 58A, Parish of Kialla	·44	..	..	..
Shepparton—Numurkah Road	Forming, metalling, &c., 5,200 lineal feet, commencing at intersection of Numurkah and Congupna Roads, in Parishes of Congupna and Shepparton	·98	·98	·98	(In hand by day labour)
SOUTH GIPPSLAND SHIRE—					
Dollar—Stony Creek Road	Metalling between Dollar and Carmichael's	1·31	1·31	2·76	2·76
Falls Road	Gravelling from Sheedy's Hill .. ..	..	..	1·17	1·17
Foster—Yarram Road	Formation and gravelling between Boolarra turnoff and Deep Creek	1·35	1·35	..	..
" " "	Forming and gravelling at the "Steppes"	·41	·41	..	..
" " "	Timber pile bridge over Franklin River .. ..	..	..	..	..
Foster—Boolarra Road	Metalling through Conder's	·95	·95	..	..
Toora—Gonyah Road	Gravelling from Tin Creek towards Mt. Best	1·72	1·72	1·72	1·72
Welshpool—Boolarra Road	Metalling and gravelling three connecting sections between Welshpool and Shire boundary	3·2	3·2	3·2	3·2
ST. ARNAUD BOROUGH—					
Avoca—St. Arnaud Road	From Napier Street to Borough boundary	·96	·96	..	..
St. Arnaud—Donald Road	From north-west end of Napier Street to the Borough boundary, St. Arnaud North	1·85	1·85	..	..
Charlton Road	From the Town boundary to the Borough boundary	1·31	..	..	..
STAWELL SHIRE—					
Marnoo Road	Gravelling south of Vivian's Hill	1·34	1·34	1·34	1·34
" " "	Flood section south of Wimmera	·51	·51	·51	..
STAWELL BOROUGH—					
Ararat—Stawell Road	Patrick Street, Stawell (metal crushed by day labour)	·45	·45	·45	·45
Glenorchy Road	Opposite Stawell Hospital (metal crushed by day labour)	·38	·38	·38	·38
SWAN HILL SHIRE—					
Euston Road	Tyntynder .. ..	..	..	..	1·31
Murray Valley Road	Narrung and Boundary Bend .. ..	..	..	..	4·05
Nyah—Ouyen Road	Chinkapook .. ..	..	..	..	1·75
" " "	Nyah West .. ..	..	..	..	2·75
Swan Hill Road	Swan Hill .. ..	..	·38	..	1·51
Swan Hill—Ultima Road	Ultima .. ..	..	..	..	·93
	Carried forward	162·37	148·98	127·06	144·541

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

Name of Municipality and Name of Road.	Locality of Works.	Lengths of Roads—			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES— <i>continued.</i>					
	Brought forward	162·37	148·98	127·06	144·541
TAMBO SHIRE— Prince's Highway East, Section 4	Between Nicholson River and Johnsonville ..	2	2	..	..
TRARALGON SHIRE— Gormandale Road Callignee Road Saw Pit Gully (second section)	5 miles from Traralgon Saw Pit Gully (first section) Saw Pit Gully (second section)	·72 .. 1·13	·72 .. 1·13	·72 1·13 1·13	·72 1·13 1·13
TUNGAMAH SHIRE— Yarrawonga-Cobram Road Numurkah-Tungamah Road Wilby Road	East of Cobram Railway Station 2 chain Tocumwal Road, Parishes of Youarang and Youanmite East and West Gellelic, between Dunbulbalane and Naring, at west boundary of Shire of Tungamah	·66 1·5 ·75	·66 1·5 ·75	·66 1·5 ·75	·66 1·5 ·75
St. James Road	West of St. James Railway Station	·09	·09	·09	·09
UPPER MURRAY SHIRE— Tintaldra Road	Between Cudgewa and Tintaldra	1·5	1·5	1·5	1·5
WALPEUP SHIRE— Ouyen-Pinaroo Road " " " " " " " "	From Ouyen, going west Opposite Calma Siding Just east of Pamitya Siding	1·37 ·75 ·94	1·37 ·75 ·94	1·37 ·75 ·94	1·37 ·75 ·94
WANNON SHIRE— Coleraine-Harrow Road Hamilton-Casterton Road Wannon Bridge Road	Konong Wootong North at J. Steff Muntham Hill, metalling Portland, Hill, J. Bell's, and Turnbull's	1 ·4 1	1 ·4 1	1 ·4 1	.. ·4 1
WARANGA SHIRE— Elnore-Colbinabbin Road	Between Colbinabbin and Colbinabbin West ..	..	..	1·18	1·18
WARRAGUL SHIRE— Bloomfield Road Warragul-Korumburra Road	Commencing at the end of the metal opposite C.A. 42, Parish of Drouin East, then along Old Bloomfield Road, and thence through C.A. 42, to the Old Sale Road (Bull Swamp Deviation) through C.A.'s 16 and 4, Parish of Warragul	1·62 1·69	1·62 1·69	.. 1·69	.. 1·69
WERRIBEE SHIRE— Geelong-Bacchus Marsh Road	Balliang East .. .. .	..	..	1·26	1·26
WINCHELSEA SHIRE— Birregurra-Forrest Road Lorne Road	Between Birregurra and Barwon Downs Between Dean's Marsh and Benwerrin	1·2 ..	1·2 1·61	1·2 1·61	1·2 1·61
WODONGA SHIRE— Wodonga-Yackandandah Road " " " "	Timber bridge over Middle Creek and approaches thereto Forming, gravelling, culverts, &c., Kiewa Road junction to Shire boundary	·12 ·69	·12 ·69	·12 ..	·12 ..
WONTHAGGI BOROUGH— Wonthaggi-Korumburra Road	From junction of Loch-Wonthaggi Road to Borough boundary	·75	·75	·75	·75
WOORAYL SHIRE— Leongatha-Yarragon Road Lower Tarwin Road	Near Wooreen Near Brown's, Shiell's, &c. .. .. .	.. ..	.. ..	1·32 2·27	1·32 2·27
WYCHEPROOF SHIRE— Wycheproof-Corack Road Wycheproof-Birchip Road Sea Lake-Ultima Road Sea Lake-Birchip Road Sea Lake-Woomelang Road	West of Wycheproof " " " " East of Sea Lake and Taggart's Crossing South of Sea Lake South and west of Sea Lake	2 2·09 ·43 ·66 ·63	.. ·59 ·43 ·66 ·63	.. ·59 ·43 ·66 ·63	.. ·59 ·43 ·66 ·63
YACKANDANDAH SHIRE— Dederang Road " " " " " " " " Gundowring Road " " " " Yackandandah-Wodonga Road " " " "	At Flaggy Creek, Draper's, and Horne Creek At Lake Harvey Section Pioneer and Glen Creek Sections At Reed's, Goldworthy's, and Barton's Gravelling under maintenance at various places Deviation at Ramsey's Hill .. .. .	.. .. 5 2	.. ·68	2·54 2·51 ·5 ·5	2·54 2·51 ·5 ·5
YARRAWONGA SHIRE— Wangaratta-Yarrawonga Road Yarrawonga-Cobram Road	Reforming and metalling from peg at 9,800 feet to peg at 12,500 feet (Contract 190P/7) Reforming and metalling from peg at 11,700 feet to peg at 16,320 feet (Contract 190P/6)	.. ..	·51 ·87	·51 ·87	.. ·87
YEA SHIRE— Yea-Glenburn Road " " " " " " " " " " " " Glenburn-Yarra Glen Road	Near "Murrindindi" Bridge and approaches at Glenburn Gravelling near "Aywarling" Stewart's Lane-Devlin's Bridge Kalatha Creek-Glenburn School Matchett's-West's Bridge	·38 ·04 ·61 1·16 1·45 1·74	·38 ·04 ·61 1·16 1·45 1·74	·38 ·04 ·61 1·16 1·45 1·74	·38 ·04 ·61
	Total	200·44	180·22	166·52	178·141

UNDER DIRECT SUPERVISION OF THE BOARD.

ALBERTON AND MORWELL SHIRES— Boolarra-Welshpool Road	21,090 lineal feet re-forming and metalling from English's corner to near Livingston Road junction .. .. .	..	3·99	3·99	3·99
ALEXANDRA AND YEA SHIRES— Upper Goulburn Road	Home Creek Bridge, between Cathkin and Molesworth	·026	·026	·026	·026
AVOCA SHIRE— Avoca-Bealiba Road	Reinforced concrete culvert near Redbank, 29 lineal feet	·006	..	..	..
BET BET SHIRE— Avoca-Bealiba Road	19-ft. reinforced concrete culvert and approaches near Bealiba, 67 lineal feet	·013	·013	·013	·013
BULN BULN SHIRE— Fumina Road	Metalling near Noojee	3·18	3·18	..	..
BORUNG SHIRE— Dimboola Road	79-ft. bridge over Yarriambiack Creek at War-racknabeal and approaches, 700 feet	·13	·13	·13	·13
CARRUM BOROUGH— Point Nepean Road	Reinforced concrete bridge over Patterson's Creek at Carrum, 256 feet, and approaches, 572 feet	·16	·16	·16	·16
	Carried forward	3·515	7·499	4·319	4·319

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

Name of Municipality and Name of Road.	Locality of Works.	Lengths of Roads—			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER DIRECT SUPERVISION OF THE BOARD—<i>continued.</i>					
CRANBOURNE SHIRE— Lang Lang-Nyora Road ..	Brought forward	3·515	7·499	4·319	4·319
..	Re-forming and spreading gravel between Lang Lang and Nyora	..	..	1·25	Day labour 1·25
..	Supply of 5,623 cubic yards gravel between Lang Lang and Nyora	..	..	..	..
ELTHAM SHIRE— Eltham-Yarra Glen Road ..	Reinforced concrete bridge and approaches over Diamond Creek, 4/30-ft. and 2/40-ft. spans	..	..	·086	·086
HEALESVILLE SHIRE— Healesville-Alexandra ..	Yarra floodway near Healesville; R.C. bridge 55-ft. and 175-ft. approaches	·046	·046	..	..
..	Bridge (timber) over Acheron River, near St. Fillan's, 42-ft. span	·008	·008	..	..
LILYDALE SHIRE— Healesville Road ..	20-ft. reinforced concrete culvert (two-cell) at Yarra Grange	·004	·004	·004	·004
..	Mt. Dandenong Road	..	..	2·04	2·04
..	Yarra Glen Road	·066	·066	·066	·066
LILYDALE AND UPPER YARRA SHIRES— Warburton Road ..	Reinforced concrete bridges over Woori Yallock Creek, near Woori Yallock, 2/90 feet and approaches	·95	·95	·95	·95
MORWELL SHIRE— Boolarra-Foster Road ..	Grubbing, clearing, forming, grading, and sanding between Fisher's and Boolarra South	2·1	2·1	2·1	2·1
MULGRAVE SHIRE— Ferntree Gully Road ..	Forming and metalling Wheeler's Hill deviation	..	..	1·31	1·31
NEWHAM AND WOODEND SHIRES— Tylden Road ..	Reinforced concrete bridge, 30-ft. span and 157-ft. approaches, near Woodend	·035	·035	..	..
OTWAY SHIRE— Forrest-Apollo Bay Road ..	Metalling on Barramunga section (metal supplied by contract)	..	1·34	Work done	by day labour
..	Metalling on Mt. Sabine section (metal supplied by contract)	..	3·5	Work done	by day labour
ROCHESTER SHIRE— Rochester-Echuca Road ..	Re-forming and gravelling near Echuca ..	·94	·94	·94	·94
..	Supply of 6,010 cubic yards gravel ..	..	..	..	..
RUTHERGLEN SHIRE— Chiltern-Howlong Road ..	Reinforced concrete bridge at Simmond's, 2/20-ft. spans	..	..	·008	·008
UPPER YARRA SHIRE— Warburton Road ..	Bridge over Hoddle's Creek, timber 25 feet ..	·004	·004	·004	·004
..	Wood's Point Road	·008	·008	·008	·008
..	Timber bridge at McVeigh's over River Yarra, 2/13 feet and 1/15 feet	..	..	..	..
WANGARATTA AND YARRAWONGA Peechelba Road ..	Timber bridge over Ovens River, near Peechelba, 650-ft. bridge and 11,270-ft. approaches	..	2·25	2·25	2·25
	Total	7·676	17·410	15·335	16·675

APPENDIX F.

COUNTRY ROADS BOARD.

PARTICULARS OF SURVEYS, ETC. ON HIGHWAYS DECLARED STATE HIGHWAYS UNDER THE PROVISIONS OF THE HIGHWAYS AND VEHICLES ACT 1924, DURING THE YEAR ENDED 30th JUNE, 1926.

Name of Municipality and Name of Highway.	Locality of Works.	Lengths of Highways—			
		For which Permanent Surveys have been Made.	For which Plans have been Prepared.	For which Tenders have been Invited.	For which Tenders have been Accepted.
		Miles.	Miles.	Miles.	Miles.
UNDER MUNICIPALITIES.					
KORONG SHIRE— North-Western Highway—Section 3	Wedderburn—Woosang (near Douglas) ..	1·02	1·02	·19	·19
" " " " " "	" " " (near Coshes) ..	·83	·83	·32	·32
MORWELL SHIRE— Prince's Highway	West of Morwell River	·47	·47	..	..
OMEQ SHIRE— Omeo Highway	Doctor's Flat	1	1	1	1
" " " " " "	Pretty Flat	1	1	1	1
" " " " " "	Bald Hill Creek	1	1	1	1
" " " " " "	Tongio Gap	4	4	..	..
ORBOST SHIRE— Prince's Highway	Gravelling on Newmerella Flat .. ..	..	..	·59	·59
PORTLAND SHIRE— Prince's Highway	Greenwald, towards Dartmoor—Contract 134P/40	1·81	1·81	1·81	1·81
" " " " " "	Winnap, towards Dartmoor	·62	·62	·62	·62
" " " " " "	Greenwald, towards Dartmoor	1·16	1·16	..	..
RIPON SHIRE— Western Highway	Box's Cutting .. ..	..	..	·6	·6
STAWELL SHIRE— Western Highway—Section 3 ..	Flood sections north of Glenorchy	1·12	1·12	..	..
" " " " " "	Flood sections along Whimera, south of Glenorchy	·45	·45	..	..
TOWONG SHIRE— Omeo Highway	Tallangatta to Tallandoon	1·53	·41	2·26	2·26
TRARALGON SHIRE— Prince's Highway East	From boundary Rosedale Shire at Flynn's Creek	1·28	1·28	1·28	1·28
WYCHEPROOF SHIRE— North-Western Highway—Section 3	Earth formations south of Wycheproof; gravelling south of Wycheproof	2·99	2·99	2·99	2·99
" " " " " Section 4	Between Wycheproof and Sea Lake	3·55	2·55	2·55	2·55
" " " " " Section 5	North of Sea Lake	1·2	1·2	1·2	1·2
	Total	25·03	22·91	17·41	17·41

UNDER DIRECT SUPERVISION OF THE BOARD.

BAIRNSDALE SHIRE— Prince's Highway East—Section 3 ..	Tom's Creek Bridge, near State School, 15 miles from Bairnsdale	..	..	..	..
BERWICK SHIRE— Prince's Highway East—Section 1 ..	3,740 lineal feet reforming and metalling mid-way between Officer and Pakenham	·7	·7	..	..
BERWICK AND BULN BULN SHIRES— Prince's Highway East—Section 1 ..	From Nar-nar-agoon to Picnic Point	2·8	2·8	..	..
BULN BULN SHIRE— Prince's Highway East—Section 1 ..	5,859 lineal feet from near Robin Hood Hotel to end of Wilkinson's contract	1·24	1·24	1·24	1·24
BRAYBROOK SHIRE— Western Highway—Section 1 ..	Reinforced concrete culvert near Albion (26 ft. 6 in.)	..	..	·005	·005
CORIO SHIRE— Prince's Highway West—Section 1 ..	Reinforced concrete bridge 1/30-ft. span over Cowie's Creek	·006	·006	·006	·006
HUNTLY SHIRE— Northern Highway—Section 1 ..	Deviation between Huntly and Goornong ..	3·1	..	..	..
KEILOR SHIRE— North-Western Highway—Section 1	11,202 lineal feet reforming and metalling between Spring Gully to Maribyrnong R. at Keilor	2·1	2·1	2·1	2·1
KYNETON ROAD— North-Western Highway—Section 1	Bridge over Campaspe: Provision of reinforced concrete deck 120 lineal feet on R.S. joists on existing masonry piers	·025	·025	·025	·025
MARONG AND KORONG SHIRES— North-Western Highway—Section 2	Bridge over Loddon at Bridgewater .. ..	..	..	..	..
MULGRAVE SHIRE— Prince's Highway East—Section 1 ..	Between Box Hill Road and Spring Vale Road—widening and re-sheeting with bituminous concrete	3·55	3·55	3·55	3·55
NARRACAN SHIRE— Prince's Highway East—Section 2 ..	Haunted Hills section, Narracan Creek to Shire boundary (survey only)	1·8	..	..	..
SEYMOUR, GOULBURN, AND EUROA SHIRES— North-Eastern—Section 2 ..	Between Avenel and Longwood (survey only) ..	16	..	..	..
WINCHELSEA SHIRE— Prince's Highway West—Section 2 ..	Winchelsea township boundary to Shire boundary—reforming, widening, and re-sheeting	6·2	6·2	6·2	6·2
	Total	37·521	16·621	13·126	13·126

APPENDIX G.

COUNTRY ROADS BOARD.

MAIN ROADS.

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED AND ROADS MAINTAINED DURING THE YEAR ENDED 30TH JUNE, 1926.

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
UNDER MUNICIPALITIES.				
ALBERTON SHIRE—				
Sale-Yarram Road .. .. .	.. .. .	From Yarram to Monkey Creek .. .. .	..	28
Yarram-Won Wron Road .. .. .	.. .. .	From Yarram to Won Wron .. .. .	..	4 '6
Carrajung-Gormandale Road .. .. .	.. .. .	From Yarram to Won Wron and from Carrajung to Gormandale .. .. .	..	17 '5
Balook-Traralgon Road	From Balook to Pattinson's Saddle	From Lower Bulga to Balook	'9	4
Yarram-Boolarra Road .. .. .	.. .. .	From Yarram to Gemmill's Hill .. .. .	..	18 '1
Foster-Yarram Road .. .. .	.. .. .	From Alberton to Shire Boundary .. .. .	..	8
Yarram-Port Albert Road .. .. .	.. .. .	From Yarram to Port Albert .. .. .	..	8 '5
ALEXANDRA SHIRE—				
Healesville-Alexandra Road	Contract 2P/48 at Taggerty .. .. .	.. .. .	'33	..
" " " "	Contract 2P/77—Approaches Little River Breakaway Bridge, Taggerty .. .. .	.. .. .	..	'07
Upper Goulburn Road	Contract 2P/53—Dry Creek Bridge and approaches .. .. .	.. .. .	..	'07
ARAPILES SHIRE—				
Horsham-Natimuk-Edenhope Road	Natimuk .. .. .	.. .. .	1 '9	..
ARRAT SHIRE—				
Ballarat-Hamilton Road	Between Westmere and Streatham	Between Westmere and Wickliffe and general	2 '54	1 '59
Ararat-Warrambool Road .. .. .	.. .. .	About 28-mile post, general .. .. .	..	'39
Maroona-Glenhompson Road .. .. .	.. .. .	At Kiora and between Willaura .. .. .	..	'53
Ararat-Elmhurst Road .. .. .	.. .. .	Generally throughout .. .. .	..	..
ARARAT BOROUGH—				
Ballarat-Stawell Road .. .. .	.. .. .	Full extent of road .. .. .	..	3 '22
AVOCA SHIRE—				
Ballarat-St. Arnaud Road .. .. .	.. .. .	Treated with bitumen and gravel .. .. .	..	'45
" " " " .. .. .	.. .. .	General maintenance whole length .. .. .	..	22
Ararat Road .. .. .	.. .. .	" " " " .. .. .	..	7
Landsborough Road .. .. .	.. .. .	" " " " .. .. .	..	2
Bealiba Road .. .. .	.. .. .	" " " " .. .. .	..	9
Maryborough Road .. .. .	.. .. .	" " " " .. .. .	..	5
AVON SHIRE—				
Princes Highway (Stratford Town) .. .. .	.. .. .	General repairs and re-sheeting with gravel .. .. .	..	1 '5
Sale-Maffra Road .. .. .	.. .. .	General repairs and re-sheeting with gravel .. .. .	..	3
Dargo Road .. .. .	.. .. .	General repairs and drainage .. .. .	..	25
BACCHUS MARSH SHIRE—				
Geelong-Bacchus Marsh Road .. .. .	.. .. .	General repairs Bacchus Marsh to Parwan .. .. .	..	3 '1
Gisborne Road .. .. .	.. .. .	Re-sheeting with gravel—	..	..
		South-west 21B to south-west 18, parish of Merrimu .. .. .	..	'51
		South-east X1 Darley to Lerderderg River .. .. .	..	'53
		North-east 6B to south-east 3A, Parish of Coimadai .. .. .	..	'6
		General repairs (rest of length) .. .. .	..	7 '98
		General repairs west of Korkuperrimul to Lerderderg River (full length) .. .. .	..	3 '52
Melbourne-Ballarat Road .. .. .	.. .. .	.. .. .	..	..
BAIRNSDALE SHIRE—				
Bulumwaal-Tabberabbera Road	Near Waterhole Creek	General maintenance	'28	15
BALLAN SHIRE—				
Mt. Wallace Road	2 miles south of Ballan Township .. .. .	.. .. .	'76	..
BALLARAT SHIRE—				
Ballarat-Maryborough Road .. .. .	.. .. .	Between junction Lexton Road and Miners' Rest .. .. .	..	'45
" " " " .. .. .	.. .. .	Between Miners' Rest and Blowhard .. .. .	..	'42
" " " " .. .. .	.. .. .	Between Blowhard and Shire Boundary .. .. .	..	'43
" " " " .. .. .	.. .. .	Between junction Lexton Road and Miners' Rest .. .. .	..	'24
Ballarat-Creswick Road .. .. .	.. .. .	Between north boundary and Mt. Rowan .. .. .	..	'97
Ballarat-Lexton Road .. .. .	.. .. .	Between Shire boundary and junction Maryborough Road .. .. .	..	1 '05
" " " " .. .. .	.. .. .	Between junction Maryborough Road and Learmonth .. .. .	..	'89
" " " " .. .. .	.. .. .	Between Learmonth and Waubra .. .. .	..	'37
" " " " .. .. .	.. .. .	Between Shire boundary and junction Maryborough Road .. .. .	..	'22
Western Highway .. .. .	.. .. .	Between Shire boundary and Cardigan Railway Station .. .. .	..	'76
" " " " .. .. .	.. .. .	Between Cardigan Station and Windermere Hotel .. .. .	..	'85
" " " " .. .. .	.. .. .	Between Windermere Hotel and Burrumbeet Park .. .. .	..	'32
BANNOCKBURN SHIRE—				
Geelong-Ballarat Road .. .. .	.. .. .	Re-sheeting .. .. .	..	3 '97
Inverleigh Road .. .. .	.. .. .	.. .. .	..	'42
Gordons-Meredith Road .. .. .	.. .. .	General maintenance .. .. .	..	2
Shelford-Bannockburn Road .. .. .	.. .. .	" " .. .. .	..	2
BARRABOOL SHIRE—				
Anglesea Road .. .. .	.. .. .	Generally throughout .. .. .	..	..
Hendy Main Road .. .. .	.. .. .	" " .. .. .	..	..
BEECHWORTH SHIRE—				
Beechworth Road .. .. .	.. .. .	Tarrawingee-Indigo Gap .. .. .	..	23
Bright Road .. .. .	.. .. .	Rocky Point-Everton-Myrtleford Road .. .. .	..	1 '5
Everton-Myrtleford Road .. .. .	.. .. .	Everton-Myrtleford .. .. .	..	15
Stanley Road	Myrtle Creek, Barwidgee Gap	Stanley Section	'65	5
BELFAST SHIRE—				
Penshurst Road .. .. .	.. .. .	Metalling 0 to 5 miles .. .. .	..	'9
Hamilton Road	Bridge at Wares Creek	Metalling 0 to 14 miles .. .. .	..	2 '5
		Carried forward	7 '36	252 '62

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

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
UNDER MUNICIPALITIES—continued.				
		Brought forward	14.93	444.06
CHILTERN SHIRE—				
Chiltern—Howlong Road		Generally throughout		7.12
Rutherglen—Wodonga Road		" " " " " " " "		6.7
Sydney (Chiltern Township) Road		" " " " " " " "		2.17
CLUNES BOROUGH—				
Maryborough—Ballarat Road		Sheeting with blue stone, metal, and quartz .. ..		.75
COLAC SHIRE—				
Colac—Beech Forest Road	aring and grubbing—Meth-	Colac town boundary to race-course	8.16	1.2
Colac—Ballarat Road	vens to Kawarran	Generally throughout		
Cressy—Inverleigh Road	" " " " " " " "	" " " " " " " "		
COLAC SHIRE—				
Ballarat Road		Geelong to Batesford		4.5
Geelong—Bacchus Marsh Road		Melbourne Road to Lara		7.62
CRANBOURNE SHIRE—				
Main Coast Road		Generally throughout		38
Koo-wee-rup—Pakenham Road		" " " " " " " "		5.5
Westernport Road	Forming and metalling on Fair-	" " " " " " " " .. ..	.95	8.05
Lang Lang—Nyora Road	child's Hill	" " " " " " " "		4.17
CRESWICK BOROUGH—				
Ballarat—Castlemaine Road		Sheeting .5 mile, tar painting .25 mile .. ..		.75
CRESWICK SHIRE—				
Ballarat—Castlemaine Road		Generally throughout		23
Daylesford—Ballarat Road		" " " " " " " "		14
DANDENONG SHIRE—				
Prince's Highway (Township Sectn.)		Between Cranbourne Road and Gladstone Road		2
Cheltenham Road		Between Prince's Highway and West Boundary Road		6.12
DAYLESFORD BOROUGH—				
Ballarat—Daylesford Road		Bridge repairs and generally throughout		1.09
Ballan—Daylesford Road		Widening curve, &c., and generally throughout		1.52
Hepburn—Daylesford Road		Repairing and widening tarred surface and generally throughout		1.15
Castlemaine—Daylesford Road		Lengthening culvert and generally throughout .. ..		.64
Malmesbury—Daylesford Road		36 chains re-sheeting and generally throughout		1.45
DEAKIN SHIRE—				
Echuca—Picola Road		Commencing 40 chains from Echuca Borough boundary .. ..		.5
Echuca—Cornelia Road		At Mactiers—Parish of Echuca North .. ..		.5
Kyabram—Tongala Road (under construction)		East of hotel and 2½ miles south of Tongala		1.8
Kyabram—Rochester Road (80 chains under construction)		West from Rushworth Road and at McMeekan's		1.5
Kyabram—Rochester (Joint Rodney)		3 miles south of Kyabram corner .. ..		.5
Kyabram—Nathalia Road		Commencing 5 miles north of Kyabram		1.5
DIMBOOLA SHIRE—				
Rainbow Road	Between Jeparit and Ellam	Between Dimboola and Jeparit .. ..	.74	
Warracknabeal Road	About 4 miles north-east of Dimboola .. ..	" " " " " " " " .. ..		.50
Rainbow Rises Road		Near Dimboola Township (sheeting metal) .. ..		.3
Hopetoun—Rainbow Road		Between 1½ and 3 miles west of Rainbow—metalling .. ..		.32
Metalling		Metal sheeting various sections—Rainbow North to railway crossing		3
DONALD SHIRE—				
Donald—Charlton Road		Earth forming and grading north-east of Donald, between Donald and Shire boundary road		2.25
Donald—Charlton Road		Binding stone road between Donald and 6 miles from Donald		1.12
St. Arnaud—Birchip Road		Earth forming, grading, &c., between Buloke and north boundary of Shire		9
" " " " " " " "		Re-binding metal north and south of Donald		2.06
Donald—Minyip Road		Tarring Woods-street, Donald		1.14
DONCASTER AND TEMPLESTOWE SHIRE—		Re-binding metal adjoining Donald .. ..		.12
Doncaster Road		Doncaster		5
Heidelberg—Warrandyte Road		Templestowe		6
Warrandyte—Ringwood Road		South Warrandyte		2
DUNDAS SHIRE—				
Hamilton—Port Fairy Road		At from 8½ to 9½, 12 to 12½, and 15 to 15½ miles from Hamilton, Parishes of Monivae and Byaduk		1.9
Hamilton—Dunkeld Road		At from 4½ to 4¾, 5 to 5½, and 6 to 7½ miles from Hamilton, Parishes of South Hamilton and Warrayure		1.85
Hamilton—Horsham Road		At from 3 to 4 miles from Hamilton, Parish of North Hamilton .. ..		.55
Hamilton—Mount Gambier Road		At from 10½ to 11½ miles from Hamilton, Parish of Bochara .. ..		.98
Hamilton—Portland Road	At from 7 to 8½ miles from Hamilton, Parishes of Yulecart and Audley	At from 9 to 9½ miles from Hamilton, Parishes of Yulecart and Audley .. ..	.57	.37
DUNMUNKLE SHIRE—				
Rupanyup—Murtoa Road	Between Rupanyup and Murtoa	Between Rupanyup and Murtoa	4.34	5.16
Stawell—Warracknabeal Road	" " " " " " " "	North of Minyip, 2; south of Minyip, 2½; near Rupanyup, 2½		7
Minyip—Donald Road		Near Minyip		1
EAST LODDON SHIRE—				
Mitiamo Road	Commencing at a point 1,050 feet west from the Township of Mitiamo, thence westerly for a distance of 9,160 feet, metalled for 3,350 feet, formation only 5,810 feet	" " " " " " " "	1.73	
ECHUCA BOROUGH—				
Echuca West Road		Generally throughout		1.6
ELTHAM SHIRE—				
Eltham—Yarra Glen Road		Lower Plenty to Yarra Glen		24
Hurstbridge—Kinglake Road		Wattle Glen to Kinglake		10
EUROA SHIRE—				
Euroa—Strathbogie Road	Formation & gravelling near Dash's Gravelling near Miepol	Re-forming, &c., generally throughout .. ..		.8
Euroa—Arcadia Road	Formation and sidecutting, near Pratt's	Formation and generally throughout	1.25	.9
Euroa—Mansfield Road		Re-forming, &c., generally throughout .. ..		.64
Arcadia Road		Generally throughout		4.5
Murchison—Shepparton Road		Repairs to bridges, gravel, sheeting, &c.		6.1
		Carried forward	34.66	723.68

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

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
<i>UNDER MUNICIPALITIES—continued.</i>				
		Brought forward	34.66	723.68
FERNTREE GULLY SHIRE—				
Main Ferntree Gully Road .. ..	.. ..	Wheeler's Hill to Belgrave .. ..	.. ..	10.81
Monbulk Road .. ..	.. ..	Belgrave to Monbulk .. ..	.. ..	5
Olinda Road .. ..	.. ..	Upper Ferntree Gully to Olinda .. ..	.. ..	6.25
Belgrave—Emerald Road .. ..	.. ..	Belgrave to Emerald .. ..	.. ..	6.72
FLINDERS SHIRE—				
Hastings—Flinders Road .. ..	.. ..	From Bittern to Flinders .. ..	.. ..	14
Dromana Road .. ..	.. ..	Moat's Corner to Dromana Jetty .. ..	.. ..	2.5
Dromana—Sorrento Road .. ..	.. ..	Dromana to Sorrento .. ..	.. ..	14
Mornington—Flinders Road .. ..	.. ..	Hearne's Bridge to Hastings—Flinders Road .. ..	.. ..	10
Stony Point Road .. ..	.. ..	Hastings—Flinders Road to Stony Point .. ..	.. ..	4
GISBORNE SHIRE—				
Gisborne—Bacchus Marsh Road .. ..	.. ..	Generally throughout .. ..	.. ..	10.18
Gisborne Station Road .. ..	.. ..	" .. ..	.. ..	1.2
GLENELG SHIRE—				
Mount Gambier Road	Forming and metalling between Ardno and the border	Metal sheeting .. ..	.. ..	.91
"	Forming and metalling between Penny's and Ardno .. ..	" .. ..	.. ..	.47
Dergholm Road	Forming and metalling at Rose-neath and at Nangeela	Metal sheeting .. ..	.. ..	.85
Wando Vale Road .. ..	.. ..	" cubic yards gravel; metal sheeting .. ..	.. ..	.31
Portland—Casterton Road .. ..	.. ..	Metal sheeting .. ..	.. ..	.5
Coleraine—Casterton Road .. ..	.. ..	" .. ..	.. ..	.6
GLENLYON SHIRE—				
Ballarat Road .. ..	.. ..	Generally throughout .. ..	.. ..	..
Ballan Road .. ..	.. ..	" .. ..	.. ..	..
Castlemaine—Daylesford Road .. ..	.. ..	" .. ..	.. ..	..
Hepburn—Daylesford Road .. ..	.. ..	" .. ..	.. ..	..
Malmsbury—Daylesford Road .. ..	.. ..	" .. ..	.. ..	..
GRENVILLE SHIRE—				
Ballarat—Hamilton Road—Section "A" .. ..	.. ..	Re-sheeting where required .. ..	.. ..	2.17
Ballarat—Hamilton Road—Section "B" .. ..	.. ..	" .. ..	.. ..	1.29
Pitfield Road—Section "A" .. ..	.. ..	Re-sheeting Scarsdale .. ..	.. ..	.61
Pitfield Road—Section "B" .. ..	.. ..	Re-sheeting Newtown and Springdallah .. ..	.. ..	1.29
Cressy Road .. ..	.. ..	Re-sheeting at Hollybush .. ..	.. ..	.81
Lismore Road .. ..	.. ..	Metalling at Wallinduc .. ..	.. ..	1.09
" .. ..	.. ..	Gravel sheeting Wallinduc .. ..	.. ..	.87
GOULBURN SHIRE—				
Goulburn Valley Road	North of Nagambie	North and south of Nagambie .. ..	.. ..	1.3
Murchison—Shepparton Road .. ..	.. ..	Near Dargalong .. ..	.. ..	2.8
HAMILTON BOROUGH—				
Portland Road .. ..	.. ..	Gravel sheeting .. ..	.. ..	.1
Ararat Road .. ..	.. ..	Metal sheeting .. ..	.. ..	.1
Coleraine Road .. ..	.. ..	" .. ..	.. ..	.2
Port Fairy Road .. ..	.. ..	" .. ..	.. ..	.1
HAMPDEN SHIRE—				
Camperdown—Ballarat Road .. ..	.. ..	Generally throughout .. ..	.. ..	54
Lismore—Cressy Road .. ..	.. ..	" .. ..	.. ..	17
Terang—Mortlake Road .. ..	.. ..	" .. ..	.. ..	7
HEALESVILLE SHIRE—				
St. Fillans—Marysville Road	6,600 feet of metalling at Cemetery Hill, Marysville .. ..	.. ..	.. ..	1.06
Healesville—Alexandra Road .. ..	.. ..	Bitumen surfacing 40,000 square yards of road .. ..	.. ..	..
HEIDELBERG SHIRE—				
Greensborough—Hurstbridge Road .. ..	.. ..	Metal sheeting .. ..	.. ..	4.25
Heidelberg—Warrandyte Road .. ..	.. ..	Surfacing with oil and bitumen .. ..	.. ..	3.25
Heidelberg—Eltham Road .. ..	.. ..	Surfacing with bitumen .. ..	.. ..	.47
Main Whittlesea Road .. ..	.. ..	Repairing with metal .. ..	.. ..	5.6
HEYTESBURY SHIRE—				
Camperdown—Cobden Road .. ..	.. ..	Generally throughout .. ..	.. ..	5
Cobden—Port Campbell—Princetown Road	Timboon junction to Newfield .. ..	" .. ..	.. ..	1.17
HORSHAM BOROUGH—				
Hamilton Road .. ..	.. ..	From Wimmera Bridge southwards towards boundary .. ..	.. ..	.42
Docen Road .. ..	.. ..	From Bailie Street east to C.R.B. culvert .. ..	.. ..	.87
Natimuk Road	Second section, Natimuk Road	Wawuma Road to Natimuk Railway line .. ..	.. ..	.47
Dimboola Road .. ..	.. ..	.. ..	.. ..	.35
HUNTLY SHIRE—				
Bendigo—Echuca Road .. ..	.. ..	Between Bendigo and Elmore .. ..	.. ..	6
INGLEWOOD BOROUGH—				
Bendigo—Chariton Road .. ..	.. ..	East Dunolly crossing, north Korong Vale crossing .. ..	.. ..	1
KARA KARA SHIRE—				
St. Arnaud—Donald Road	From Johnson's Bridge to Shire boundary at Cope Cope, and at Sutherland's	Near boundary of Borough of St. Arnaud .. ..	.. ..	2.65
Navarre Road .. ..	.. ..	Between Moolerr and Navarre .. ..	.. ..	20
Charlton Road .. ..	.. ..	Between Slaty Creek and Avoca River .. ..	.. ..	3
Avoca—St. Arnaud Road .. ..	.. ..	Between St. Arnaud and Redbank .. ..	.. ..	20
KARKAROO SHIRE—				
Rainbow—Beulah—Birchip Road	{ Beulah Kenmare .. .. }	.. ..	.. ..	2
"	{ Beulah East Hopetoun .. .. }	.. ..	.. ..	1.48
Hopetoun—Warracknabeal Road	{ Beulah Hopetoun .. .. }	.. ..	.. ..	1.26
Hopetoun—Woomelang Road	Hopetoun .. ..	.. ..	.. ..	.51
Hopetoun—Rainbow Road	Hopetoun .. ..	.. ..	.. ..	1.34
KEILOR SHIRE—				
Bendigo Road .. ..	.. ..	Between Essendon City boundary and Keilor Township .. ..	.. ..	2
KERANG SHIRE—				
Koondrook—Barham Bridge Road .. ..	.. ..	Road treated with bitumen .. ..	.. ..	1
KILMORE SHIRE—				
Kilmore—Heathcote Road .. ..	.. ..	Kurkurue Bridge to Main Highway, gravelling, fencing, and making good causeway .. ..	.. ..	.25
Sydney Road .. ..	.. ..	Metal only—supply of metal .. ..	.. ..	..
KOROIT BOROUGH—				
Koroit—Warnambool Road .. ..	.. ..	Metalling from Illowa to Southern Cross .. ..	.. ..	1
" .. ..	.. ..	Metalling from Southern Cross to Scott's Road .. ..	.. ..	1
" .. ..	.. ..	Tarring from Illowa to Southern Cross, and from Southern Cross to Nine-mile Creek Road .. ..	.. ..	1.6
		Carried forward	46.88	1013.11

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

Name of Municipality and Road	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works. Miles.	Maintenance. Miles.
UNDER MUNICIPALITIES—<i>continued.</i>				
KORONG SHIRE—		Brought forward	46·88	1,013·11
North-Western Highway (Township Section)	.. .. .	High Street, Wedderburn—tarring .. ..	..	·6
Borong—Hurstwood Road .. ..	.. .. .	West from Loddon River Bridge—formation ..	..	·62
Bridgewater—Serpentine Road ..	.. .. .	Various situations along road—stone crossings	..	·05
		In detached sections for 2 miles north of Bridge-	..	·5
		water—forming and gravelling		
KORUMBURRA SHIRE—		Generally throughout .. .. .	..	13
Korumburra—Warragul Road .. ..	.. .. .	.. .. .	..	4·84
Korumburra—Leongatha Road .. ..	.. .. .	.. .. .	..	4·64
Korumburra—Drouin Road .. ..	.. .. .	.. .. .	..	5·99
Poowong—Nyora Road .. ..	.. .. .	.. .. .	..	13·25
Korumburra—Wonthaggi Road	Near Kongwak	.. .. .	·45	6·01
Bena—Poowong Road	Near Loch Road junction	.. .. .	1·22	4·64
Loch—Wonthaggi Road .. ..	.. .. .	.. .. .	..	5
Lang Lang—Nyora Road .. ..	.. .. .	.. .. .	..	..
KOWREE SHIRE—		.. .. .	..	..
Edenhope—Goroke Road	Near Mitchell's	.. .. .	·44	·75
" .. ..	.. .. .	Near Goroke .. .. .	..	·44
" .. ..	.. .. .	Near Balshaw's .. .. .	..	..
" .. ..	.. .. .	Near Goroke	3·50	30
Boorooki Road	Fencing	Generally throughout .. .. .	..	·31
Hamilton—Edenhope—Apsley Road	.. .. .	Near Gardiner's, and generally throughout	..	·5
" .. ..	.. .. .	Near Central Riding boundary .. .. .	..	1·25
" .. ..	.. .. .	Near "Newland's" Station and generally	..	..
		throughout		
KYNETON SHIRE—		Maintenance sheeting .. .. .	..	·21
Redesdale Road .. ..	.. .. .	.. .. .	..	·5
Trentham Road .. ..	.. .. .	.. .. .	..	·15
Tylden and Woodend Roads .. ..	.. .. .	.. .. .	..	..
LAWLOIT SHIRE—		.. .. .	..	..
Nhill—Kaniva Border Road	Forming and loaming across Mer-	Tarring, &c.	·62	·5
	wyn Swamp	.. .. .	..	..
South Lillimur Road	Metalling between Kaniva and	Generally throughout	·28	1·5
	South Lillimur	.. .. .	..	1·25
Broughton Road .. ..	.. .. .	.. .. .	..	1·5
Yearinga Road .. ..	.. .. .	.. .. .	..	..
LEIGH SHIRE—		.. .. .	..	..
Werneth Road	South from Lees Ford Bridge ..	From Werneth Railway Station to Werneth	·46	2
	.. .. .	State School .. .. .	..	6·5
Bannockburn—Shelford Road .. ..	.. .. .	From Stoney Creek to Shelford .. .. .	..	4·25
Shelford—Inverleigh Road .. ..	.. .. .	From Shelford to Dorog .. .. .	..	7
Shelford—Rokewood Road .. ..	.. .. .	Between Shelford and Warrambine .. .. .	..	5·78
Cressy—Rokewood Road .. ..	.. .. .	Between Rokewood Railway Station and 1½	..	4·2
		miles south of Werneth .. .. .	..	5·17
Ballarat—Rokewood Road .. ..	.. .. .	Between Corindhap and 1 mile north of Dune ..	..	..
Cressy—Inverleigh Road .. ..	.. .. .	Between Dorog and Wingeel .. .. .	..	..
LEXTON SHIRE—		.. .. .	..	..
Avoca—Ballarat Road .. ..	.. .. .	Sheeting with blue stone metal between Lexton	..	·4
		and Waubra .. .. .	..	·3
Avoca—Ararat Road .. ..	.. .. .	Sheeting with quartz metal, near Amphitheatre	..	..
LILLYDALE SHIRE—		.. .. .	..	..
Monbulk Road	Between Monbulk and Silvan ..	.. .. .	1·58	6
Yarra Glen Road .. ..	.. .. .	Generally throughout .. .. .	..	4·5
Warburton Road .. ..	.. .. .	.. .. .	..	8
Healesville Road .. ..	.. .. .	.. .. .	..	19
Mount Dandenong Road .. ..	.. .. .	.. .. .	..	9
LOWAN SHIRE—		.. .. .	..	..
Yanac Road .. ..	.. .. .	Between 90B and 91, Tarranginnie .. .. .	..	·36
Lorquon West Road .. ..	.. .. .	Between 12/13, Lorquon, and 110/125, Woorak	..	·75
Dimboola—Kaniva Road	Between 68A and 74/75, Tarran-	.. .. .	·37	..
	ginnie	.. .. .	..	..
Yauac Road	Between 123 and 208/223, Tarran-	.. .. .	·37	..
	ginnie	.. .. .	..	·4
" .. ..	.. .. .	Between 5A and 64, &c., Yanac .. .. .	..	..
MAFFRA SHIRE—		.. .. .	..	..
Bushy Park—Valencia Creek Road	.. .. .	.. .. .	..	1·75
Tinamba—Boisdale Road .. ..	.. .. .	.. .. .	..	1·08
Licola Road	Opposite Malphy's	.. .. .	·4	..
	Deviation through Garney's	.. .. .	·6	..
Tinamba—Newry Road	Between Manson's Bridge and	.. .. .	·4	..
	Stokes Corner	.. .. .	..	..
Maffra—Sale Road .. ..	.. .. .	From Gates to Sale .. .. .	..	1
MALDON SHIRE—		.. .. .	..	..
Castlemaine—Maldon Road .. ..	.. .. .	At Castlemaine boundary .. .. .	..	·25
" .. ..	.. .. .	At Muckleford .. .. .	..	·25
" .. ..	.. .. .	At Gowar .. .. .	..	·20
Maldon—Eddington Road .. ..	.. .. .	Repairing bridges at Maldon and generally	..	10
		throughout .. .. .	..	1
" .. ..	.. .. .	Baringhup boundary, sheeting with metal ..	..	12
Baringhup Road .. ..	.. .. .	General repairs, Maldon to Eddington .. .. .	..	6
" .. ..	.. .. .	General repairs, Baringhup East to Baringhup	..	·3
Newstead Road .. ..	.. .. .	and Moolort .. .. .	..	·3
" .. ..	.. .. .	Gravelling at Newstead boundary .. .. .	..	5
" .. ..	.. .. .	Gravelling at Sandy Creek .. .. .	..	·5
Castlemaine—Newstead Road	.. .. .	General repairs and repairing bridge .. .. .	..	..
MANSFIELD SHIRE—		Filling holes with gravel .. .. .	..	..
Mansfield Road .. ..	.. .. .	.. .. .	..	..
Mansfield—Tolmie Road	Reformation and metalling 1·65	{ From 00 to 24 miles west, gravel .. .. .	..	36
	miles, McKenzie's Corner to the	{ From 00 to 12 miles east, metal .. .. .	..	6
	Broken River Bridge	Metalling generally throughout	1·65	..
Merton—Euroa Road .. ..	.. .. .	Gravelling generally throughout .. .. .	..	4
Jamieson Road .. ..	.. .. .	Metalling generally throughout .. .. .	..	13
Mansfield—Wood's Point Road	.. .. .	Gravelling generally throughout .. .. .	..	9
MARONG SHIRE—		.. .. .	..	..
Bendigo—Eddington Road	Between East and West Melbourne	.. .. .	·44	..
" .. ..	.. .. .	Kangaroo Flat to Eddington .. .. .	..	22·5
Bendigo—Serpentine Road .. ..	.. .. .	Eaglehawk to Warde's .. .. .	..	8·5
MARYBOROUGH SHIRE—		.. .. .	..	..
Avoca Road .. ..	.. .. .	Generally throughout .. .. .	..	..
Ballarat Road .. ..	.. .. .	.. .. .	..	..
Castlemaine Road .. ..	.. .. .	.. .. .	..	..
Eddington Road .. ..	.. .. .	.. .. .	..	..
MCIVOR SHIRE—		.. .. .	..	..
Kilmore—Heathcote—Bendigo Road	.. .. .	.. .. .	..	25
Heathcote—Redesdale Road .. ..	.. .. .	.. .. .	..	12
Heathcote—Elmore Road	Timber bridge, Crosbie .. ..	.. .. .	..	..

		Carried for ward	59·66	1370·85

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

Name of Municipality and Road.	Particulars as to Locality of Work Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
<i>UNDER MUNICIPALITIES—continued.</i>				
		Brought forward	59.66	1370.35
MELTON SHIRE— Toolern Road		From Melton to Toolern		6
METCALFE SHIRE— Kyneton-Redesdale Road		Langley to Redesdale		9
MILDURA SHIRE— Irymple Road		Koorlong Avenue to Deakin Avenue		2.37
Wentworth Road		New foundation and re-sheeted with blue-stone Deakin to Walnut Avenue—part sheeted and repaired .. ..		.35
Melbourne Road	Formation and grading—Irymple to Yatpool boundary		4	
" "	Blue-metal construction opposite Red Cliffs Township .. ..		.8	
Wentworth Road	Blue-metal construction through Murtsem Township .. ..		.92	
MILDURA TOWN— Tenth Street	From Deakin Avenue to Langtree Avenue .. ..		.08	
Seventh Street	From Langtree Avenue to Cureton Avenue at Bridge .. ..		.5	
Deakin Avenue		From Tenth Street to Fourteenth Street .. ..		.97
Langtree Avenue		From Seventh Street to Ninth Street .. ..		.27
MINHAMITE SHIRE— Warnambool-Hawkesdale - Pens- hurst Road		Re-sheeting with metal		3.69
Hamilton - Macarthur - Port Fairy Road		" "		3.25
MIRBOO SHIRE— Mirboo South Road		Generally throughout		8.5
Mirboo-Allambee East Road		" "		5.5
Mardan Road	Grading—Thompson's to Watts' Metalling—Campbell's .. ..		.71	5
Mirboo-Leongatha Road .. ..		" " .. ..	.42	6.1
MOORABBIN SHIRE— Point Nepean Road	2.55 miles widening of road by 4 feet from South Road to Cen- tre Dandenong Road		2.55	
Centre Dandenong Road		Tarring Point Nepean Road to Moorabbin Road and from Boundary Road westwards		1.59
" " " "		Reconstruction from Moorabbin Road eastwards .. ..		.75
MORDIALLOC CITY— Point Nepean Road		Painting with bitumen in patches		2.6
" " " "		Patching, patrolling, and generally throughout		3.25
MORNINGTON SHIRE— Point Nepean Road		Widened out metal from 15 feet to 20 feet for 3½ miles		2.5
MORTLAKE SHIRE— Mortlake and Terang Road		Between 3 miles and 7 miles from Mortlake		1.77
Mortlake and Ararat Road		Between 3 miles 60 chains and 4 miles 30 chains (42 chains)		2.12
" " " "		Between 9 miles 60 chains and 11 miles 20 chains (100 chains)		2.12
Mortlake and Warnambool Road		Between 8 miles and 9 miles (50 chains)		2.12
" " " "		Between 11 miles and 13 miles (120 chains)		2.12
MORWELL SHIRE— Jeeralang West Road		Generally throughout		21
Boolarra-Foster Road		" "		13
Boolarra-Welshpool Road		" "		20
MOUNT ROUSE SHIRE— Ballarat-Hamilton Road		Between Dunkeld and 8 miles east of Glen- thompson		1.9
Hamilton-Dunkeld Road		Between Dunkeld and the 3 mile post .. ..		.88
Hamilton-Penshurst Road		Between the 2 mile post on the south and the 3 mile post on the north of Penshurst		1.28
Maroona-Gienthompson Road		Between Gienthompson and the Shire boundary .. ..		.28
Penshurst-Caramut Road		Between the 2nd and 14th mile posts		1.06
MULGRAVE SHIRE— Fernree Gully Road		4 miles		4
NARRACAN SHIRE— Yarragon-Leongatha Road		Sheeting Clarke's Hill		2
Prince's Highway		Sheeting, Moe and Yarragon Townships .. ..		.2
Trafalgar-Willowgrove Road		Gravelling (surfacing) near Griffith's		2.75
NEWHAM AND WOODEND SHIRE— Melbourne-Bendigo Road		Township section, and generally throughout .. ..		..
Woodend-Tylden Road		Generally throughout		3
Woodend-Lancefield Road		" "		9
NEWSTEAD AND MOUNT ALEXANDER SHIRE— Castlemaine-Daylesford Road		Generally throughout		6
Castlemaine-Maryborough Road		" "		11.5
Creswick Road		" "		10
Maldon Road		" "		3
NUMURKAH SHIRE— Shepparton - Numurkah - Cobram Road		Gravelling southwards from Strathmerton .. ..		.77
" " " "		Gravelling southwards from Railway Crossing south of Numurkah Township; generally throughout .. ..		.48
Numurkah-Nathalia Road		Generally throughout .. ..		..
Echuca-Picola Road	Metalling in Picola Township .. ..		.32	
Nathalia-Kyabram Road	Metalling near Camel Back bridges .. ..		.31	
Numurkah-Tungamah Road .. ..		" " .. ..		..
OAKLEIGH BOROUGH— Fernree Gully Road		Part re-sheeted and the whole length treated with paint coat of bitumen or tar and some patching .. ..		.45
Prince's Highway		Some patching and the whole treated with paint coat of tar .. ..		.76
OMEQ SHIRE— Benambra Road	Hennoirunje .. ..		.50	
" " " "		Omeo-Wilson's Cr. (Benambra)		14
ORBOST SHIRE— Marlo Road		From Snowy River Bridge to Conlon's .. ..		..
Cann Valley Road	Installing timber culverts to re- place 56 existing inverts	From Prince's Highway to Victorian Border (from Fiddler's Green to Border) .. ..	.03	28
Genoa-Gipsy Point Road		From junction with Prince's Highway to Mattson's Jetty .. ..		.7
		Carried forward	70.80	1591.94

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

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.				Mileage of Works Constructed	
	Permanent Works.		Maintenance.		Permanent Works.	Maintenance.
					Miles.	Miles.
<i>UNDER MUNICIPALITIES—continued.</i>						
			Brought forward	.. ..	70·80	1591·94
OTWAY SHIRE—						
Forrest-Apollo Bay Road ..	..	..	..	Generally throughout .. ..	..	14
Beech Forrest-Apollo Bay Road ..	..	..	..	" " .. ..	..	16
Cobden-Port Campbell-Princetown Road ..	..	..	..	" " .. ..	..	6
Princetown Road .. ..	..	..	..	" " .. ..	..	10
OXLEY SHIRE—						
Sydney Road	Metalling and forming whole length in the Shire	..	..	.. ..	·69	..
Bright Road .. ..	..	..	..	General maintenance and gravelling, &c., Wangaratta to Rocky Point	..	25
Oxley Road .. ..	..	..	..	Generally throughout .. ..	..	7
Glenrowan-Greta Road .. ..	..	..	..	" " .. ..	..	10
PHILLIP ISLAND AND WOOLAMAI SHIRE—						
Wonthaggi-Korumburra Road ..	Watson's Hill .. ..	..	..	" " .. ..	·57	8
Dalyston-Wonthaggi Road	Wonthaggi North .. ..	..	..	" " .. ..	·67	..
Wonthaggi-Loch Road	Powlett River to Daly's Mine ..	..	..	Generally throughout	·95	2·1
Main Coast Road	At Powlett River floodway ..	..	..	" " .. ..	·23	16·8
Almurta Road .. ..	..	..	..	" " .. ..	..	19
Wonthaggi-Inverloch Road ..	..	..	..	" " .. ..	..	5·2
PORT FAIRY BOROUGH—						
Prince's Highway (Warrnambool Section)	..	..	..	Tarring .. ..	..	3
Prince's Highway (Portland Section)	..	..	..	Metalling, near Port Fairy ..	..	·17
Hamilton Road .. ..	..	..	..	" " .. ..	..	·08
..	..	..	..	Tarring .. ..	..	·25
..	..	..	..	Tarring .. ..	..	·2
PORTLAND SHIRE—						
Portland-Casterton Road ..	Digby to Hotspur .. ..	..	..	Drumborg to Hotspur	·88	8
Portland-Hamilton Road ..	..	..	..	Heywood to Branxholme .. ..	..	13
..	..	..	..	Portland to Bolwarra .. ..	..	3
PRESTON CITY—						
Epping Road .. ..	..	..	..	Scarifying, re-sheeting, and general maintenance throughout	..	..
..	..	..	..	Tar painting throughout .. ..	..	1·45
Whittlesea Road .. ..	..	..	..	Scarifying, re-shaping, and sheeting road and general maintenance throughout	..	2·75
PYALONG SHIRE—						
Kilmore-Heathcote-Bendigo Road	..	..	..	Generally throughout .. ..	..	14
QUEENSLIFFE BOROUGH—						
Geelong-Queenscliffe Road ..	..	..	..	Re-sheeting in King, Bethune, and Flinders Street Section and generally throughout	..	..
RINGWOOD BOROUGH—						
Warrandyte Road .. ..	..	..	..	Tarring for 88 chains .. ..	..	2·5
Whitehorse Road	Re-sheeting 40 chains from Heatherdale Road to New Road	..	..	.. ..	·5	..
..	..	..	..	Maintenance and 2½ miles sprayed	..	3·25
..	..	..	..	1½ miles untarred .. ..	..	1·5
Mount Dandenong Road .. ..	..	..	..	..	..	..
RIPON SHIRE—						
Ballarat-Ararat Road .. ..	..	..	..	Bridge to west boundary of town ..	..	·75
Skipton Road .. ..	..	..	..	Generally throughout .. ..	..	18
Ballarat-Hamilton Road ..	..	..	..	" " .. ..	..	17
ROCHESTER SHIRE—						
Bendigo-Echuca Road	South from Rochester .. ..	..	..	North from Rochester	1·11	3·5
Rochester-Echuca Road	From Allotment 38, Rochester West, to Allotment 32, Ballendella	..	..	.. ..	1·51	..
..	From Allotment 51 to Allotment 33, Millewa .. ..	..	..	.. ..	1	..
Shepparton-Wycheproof Road ..	From Allotment 165 to Allotment 155, Bamawm .. ..	..	..	.. ..	·85	..
..	Between Allotments 4 and 66A, Ballendella .. ..	..	..	.. ..	·75	..
Rochester-Timmering Road ..	From Allotment 112 to 122, Nanneella .. ..	..	..	From Rochester to Allotment 112 ..	2·31	1·25
RODNEY SHIRE—						
Kyabram-Nathalia Road .. ..	..	..	..	Generally throughout .. ..	..	1
Tatura-Byrneside-Kyabram Road	South of Merrigum—metalling ..	..	..	Between Merrigum and Kyabram ..	1·74	10
Kyabram-Tongala Road .. ..	..	..	..	Generally throughout .. ..	..	1·03
Tatura-Murchison Road .. ..	..	..	..	Re-conditioning earth formations—Tatura to Goulburn River	..	10
Shepparton-Tatura Road .. ..	..	..	..	Re-sheeting and generally throughout	..	8
Mooroopna-Undera Road	5 miles north-west Mooroopna—metalling	..	..	Generally throughout	·81	4
ROMSEY SHIRE—						
Melbourne-Lancefield Road ..	..	..	..	Generally throughout .. ..	..	15·85
Woodend-Lancefield Road ..	..	..	..	" " .. ..	..	5·62
Lancefield-Kilmore Road ..	..	..	..	" " .. ..	..	9·71
Lancefield-Kilmore Road (Joint Kilmore Shire)	..	..	..	" " .. ..	..	2·25
ROSEDALE SHIRE—						
Sale-Yarram Road .. ..	..	..	..	General repairs to gravel, culverts, &c. ..	..	12
Seaspray Road	Formations in progress .. ..	..	..	" " " " .. ..	5·61	4
Willung Road .. ..	..	..	..	" " " " .. ..	..	6
RUTHERGLEN SHIRE—						
Chiltern-Howlong Road	Construction of 30 ft. reinforced concrete culvert	..	..	Generally throughout	·006	4·5
Rutherglen-Wahgunyah Road ..	..	..	..	" " .. ..	..	5·25
Springhurst-Rutherglen Road ..	..	..	..	" " .. ..	..	7·31
Sydney Road .. ..	..	..	..	" " .. ..	..	1·27
Wodonga Road .. ..	..	..	..	" " .. ..	..	10·25
Yarrowonga Road .. ..	..	..	..	" " .. ..	..	14·3
SALE TOWN—						
Prince's Highway .. ..	..	..	..	General maintenance for 1 mile ..	..	1
Sale-Longford Road .. ..	..	..	..	Re-decking and painting Stony Bridge and generally throughout	..	3
SEYMOUR SHIRE—						
Avenel-Longwood Road	Near Monea Railway Station ..	..	..	.. ..	1·06	..
Goulburn Valley Road	Near Goorood's, Mangaloor ..	..	..	.. ..	1·21	..
Upper Goulburn Road	Bridge Reedy Creek .. ..	..	..	.. ..	·19	..
Avenel-Longwood Road .. ..	..	..	..	Generally throughout .. ..	..	2·3
Goulburn Valley Road .. ..	..	..	..	Rounding up old gravelled road ..	..	4
Upper Goulburn Road .. ..	..	..	..	Generally throughout .. ..	..	10
Sydney Road .. ..	..	..	..	" " .. ..	..	1
			Carried forward	.. ..	93·446	1982·33

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

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
<i>UNDER MUNICIPALITIES—continued.</i>				
		Brought forward	106.596	2161.02
UPPER MURRAY SHIRE—				
Tintalra Road	25-ft. span timber bridge	Generally throughout	2.37	14
.. ..	Forming and gravelling .. ..	.. ..	2.35	..
.. ..	.. ..	Generally throughout .. ..	..	16
UPPER YARRA SHIRE—				
Warburton Road .. ..	.. ..	Generally throughout .. ..	..	14
.. ..	Warburton—retaining wall .. ..	.. ..	..	..
.. ..	.. ..	Generally throughout .. ..	..	1
VIOLET TOWN SHIRE—				
Violet Town—Dookie Road	Gravelling, &c.	General repairs to roadway .. ..	.6	14
Violet Town—Shepparton Road	Formation, metalling, &c.	General repairs, gravel sheeting, &c. .. ..	.48	3
WALPEUP SHIRE—				
Ouyen—Pinnaroo Road	Between Ouyen and Panitya	Between Ouyen and Murrayville	3.06	6.52
WANGARATTA BOROUGH—				
Main Sydney Road .. ..	.. ..	Tarring between Faithful Street and Vincent Road .. ..	..	1.5
.. ..	.. ..	Tarring from Yellow Creek Bridge to Shire boundary .. ..	..	.25
WANGARATTA SHIRE—				
Main Beechworth Road .. ..	.. ..	Drilling holes and rounding up from Lot 11 to Lot B, Parish of Tarrawingie .. ..	..	3
WANNON SHIRE—				
Hamilton—Casterton Road	Metal Sypott's Bridge	Mt. Koroit Hill	} .4	2
.. ..	.. ..	Brenns' and McDowell's		
.. ..	.. ..	Show Grounds		
Wannon Bridge Road .. ..	.. ..	Generally throughout .. ..	..	24
Coleraine—Harrow Road .. ..	.. ..	.. ..	..	6
.. ..	.. ..	.. ..	..	34
WARANGA SHIRE—				
Tathra Road .. ..	.. ..	Near Murchison .. ..	..	.96
Murchison—Rushworth Road .. ..	.. ..	Between Murchison and Rushworth .. ..	..	12
Colbinabbin—Moora Road .. ..	.. ..	Between Wanaita and Colbinabbin .. ..	..	3.18
Colbinabbin—Corop Road .. ..	.. ..	Near Colbinabbin .. ..	..	1.14
Elmore—Colbinabbin Road	Between Colbinabbin and Colbinabbin West	Generally throughout	1.18	5
.. ..	.. ..	.. ..	..	7
HEATHCOTE—Elmore Road .. ..	.. ..	.. ..	..	..
WARRNAMBOOL SHIRE—				
Mortlake—Warrnambool Road .. ..	.. ..	Sheeting .. ..	..	3.5
.. ..	.. ..	Bitumen carpeted .. ..	..	1.5
Allansford—Nirranda Road .. ..	.. ..	Sheeting with metal .. ..	..	2
.. ..	.. ..	Sheeting with gravel .. ..	..	3
.. ..	.. ..	Carpeted with bitumen .. ..	..	1
Garvoc—Laang Road .. ..	.. ..	Sheeting with metal .. ..	..	.41
WARRAGUL SHIRE—				
Prince's Highway (Town Section) .. ..	.. ..	From Town boundary to Town boundary .. ..	..	1
Warragul—Korumburra Road	Through C.A. 16, Parish of Warragul, and C.A. 4, Parish of Warragul .. ..	.. ..	.6	12
Warragul—Leongatha Road .. ..	.. ..	From junction of Korumburra Main Road to Southern Shire boundary .. ..	..	7.75
Brandy Creek Road .. ..	.. ..	From Warragul Township to Shire boundary (north) .. ..	..	8
Bloomfield Road .. ..	.. ..	From Nilma Township northwards to Shire boundary .. ..	..	7.5
Darnum—Allambee Road .. ..	.. ..	Darnum Township southwards to Yarragon-Hazeldean Road .. ..	..	4.5
WERRIBEE SHIRE—				
Geelong—Bacchus Marsh Road	Balliang East .. ..	.. ..	1.26	..
Prince's Highway .. ..	.. ..	Werribee Town Section .. ..	..	.99
WHITTLESEA SHIRE—				
Epping—Woodstock Road .. ..	.. ..	From Preston boundary at Thomastown to Woodstock, maintenance of tarred surface .. ..	..	10.5
.. ..	.. ..	Bundoora to Whittlesea Railway Station .. ..	..	14
.. ..	.. ..	Sheeting and general maintenance, Janefeld, Yan Yean, and Mernda .. ..	..	..
.. ..	.. ..	Bitumen top dressing, 4 miles, South Morang to Mernda .. ..	..	4
Whittlesea—Kingslake Road .. ..	.. ..	From Whittlesea Station to Scrubby Creek deviation. Generally throughout .. ..	..	5.5
.. ..	From end of Contract 181P/7 to end of Scrubby Creek deviation .. ..	.. ..	.11	..
Whittlesea—Wallan Road .. ..	.. ..	From Whittlesea Township to Shire boundary .. ..	..	5.75
WIMMERA SHIRE—				
Horsham—Dooen Road .. ..	.. ..	Resheeting Dooen Hill .. ..	..	1
Horsham—Hamilton (Joint with Arapiles)	Bungally Bridge .. ..	.. ..	..	..
Horsham—Natumuk Road .. ..	.. ..	Repairs to invert and side track .. ..	..	.02
.. ..	Gravelling between Quantong and Wimmera Bridge .. ..	.. ..	.02	..
Wal Wal Road	From One Tree Road to Wartook Road .. ..	.. ..	.73	..
.. ..	Near Drung South School .. ..	.. ..	1.15	..
WINCHELSEA SHIRE—				
Lorne Road	Between Deans Marsh and Benwerrin .. ..	.. ..	1.61	..
Birregurra—Forrest Road	Between Birregurra and Barwon Downs .. ..	.. ..	1.2	..
.. ..	R.C. Bridge near Barwon Downs .. ..	.. ..	..	..
WODONGA SHIRE—				
Murray Valley Road .. ..	.. ..	Generally throughout .. ..	..	1.1
Sydney Road	Through Township .. ..	.. ..	..	2.03
Tallangatta Road .. ..	.. ..	.. ..	..	.88
Wodonga—Yaekandandah Road	Timber bridge and approaches, Middle Creek .. ..	.. ..	.12	3.25
WONTHAGGI SHIRE—				
Wonthaggi—Korumburra Road	From Loch—Wonthaggi Road towards Borough boundary	Near Recreation Reserve .. ..	.58	.24
Wonthaggi—Inverloch Road .. ..	.. ..	Generally throughout .. ..	..	2.26
Wonthaggi—Loch Road .. ..	.. ..	.. ..	..	.62
WOORAYL SHIRE—				
Mardan Road	Metalling at Hyde's and Evans	Generally throughout	1.55	..
Leongatha—Yarragon Road	Metalling near Wooreen .. ..	.. ..	1.32	..
Lower Tarwin Road	Gravelling near Cashins .. ..	.. ..	3.27	..
WYCHEPROOF SHIRE—				
Wycheproof—Birchip Road	East from Birchip	West from Wycheproof	1.1	.5
Sealake—Ultima Road	Taggerts Crossing	East from Sea Lake .. ..	.09	.34
Birchip Road .. ..	.. ..	South of Sea Lake .. ..	..	.66
Woomelang Road .. ..	.. ..	South-west of Sea Lake .. ..	..	.63
		Carried forward	131.746	2436.00

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

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
UNDER MUNICIPALITIES— <i>continued.</i>				
		Brought forward	131.746	2436
YACKANDANDAH SHIRE— Dederang Road	At Drappers At Flaggy Creek At House Creek	At Dederang Gravel spreading Gravelling, &c. .. ..	.. .. 2.54 .. .. .. ..	.. .. 2 .. ...5
Yackandandah—Wodonga Road Gundowing	At Reids and Goldsworthys .. ..	.. ..	2.51 .. ..	.5
YARRAWONGA SHIRE— Wangaratta—Yarrowonga Road .. ..	.. ..	Regrading and gravelling from Crawfords Corner to Peechelba	.. ..	12
Yarrowonga—Cobram Road	Reforming and metalling from Peg 9060 to Peg at 11700N (Contract 190 P/5)	Regrading and gravelling from Pierces Corner to Burranine North State School	.5	6
Yarrowonga—Rutherglen Road .. ..	.. ..	Surfacing and repairs to approaches to the Ovens Bridge	.. ..	.25
YEA SHIRE— Yea—Glenburn Road .. ..	.. ..	Contract 191M/45, near "Murrindindi"	.. ..	.38
" "	Contract 191P/46, Bridge and approaches (200 ft.), Glenburn	.. ..	.04 .. ..	.. ..
" " .. ..	.. ..	Contract 191M/49, via "Aywarling"	.. ..	.61
		Total	137.336	2458.24
UNDER DIRECT SUPERVISION OF THE BOARD.				
ALBERTON SHIRE— Boolarra—Welshpool Road	2 miles metalling through College Reserve	Generally throughout .. ..	.. ..	13.5
AVOCA SHIRE— Ballarat—St. Arnaud Road	Reinforced concrete 4-cell culvert and approaches	.. ..	2 .. ..	.. ..
Avoca—Bealiba Road	Reinforced concrete, 29 feet and approaches near Redbank	.. ..	.26 .. ..	.. ..
BET BET SHIRE— Avoca—Bealiba Road	Reinforced concrete 3-cell culvert and approaches	.. ..	.13 .. ..	.. ..
CRANBOURNE SHIRE— Lang Lang—Nyora Road	Supply and delivery of 2,633 cubic yards of gravel	.. ..	.. ..	.. ..
ELTHAM SHIRE— Eltham—Yarra Glen Road	Construction of reinforced concrete bridge and approaches over Diamond Creek	.. ..	.48 .. ..	.. ..
LILLYDALE SHIRE— Healesville Road	Construction of reinforced concrete culvert at Yarra Grange, 2/8 feet x 9 feet deep	.. ..	.04 .. ..	.. ..
Mt.Dandenong Road	1,755 lin. feet of boxing, grading, and metalling	.. ..	.33 .. ..	.. ..
Yarra Glen Road	Reinforced concrete bridge over Stringybark Creek, near Yering, 60 feet and approaches	.. ..	.7 .. ..	.. ..
MAFFRA SHIRE— Bushy Park—Valencia Creek Road	Timber bridge near Bushy Park, 4/60 feet, 6/30 feet, 1/25 feet	.. ..	.9 .. ..	.. ..
MANSFIELD SHIRE— Woods Point Road .. ..	.. ..	Generally throughout (Jamieson to Matlock)	.. ..	40
" " .. ..	.. ..	Supply of 500 cubic yards of diorite spalls	.. ..	.. ..
" " .. ..	.. ..	Supply of 1,000 cubic yards of maintenance gravel	.. ..	.. ..
MORWELL SHIRE— Boolarra—Foster Road	Grubbing, clearing, forming, and sanding 11,125 feet between Fisher's and Boolarra South	.. ..	2.1 .. ..	.. ..
" " .. ..	.. ..	Maintenance from Boolarra South to Gunyah Junction	.. ..	8.5
" "	Haulage and discharge of 13,000 cubic yards of sand between Boolarra South and Gunyah Junction	.. ..	.. ..	.. ..
" "	Excavating, loading, boxing, and spreading sand between Boolarra South and Gunyah Junction	.. ..	5.25 (Day labour)	.. ..
Boolarra—Welshpool Road .. ..	.. ..	From Greenwood's to southern boundary of shire	.. ..	16.1
MULGRAVE SHIRE— Fern Tree Gully Road	Forming, grading, and metalling Wheeler's Hill Deviation	.. ..	1 (forming only)	.. ..
NARRACAN SHIRE— Walhalla Road .. ..	.. ..	Generally throughout .. ..	.. ..	12
OMEQ SHIRE— Bright—Omeo Road .. ..	.. ..	Generally throughout .. ..	.. ..	28
OTWAY SHIRE— Forrest—Appollo Bay Road	Metalling Barramunga Section, day labour (metal supplied by contract)	.. ..	1.34 .. ..	.. ..
" "	Metalling, Mt. Sabine section, day labour (metal supplied by contract)	.. ..	3.5 .. ..	.. ..
" "	8,064 lin. feet of clearing, forming, and sidecutting between Smith's saddle and Mt. Sabine	.. ..	1.55 .. ..	.. ..
" "	99 chains fencing, McPhee's deviation	.. ..	.. ..	.. ..
" "	Quarrying, carting, and stacking spalls (2,700 cubic yards), Wild Dog Valley section	.. ..	.. ..	.. ..
" "	Quarrying and crushing 1,500 cubic yards spalls	.. ..	.. ..	.. ..
PORTLAND SHIRE— Portland—Nelson Road	8,000 feet of clearing, forming, and metalling northwards from Sage's corner	.. ..	1.5 .. ..	.. ..
ROCHESTER SHIRE— Rochester—Echuca Road	9,000 lin. feet of forming, boxing, and gravelling	.. ..	1.7 .. ..	.. ..
" "	5,000 lin. feet of forming, boxing, and gravelling	.. ..	.92 .. ..	.. ..
" "	Supply of 6,010 cubic yards gravel	.. ..	.. ..	.. ..
		Carried forward	23.7	118.1

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

Name of Municipality and Road.	Particulars as to Locality of Works Constructed.				Mileage of Works Constructed.	
	Permanent Works.		Maintenance.		Permanent Works.	Maintenance.
					Miles.	Miles.
<i>UNDER DIRECT SUPERVISION OF THE BOARD—continued.</i>						
				Brought forward	23·7	118·1
RUTHERGLEN SHIRE— Chiltern-Howlong Road ..	Reinforced concrete bridge, 2/20 feet at Simmond's	..	..	..	·08	..
SWAN HILL SHIRE— Murray River Valley Road ..	12,400 feet of grubbing, clearing, forming, gravelling, and fencing	..	..	..	2·35	..
TOWONG SHIRE— Glen Wills-Granite Flat Road ..	.. .. .	..	..	Generally throughout	..	31
UPPER YARRA SHIRE— Wood's Point Road .. ..	.. .. .	..	..	Erection of 3-span timber bridge over Yarra River at McVeigh's	..	·02
UPPER YARRA AND ALEXANDRA SHIRES— Wood's Point Road .. ..	.. .. .	..	..	McVeigh's to Matlock	..	30
				Total	26·13	179·12

APPENDIX H.

COUNTRY ROADS BOARD.

STATEMENT SHOWING MILEAGE LOCALITY, AND PARTICULARS OF WORKS CONSTRUCTED ON DEVELOPMENTAL ROADS FOR THE YEAR ENDED 30TH JUNE, 1926.

Name of Municipality and Name of Road.	Locality of Works Constructed.	Mileage of Works Constructed.	Lengths of Roads.			
			For which Permanent Surveys have been made.	For which Plans have been prepared.	For which Tenders have been invited.	For which Tenders have been accepted.
		miles.	miles.	miles.	miles.	miles.
UNDER MUNICIPALITIES.						
ALBERTON SHIRE—						
Carrajang-Gormandale	Near Bruthen Creek, at Carrajang South	1'	..	..	1'6	1'6
Carrajang-Balook	Between Carrajang and Blackwarri	4'2	9	1'6	1'6	1'6
Blackwarri-Yarram	First Section	2'7	..	..	..	..
Balook-Traralgon	At Calrossie Railway Station	'6	2	2	2	..
Whitelaws Track	Between Womerah and Valley View	2'6	2	2	2	2
Albert River Road	MacAulay's to the Little Albert River .. ..	..	1'7	1'7	1'7	1'7
Gellondale	Gellondale to West Alberton	1'3	1'6	1'6	1'6	1'6
Ridge	Tarra Valley Road to Balook .. ..	..	3	3	3	3
ALEXANDRA SHIRE—						
Terip Terip	Caveat Branch	'18	..	..	..	..
	Gravelling near Dawson's and widening curves .. ..	..	'31	'31	'31	'18
ARAPILES SHIRE—						
Miga Lake-Gymbowen .. ..	.. ..	..	2'13	2'13	1'37	1'37
AVOCA SHIRE—						
Maryborough-Natte Yallock	Between 15,375 feet and 42,714 feet on continuous chainage through Parish of Rathscar. (Tenders accepted for crushing 10,853 cubic yards spalls)	4'28	..	..	..	..
AVON SHIRE—						
Dargo Road	Side cutting, &c., Lennies Hill	2'22	..	..	2'22	2'22
Bengworden	Forming and gravelling Perry Bridge to Meerleiu	3'16	..	..	3'16	3'16
BAIRNSDALE SHIRE—						
Glenaladale-Lindenow	Station-road, Lindenow	1'23	..	..	..	..
Bairnsdale-Bengworden	Section 1 (Ti-tree), Section 2 (near Niell's), Section 3 (South of Niell's)	1'82	..	..	..	..
Calulu-Boggy Creek	South side of Calulu Bridge and Calulu Bridge to stone house	2'76	..	..	..	..
Sarsfield-Waterholes	Bee Farm to Coles .. ..	..	..	..	3'71	3'71
Hodges Estate	Fencing and Clearing Deviation .. ..	..	3'98	3'98	3'98	3'98
BALLAN SHIRE—						
Back Settlement	East of Daylesford-road, 12 miles north of Ballan	1'98	..	..	..	..
Daylesford	8 miles north of Ballan township	2'67	..	..	..	..
Moorarbool West (Eastern Section)	West of Daylesford-road, 5 miles from Ballan	'76	..	..	..	..
Bungallap	2 miles south of Ballan township	1'09	..	..	..	..
Ballan-Egerton	3½ miles south-west of Ballan	'72	..	..	..	..
Moorarbool West (Western Section)	2 miles north of Gordon township .. ..	..	1'7	1'7	1'04	1'04
BEECHWORTH SHIRE—						
Bowmans Forest	Railway line to Ovens River	2	..	..	..	..
Everton	Section Overflow, Ovens River	'61	..	'13	'48	'48
					(Day labour)	(Day labour)
Hillsborough	Stanley-Back Creek	'74	..	..	'74	'74
					(Day labour)	(Day labour)
Myrtleford-Yackandandah	Section, Barwidgee Creek	1	..	..	..	..
Stanley	Beechworth-Silver Creek	1'12	..	..	1'12	1'12
BELFAST SHIRE—						
Badhams	0 to 9,955 feet	1'3	..	..	1'3	1'3
BENALLA SHIRE—						
Toombullup	Dodd's Crossing towards Ford's	1'25	..	3'25	3'25	3'25
BERWICK SHIRE—						
Upper Beaconsfield-Upper Pakenham	Contract 19D-52—at Upper Beaconsfield	1'9	..	'45	'45	'45
Emerald-Upper Beaconsfield	Contract 19D-55—near Emerald	2'2	..	2'2	2'2	2'2
BIRCHIP SHIRE—						
Morton Plains .. ..	.. ..	1'32	1'32	1'32	1'32	1'32
Berriwillock .. ..	.. ..	..	1'32	1'32	1'32	..
Kinnabulla .. ..	.. ..	..	1'32	1'32	1'32	..
Watchupga East .. ..	.. ..	..	'76	'76	..	..
BRIGHT SHIRE—						
Kiewa Valley	Forming and metalling from 9,000 to 16,000 feet	1'32	..	..	..	..
Buffalo River	Forming and metalling from 30,500 to 36,000 feet	'4	..	..	..	1'14 (day labour)
Myrtleford-Yackandandah	Sanding from 49,000 to 56,000 feet .. ..	..	..	1'33	1'33	1'33
Happy Valley	Metalling from 25,600 to 27,800 feet	'42	..	..	..	..
BULLA SHIRE—						
Riddell	From Jackson's Creek Bridge at boundary with Shire of Romsey	1	..	..	..	..
Konagaderra .. ..	.. ..	'75	'75	'75	..	..
BULN BULN SHIRE—						
Neerim North-Noojee	From junction with Neerim Crown Road, opposite Crown Allotment 4, Parish of Neerim, and to Noojee Township, 1'05 miles earthwork; 1'95 miles metalling	3	3'39	3'39	3'39	3'39
Neerim South-Neerim East	From junction with metal opposite Crown Allotment 39, Parish of Neerim, to Crown Allotment 77G, Neerim	2'87	3'58	3'58	3'58	3'58
Loch Valley	'04 mile by contract, 1'29 miles day labour—from Noojee Township to portion of road opposite Crown Allotment 25B, Parish of Noojee East	1'33	2'15	2'15	1'24	1'24
Turners	From junction with Fumina-road to north-eastern corner of Crown Allotment 93, Parish of Fumina	1'63	1'63	1'63	..	..
Robin Hood	From Allotment 47 to Allotment 54, Parish of Drouin East	1	1	1	1	1
Mountain View-McDonalds Track	From Crown Allotment 9B, Parish of Warragul	2'65	..	..	..	..
Poowong	Along the western side of Crown Allotment 51, Parish of Longwarry	'38	'38	'38	'38	'38
Rokeby-North Jindivick .. ..	.. ..	1'19	..	..	..	..
	Carried forward	66.65	45.02	44.98	53.84	50.21

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

Name of Municipality and Name of Road.	Locality of Works Constructed.	Mileage of Works Constructed.	Lengths of Roads.			
			For which Permanent Surveys have been made.	For which Plans have been prepared.	For which Tenders have been invited.	For which Tenders have been accepted.
		miles.	miles.	miles.	miles.	miles.
UNDER MUNICIPALITIES—<i>continued.</i>						
	Brought forward	129·77	103·75	109·89	115·22	113·61
GLENELG SHIRE—						
	Through Elderslie Estate	4·3	7·23	7·23	5·09	5·09
	Merino—Struan—Tahara	·68	·68	·68	·68	·68
	Glenorchy Estate	·74	1·74	·74	·74	·74
GLENLYON SHIRE—						
	At Musk Creek	·38	..	..	..	..
	At Lyonville Railway Station	·21	..	..	..	..
	Musk Creek towards Bullarto .. ..	..	·49	·49	·49	·49
GORDON SHIRE—						
	Road leading south-west from Pyramid Hill Township	2·36	2·7	2·7	2·7	2·7
	Gladfield—Pyramid Hill	1·28	1·73	1·73	1·28	1·28
	Boort—Kerang	·68	1·08	1·08	·68	·68
HAMPDEN SHIRE—						
	Mount Bute	1·95	1·95	1·95	..	..
	Berry Bank	·46	·46	·46	..	..
	Foxhow	·78	6·53	6·53	..	..
	Ayresford	·76	3·05	3·05	..	..
	Cundare—Duverney	·53	2·75	2·75	..	..
HEALESVILLE SHIRE—						
	Healesville—Woori Yallock	·37	..	..	..	..
	Marysville—Buxton	·66	..	..	..	..
HEYTESBURY SHIRE—						
	Timboon—Port Campbell	2·6	2·6	2·6	..	..
	Timboon—Digneys Bridge	·63	..	..	·63	·63
	Timboon—Scotts Creek	·75	2·27	2·27	..	..
	Timboon—Cowleys Creek	2·9	2·9	2·9	2·9	2·9
	Timboon—Nirranda	1·11	..	..	..	..
	Cobden—Ecklin	5	7·16	7·16	6·78	6·78
	Ayersford .. ..	..	1·51	1·51	1·51	1·51
	Cobden—Port Campbell—Princetown .. ..	..	3·83	3·83	..	..
HUNTLY SHIRE—						
	Parish of Warragamba—between Hunter and Dromartin	2	4·5	4·5	1	1
	Holmberg	2·5	6	6	1	1
KARA KARA SHIRE—						
	At Mitchell's Hill	·25	2·1	1·56	1·56	1·56
	St. Arnaud—Marnoo	·61	1·14	·61	·61	·61
	Swanwater	·2	2·9	·95	·95	·95
	Coonoor	1·19	3·73	1·19	1·19	1·19
KARKAROO SHIRE—						
	Hopetoun	1·76	1·5	..	..	..
	Hopetoun—Lascelles	1·22	..	..	..	..
	Hopetoun—Yaapeet .. ..	..	..	..	..	..
	Rosebery East .. ..	..	..	..	..	1·22
KERANG SHIRE—						
	Parish of Kerang	1·25	1·25	1·25	1·25	1·25
	Parish of Murrabit West—formation only	2·5	..	..	..	..
	Murrabit	1	..	..	..	..
	Murrabit West	·5	..	..	..	..
	Myall Station .. ..	..	..	..	..	..
	Westby—Myall	1	..	..	..	..
KORONG SHIRE—						
	Nine Mile	·93	·4	·4	·4	·4
	Kurting—Rheola	1·26	·25	·25	·25	·25
	Korong Vale—Kinypaniel	·95	..	..	..	..
	Woolshed Flat	·37	..	..	..	..
	Mysia West	·41	..	..	..	..
	Buckrabanyule South (Joint with Charlton Shire)	1·2	..	..	..	..
	Emu—Logan	·43	·3	·3	·3	·3
	Mysia East .. ..	..	·3	·3	·3	·3
	Wychitella North .. ..	..	·3	·3	·3	·3
KORUMBURRA SHIRE—						
	At Korumburra South	1·05	1·48	1·48	1·48	1·48
	Through Soldier Settlement	1·32	1·34	1·34	3·23	3·23
	Ferriers	·3	·3	·3	·3	·3
	Trida—Strezlecki .. ..	..	..	..	1·17	1·17
KOWREE SHIRE—						
	Between Elderslie and South Australian border	1·54	..	..	..	..
	Near Mundarra Station	1·7	..	..	..	..
	Elderslie	1	..	..	..	..
	Grading, near Elderslie	·34	·08	..	·08	·08
	Near Benayeo Station .. ..	..	(and timber bridge)	..	(and timber bridge)	(and timber bridge)
	Miga Lake—Gymbowen .. ..	..	·88	·88	·88	·88
	Near Knights and Mengals	·53	·55	·55	..	..
LAWLOTT SHIRE—						
	Gravelling between Lillimur and Cove Estate	1·81	..	1·81	1·81	1·81
	Miram	·5	..	·5	·5	·5
	Serviceton South .. ..	..	..	·56	·56	·56
	Serviceton North	·13	..	·13	·13	·13
	Carried forward	185·55	183·11	184·11	157·35	156·96

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

Name of Municipality and Name of Road.	Locality of Works Constructed.	Mileage of Works Constructed.	Lengths of Roads.			
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		miles.	miles.	miles.	miles.	miles.
UNDER MUNICIPALITIES—<i>continued.</i>						
	Brought forward	185.55	183.11	184.11	157.35	156.96
LEIGH SHIRE—						
Cressy-Shefford (boundary road with Colac Shire)	Near Mount Rebecca, about 4 miles east from Cressy—by day labour	1.65	1.65	1.65	1.65	..
Gillett's	Rouston's Bridge and approaches over Little Woady Yall-oak River at boundary with Grenville Shire—bridge constructed by day labour	.14	.14	.14	.01	.01
Werneth West	½ mile west of Werneth State School—by day labour	.01	..	..	..	..
LILYDALE SHIRE—						
Monbulk-Seville	From Monbulk Road northerly	.89	..	..	..	..
Olinda Creek	Mount Dandenong	1.65	..	..	..	..
York	Montrose to Mt. Evelyn	2.38	..	..	..	..
LOWAN SHIRE—						
Yanac Station	Between 32 and 33, Yanac .. ..	.62	.62	.62	.62	.62
Winiam	Between 14/15 and 21/19, Winiam	1.1	1.1	1.1	1.1	1.1
Yanac South	Between 34/29 and 96/95, Yanac .. ..	.51	.51	.51	.51	.51
Diapur-Yanac	Between 14 and 16/17, Tarraginnie .. ..	.51	.51	.51	.51	.51
Netherby	Between 44 and 39, Warragul .. ..	.67	.67	.67	.67	.67
MAFFRA SHIRE—						
Maffra-Newry	From Bell Bird Cr. to Newry .. ..	..	..	..	..	1.5
MANSFIELD SHIRE—						
Mansfield-Tolmie	Reforming and metalling at Tolmie and Mahiaka .. ..	.83	2.33	2.33	2.33	2.33
"	Reformation and metalling at bad sections between 9 and 15 miles	1.14	2.22	2.22	2.22	2.22
"	Reforming and metalling between Broken River Bridge and Pawsey's, 6 to 9 miles	..	2.04	2.04	2.04	2.04
Mansfield-Benalla	Clearing, forming, and surfacing two sections, near end of Daw's deviation and at Barjarg	.66	.66	.66	.66	.66
"	Clearing, forming, and surfacing Daw's deviation	.93	1.61	1.61	1.61	1.61
Merton-Strathbogie	Bridge over Running Creek on Daw's deviation .. ..	.01	.01	.01	.01	.01
MARONG SHIRE—						
Yarraberb	Metalling clay section .. ..	.6	2.6	2.6	2.6	2.6
MELTON SHIRE—						
Coburn's	East from Bendigo-Serpentine Road	1.42	..	..	..	..
Exford	From Ballarat Road to Toolern	1.98	..	..	..	..
Mount Kororoit	South from Melton Railway Station .. ..	..	..	..	.56	.56
MILDURA SHIRE—						
Merbein West	North from Rockbank Station .. ..	..	..	..	.56	.56
Red Cliffs East	On Fifth Street, west from Main Channel .. ..	.5	..	..	..	..
Red Cliffs West	Between Red Cliffs and Main Pumping Station .. ..	.7	..	..	..	..
MINHAMITE SHIRE—						
Nardoo	West from Red Cliffs Township .. ..	.44	..	..	..	..
	Between Warrnambool-Hawkesdale-Penshurst Road and Moyne River	1.54	2.08	2.08	2.08	2.08
Oxford-St. Helens	Between Riordan's and Forrest's .. ..	.91	2	.91	.91	.91
Bessibelle-Yambuk	Between Heywood Road and Bourke's Corner	2	2	2	2	2
Heywood	Between Hamilton-Macarthur-Port Fairy Road and Lindsay's	5.45	9	5.45	5.45	5.45
Condah-Macarthur	Between A. Huggin's and Shire boundary .. ..	.15	7.59	.78	.15	.15
Lake Gorrie	Between Mt. Eccles Road and Heywood Road	5.2	7.3	5.2	5.2	5.2
Woodlands	Between Woolsthorpe Railway Station and Koroit-Macarthur Road	7.8	7.8	7.8	7.8	7.8
MIRBOO SHIRE—						
Mirboo North-Thorpdale	Mirboo North to Francome's—grading .. ..	..	3.93	3.93	3.93	3.93
Boorool	Through Boorool Estate—grading	2.27	2.27	2.27	2.27	2.27
Berry's Creek	Moir's Bridge to Farmer's—grading	1.6	1.6	1.6	1.6	1.6
Allambee-West Tarwin	Farmer's to old road—grading .. ..	..	.34	.34	.34	.34
.. ..	Cook's to deviation—sanding	1	2.63	2.63	2.63	2.63
.. ..	Deviation to Hall—grading .. ..	..	.8	.8	..	..
.. ..	Section 2—sanding	1.6	3.6	3.6	3.6	3.6
.. ..	Connexion, Trease's—grading .. ..	.25	.25	.25	.25	.25
.. ..	Connexion, School—grading .. ..	.05	.05	.05	.05	.05
.. ..	Metalling	1.9	1.9	1.9	1.9	1.9
.. ..	Dyke's to Brown's—metalling	1	1.35	1.35	1.35	1.35
MORWELL SHIRE—						
Tyer's	Latrobe River Flat, Tanjil East .. ..	.27	.27	.27	.27	.27
Morwell-Boolarra	Opposite Gleeson's, Budgereee .. ..	.32	.32	.32	.32	.32
"	Cross Roads to Budgereee Turnoff .. ..	.74	.74	.74	.74	.74
"	South from Junbuk Road junction .. ..	.88	.88	.88	.88	.88
"	Walsh's Flat, Budgereee .. ..	.31	.31	.31	.31	.31
NARRACAN SHIRE—						
Allambee-Childres	Metalling Leviston's corner .. ..	..	..	..	1.14	1.14
Main Canal	Metalling near Trafalgar East .. ..	.55	.55	.55	.55	.55
Narracan Connexion	Metalling near Cr. McGregor's .. ..	.86	..	..	..	..
Thorpdale-Darlimurla	Formation through Allotments 25, 26, and 27, Parish of Allambee East	..	1.81	1.81	1.81	1.81
Trafalgar-Willowgrove	Gravelling near Hill End .. ..	..	1.9	1.9	1.9	1.9
Thorpdale East	Allotment 12A, Narracan South	Subway	..	..	..	..
"	Metalling at Thorpdale .. ..	..	.75	.75	.75	.75
"	Gravelling near David .. ..	..	1.36	1.36	1.36	..
Moe-Coalville						
NEWHAM AND WOODEND SHIRE—						
Macedon Village Settlement	Under construction—full length	3.25	..	..	..	..
"	Metalling	1.6	..	..	1.6	1.6
"	Under construction—full length	4.25	..	..	..	..
Campaspe	Bridge-Jock's Gully	Bridge	Bridge	Bridge	Bridge	Bridge
NEWSTEAD AND MOUNT ALEXANDER SHIRE—						
Glengower-Joyce's Creek	From Joyce's Creek Hall south .. ..	.75	.75	.75	.75	.75
OMBO SHIRE—						
Sandy Creek	Ensay	2	5	5	5	5
Reedy Creek .. ..	" .. ..	.5	2	2	..	..
Swift's Creek-Cassilis .. ..	" .. ..	.75	2	2	2	2
Bindi	Tongio	1	2.5	2.5	2.5	2.5
Brookville	Brookville	2	2	2	2	2
ORBOST SHIRE—						
Prince's Highway	Gravelling near Simpson's Creek	1.43	..	..	..	..
Wangarabelle	Construction of Section 6	2.16	..	..	..	..
Combienbar	Widening northwards from Errinundra Bridge	5.96	4.26	2.9	2.27	2.27
Lower Bemm	Formation, Sections 1, 2, and 3	11.57	2.99	4.88	4.88	4.88
Jarrahmond	Construction of Section 1	2.52	..	..	2.52	2.52
Broomes	Gravelling .. ..	..	1.29	1.29	1.29	1.29
Bete Bolong	Gravelling on river frontage .. ..	.59	..	..	.59	.59
"	Stony and Wall Creek Sections	2.01	4.22	4.22	4.22	4.22
West Cann	Construction from Broome's to Vickerman's	5.55	1.5	1.5	1.5	1.5
Errinundra Valley	Continuation of road northerly towards Errinundra .. ..	..	.51	.51	.51	.51
	Carried forward	289.43	294.18	282.16	258.18	256.28

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

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UNDER MUNICIPALITIES—<i>continued.</i>						
	Brought forward	280·43	204·18	282·16	258·18	256·28
OTWAY SHIRE—						
Carlisle-Gellibrand	Boxing out and metalling part Sections 5 and 6	·19	..	..	..	..
"	Boxing out and gravelling near Boggy Creek	·57	..	..	..	..
"	Boxing out and metalling .. .. .	..	3	3	3	3
"	Boxing out and gravelling .. .. .	..	·47	·47	·47	·47
Laver's Hill-Chapplevale-Devondale	Boxing out and metalling	·73	..	..	..	..
"	Bridge at chainage 3254 .. .. .	..	..	..	..	..
"	Forming and grading	2·69	..	..	..	..
"	Fencing	2·41	..	..	..	..
Port Campbell—Princetown	Forming, grading, and metalling	·47	..	..	..	..
Hordern Vale	Forming and grading east of Aire River	·89	..	..	..	..
Beech Forest-Apollo Bay	Metalling from Apollo Bay to forks of Barham River	2·45	..	..	..	..
Beech Forest-Laver's Hill	Boxing out and metalling .. .. .	..	3·98	3·98	3·98	3·98
Beech Forest-Mount Sabine	Boxing out and metalling part Section 11 .. .. .	..	·35	·35	·35	·35
Dehnert's	Boxing out and metalling	2·84	..	..	..	..
"	Forming and grading .. .. .	..	·82	·82	·82	·82
"	Fencing .. .. .	..	·51	·51	·51	·51
Phillips	Boxing out and metalling	1·11	..	..	..	..
" .. .. .	" .. .. .	..	·76	·76	·76	·76
Glenaire-Laver's Hill	Boxing out and metalling .. .. .	..	..	..	·76	·76
Princetown	Surfacing	·96	..	..	..	..
Cape Patten	Fencing .. .. .	..	·28	·28	·28	·28
Sabine-Sunnyside	Grubbing, clearing, forming, and grading .. .. .	..	8·84	4·3	..	..
Birregurra-Forrest	Forming, grading, metalling, &c. .. .. .	..	1·74	..	..	..
OXLEY SHIRE—						
Boggy Creek	Section 2—Myrhee .. .. .	..	..	..	1·89	1·1
King Valley	Section 1—10,700 feet, Whitfield	2·02	..	..	..	..
"	Section 2—south of Whitfield	1·95	..	..	..	..
"	Section 3—between Whitfield and Cheshunt .. .. .	..	..	·87	·87	·87
Rose River	Bridge site at Schloe's, between pegs 56,000 and 55,900 .. .. .	..	·01	·01	·01	..
King Valley	King Valley P.O. .. .. .	..	·4	·2	·2	·2
PHILLIP ISLAND AND WOOLAMAI SHIRE—						
Wonthaggi-Korumburra	From Bank's Flat towards Kongwak	·98	..	..	..	..
"	Near Luke's .. .. .	..	1·36	1·36	1·36	1·36
Phillip Island	Cahill's Corner to Harbison's Road	1·11	1·11	1·11	1·11	1·11
Evans	At Ventnor Road corner and Harbison's Road corner .. .. .	..	·29	·29	·29	·29
Ventnor	Between Evans Road and Nobby Road .. .. .	..	2	2	2	2
Wonthaggi-Loch	McKenzie's Hill .. .. .	..	·75	·75	·75	·75
"	Stanlake's deviation	·22	..	..	..	..
Glen Alvie	From Glen Alvie P.O. towards Kongwak	·81	1·13	1·13	1·13	1·13
Dalyston-Glen Forbes	Ruddell's deviation	·18	..	..	..	..
Bass	Concrete culvert, Lang's floodway .. .. .	..	..	..	..	..
PORTLAND SHIRE—						
Gorae	Section 1—Gorae Railway Station northwards, Contract 134D-25—by day labour	1·29	1·29	1·29	..	..
"	Section 2—Gorae Railway Station north, Contract 134D-30—by day labour	1·55	1·55	1·55	..	..
"	Section 3—Gorae Railway east to Portland-Hamilton Road, Contract 134D-55—by day labour .. .. .	..	1·38	1·38	..	..
Grubbed	West Portland to Cashmore .. .. .	..	3	3	·86	·86
Winnap-Drik Drik	Winnap towards Drik Drik, Contract 134D-26	1·65	3·47	3·47	..	..
RIPON SHIRE—						
Trawalla	Bridge approaches, Springhill Creek	·49	..	..	..	..
"	From Western Highway to Trawalla Lodge	2·47	..	..	..	..
"	From Contract 141D-30 to Contract 141D-18 .. .. .	..	1·54	..	..	..
Trawalla East	East from Contract 141D-26 .. .. .	..	1·32	1·32	..	..
Trawalla West	From Emu Creek to south-west corner of Lot 46	1·64	..	..	..	..
"	From south-west corner of Lot 46 to Skipton Road .. .. .	..	2·25	2·25	..	..
ROCHESTER SHIRE—						
Nanneella	Between Allotments 12A, 13A, 13B, Parish of Nanneella .. .. .	..	·95	·95	·95	·95
"	Between Allotments 13B and 37, 37A1, Parish of Nanneella .. .. .	..	1·02	1·02	1·02	1·02
Echuca West	Between Allotments 31 and 44, Parish of Millewa	·47	·47	·47	·47	·47
RODNEY SHIRE—						
Tatura-Rushworth	2 miles west from Tatura	·61	·75	·75	·75	·75
Tatura-Toolamba	2½ miles north-west from Toolamba	·87	·87	·87	·87	·87
Mooroopna-Undera	Eastward from Undera Hotel	·55	·76	·76	·55	·55
Lancaster-Undera	East from Lancaster	1·5	..	..	..	..
ROMSEY SHIRE—						
Lancefield-Baynton (joint with Kynton Shire)	Big Hill deviation	1·51	..	..	..	..
SEYMOUR SHIRE—						
Hughes Creek	Parish of Worrourh—from M. E. Scott's shed to second crossing over Hughes Creek .. .. .	..	..	..	1·45	1·45
SHEPPARTON SHIRE—						
Grahamvale	Forming, metalling, &c., 5,091 feet from north-west corner of Allotment 21, Section C, Parish of Shepparton—by day labour	·96	·96	·96	·96	..
Cosgrove	Forming, metalling, &c., 5,944 feet from Cosgrove Railway Station in Parishes of Pine Lodge and Dookie—by day labour	1·12	..	..	..	..
Nathalia	Forming, metalling, &c., 5,200 feet from south-east corner of Allotment 86, Parish of Shepparton—by day labour	·98	·98	·98	·98	..
Congupna	Forming, metalling, &c., 5,127 feet from end of existing metal to Jubilee Road, Parish of Congupna .. .. .	..	·97	·97	·97	·97
"	Forming, metalling, &c., 5,158 feet from intersection of Numurkah and Congupna Roads, Parish of Congupna—by day labour	·98	..	..	..	..
SOUTH GIPPSLAND SHIRE—						
Woomera Valley	From Toora-Wonyip Road to Tudor's—S.P. .. .. .	..	4·05	4·05	4·05	4·05
Foster-Mount Best	Franklin River to Mount Best	2·06	..	..	..	..
Foster-Boolarra	Between Munro's and Seton's—metalling	1·32	..	..	..	..
Woorarra West	Between Foster-Boolarra Road and Fergusson's—metalling	·42	..	..	..	..
Binginwarri South	Forming, &c., Granite Bar to Hunt's	1·38	..	..	..	..
"	Gravelling from Granite Bar to Hunt's .. .. .	..	1·84	1·84	..	..
McCartin's	Forming from junction with Turton's Creek Road	1	..	..	·41	·41
Foster-Stony Creek	Formation and metalling, Section 9	1·28	..	..	..	..
"	Metalling, Section 8	1·38	1·5	1·5	1·5	1·5
"	Metalling at Foster North	1·02	..	..	..	..
"	Metalling between Foster North and McKnight's .. .. .	..	2·6	2·6	..	..
O'Grady's Ridge	Metalling near Dunbabin's	·17	·19	·19	·19	·19
Dollar-Stony Creek	Connecting sections of metalling .. .. .	..	·11	·11	·11	·11
Waratah	Forming between Smith's and Griffin's	1·65	..	..	..	..
"	Gravelling near Griffin's .. .. .	..	·13	·13	..	..
Boys	Gravelling near Webster's	·26	·53	·53	·41	·41
"	Bengtsson's Outlet	·08	·08	·08	·08	·08
Amy's Track	Formation and gravelling at Black's	·11	..	..	·12	·12
Devil's Pinch	Forming Rodger's cutting .. .. .	..	·60	·60	..	..
Harding-Lawson	Forming through Cochrane's	·59	·59
	Carried forward	342·78	356·72	338·06	296·01	291·37

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		miles.	miles.	miles.	miles.	miles.
UNDER MUNICIPALITIES—<i>continued</i>						
	Brought forward	342·78	356·72	338·06	296·01	291·37
STAWELL SHIRE—						
Marnoo—St. Arnaud	Gravelling from Marnoo	1·3	..	..	..	..
Pomonal	Metalling at Shire boundary	1·04	..	..	..	..
	Granite sanding	1·5	..	..	..	..
SWAN HILL SHIRE—						
Manangatang—Prooinga	Near Manangatang and 143 degrees meridian	1·03	..	..	..	..
Tresco	North of Tresco .. ..	..	..	..	..	1·71
Speewa	North from Euston Road	2·27	..	..	..	..
Fish Point	At Fish Point and near Lake Mannoo	1·3	..	..	..	..
Manangatang—Euston	South Mosquito Tank .. ..	..	..	..	..	2·96
	North of Annuallo .. ..	..	..	..	..	1·42
Piangil—Prooinga	At Piangil and Barley Plains	1·58	..	..	..	..
TAMBO SHIRE—						
Metung	From Swan Reach Bridge along river bank	·25	..	..	1·65	1·65
Tambo Upper	Between Bruthen and Tambo Upper	2	..	2·54	3·54	3·54
Nowa Nowa—Buchan	Between Bruthen Road and Buchan	2·21	..	..	..	..
Nyerimilang	Jetty and Stuart's house	·66	..	..	·66	·66
TOWONG SHIRE—						
Tallangatta Creek	Near Cascade School .. ..	..	·47	·47	·47	·47
Yabba	Bullhead to Tallandoon	2·46	..	..	2·46	2·46
Shelley—Jingellic	Shelley to Walwa	3·75	..	..	2·71	2·71
TRARALGON SHIRE—						
Callignee Factory	From Callignee Road eastward	·76	·76	·76	·76	·76
Traralgon Creek	Second section to Hogg's Bridge	1·4	..	..	1·4	1·4
Tyers	From Latrobe River north-west	·78	..	..	..	..
Taylor's	Off West Jeeralang Road	1·75	..	..	..	..
UPPER MURRAY SHIRE—						
Thowgla	From Thowgla S.S. southwards—forming and grading 8,000 feet	2·09	..	..	..	..
	From Corryong Road junction—grading 3,000 feet .. ..	..	..	..	..	..
Kancobin	Bridge at Findlay's—25 feet .. ..	..	..	..	..	..
	Hickey's Hill deviation—gravelling 5,200 feet	3·2	·80	·80	..	..
	Hickey's to Findlay's—forming and grading, 6,700 feet .. ..	..	..	..	..	..
	From Findlay's south—gravelling, 5,000 feet .. ..	..	..	..	..	..
	Between Walwa and Tintalra—1,500 feet	·29	..	..	..	..
	From Klippel's to Attree's—3,500 feet	·66	1·25	1·25	..	..
Murray Valley .. ..	.. ..	..	..	..	..	..
Cooryong—Benambra .. ..	.. ..	..	..	..	..	..
UPPER YARRA SHIRE—						
Little Yarra	Powelltown to Gilderoy	2·1	2·8	2·8	2·8	..
Wood's Point	M.M.B.W. Bridge southerly	1·6	..	..	..	..
Don	Near Conniber's	·3	..	..	..	..
Woori Yallock—Cockatoo	Deviation at Woori Yallock	1·1	..	..	..	..
VIOLET TOWN SHIRE—						
Harry's Creek	Metalling Crocker's deviation	2·08	..	..	..	..
WALPEUP SHIRE—						
Walpeup North	North of Walpeup	·15	·15	·15	·15	·15
Boinka North	North of Boinka	·83	·83	·83	·83	·83
Galah—Timberoo	South-east of Galah	1·2	1·2	1·2	1·2	1·2
Underbool South	South of Underbool	1·12	1·12	1·12	1·12	1·12
Boulka—Timberoo	West of Bronzewing	·97	·97	·97	·97	·97
Boorongie North	North of Boorongie	1	1	1	1	1
Panitya North	North of Panitya .. ..	..	·55	·55	·55	·55
Murrayville North	North of Murrayville	·27	·87	·87	·87	·87
Carina South	South of Carina .. ..	..	·8	·8	·8	·8
Danyo North	North of Danyo .. ..	..	·4	·4	·4	·4
WANGARATTA SHIRE—						
Boorhaman—Springhurst	Between Lots 49, 48B, and Lots 60, 61, Parish of Botherambo	·75	1	1	·75	·75
WANNON SHIRE—						
Melville Forest	At flat near Douglas Bridge	·7	..	..	..	..
WARANGA SHIRE—						
Carag—Stanhope	West of Stanhope Township	·55	2·8	2·8	1·33	1·33
WARRAGUL SHIRE—						
Lardner's Track	From north-west corner of Allotment 94D, Parish of Drouin East to Crown Allotment 1P, Poowong East—earthwork, 67 mile; sanding and metalling, 2·35	3·02	5·1	5·1	3·23	3·23
Warragul—Leongatha	Section 10—through Crown Allotment 62B, Parish of Allambee	·08	..	..	..	..
Warragul—Bona Vista	From Crown Allotment 12, Parish of Warragul, to Gainsborough Road	·23	..	..	..	..
Ferndale—Strezlecki	From Ferndale Road to Warragul—Korumburra Road	·17	3·77	3·77	·72	·72
Ferndale	Through Crown Allotments 66A, 66B, 66D, and 67, Parish of Allambee	1	..	..	..	..
Sea View—Korumburra	From Crown Allotment 130 to Crown Allotment 7A, Parish of Allambee	2	3·05	3·05	1·82	1·82
Nilma—Shady Creek	From Bloomfield Road at south-west corner of Allotment 15, Parish of Darnum, to Shire boundary at east side of Allotment 38, Parish of Darnum	4·19	3	3	5·26	5·26
Old Telegraph	From junction Brandy Creek Road to junction with Bloomfield Road	2·5	..	..	2·5	2·5
WARRNAMBOOL SHIRE—						
Nullawarre—Timboon	2 miles east of Nullawarre	1·5	..	..	..	..
	3 miles east of Nullawarre .. ..	..	·6	·6	..	..
WERRIBEE SHIRE—						
Aviation	Irrigation Settlement, Werribee	1·12	..	..	1·12	1·12
WHITTLESEA SHIRE—						
Whittlesea—Kingslake	From end of Scrubby Creek Deviation to Joyce's Store—day labour	·97	..	..	..	..
	From Joyce's Store easterly towards Kingslake, 9,250 feet—day labour .. ..	..	1·75	1·75	1·6	..
WIMMERA SHIRE—						
Horsham—Wonwondah East	Commencing between Allotments 40 and 50B, Parish of Bungalally, and extending to Horsham—Wal Wal Road	2·52	..	..	..	..
WINCHELSEA SHIRE—						
Lorne	Between Stony Creek and Lorne	1·99	·83	·83	2·19	1·36 day labour
Conn's Laue	Sections 1 and 2	1·68	..	..	1·68	1·68
Winchelsea—Inverleigh	World's to Murfitt's	·95	·95	·95	·95	·95
Boonah Road	Section 1	1·79	..	..	1·79	1·79
Dean's Marsh—Retreat	Near Dean's Marsh	·95	·95	·95	·95	·95
WODONGA SHIRE—						
Beechworth—Wodonga	Forming and gravelling from Wodonga towards Leneva .. ..	..	·79	·79	·79	·79
Carried forward		416·44	395·37	379·25	347·03	343·25

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

Name of Municipality and Name of Road.	Locality of Works Constructed.	Mileage of Works Constructed.	Lengths of Roads.			
			For which Permanent Surveys have been made.	For which Plans have been prepared.	For which Tenders have been invited.	For which Tenders have been accepted.
		miles.	miles.	miles.	miles.	miles.
UNDER MUNICIPALITIES—<i>continued.</i>						
	Brought forward	416.44	395.37	379.25	347.03	343.25
WOORAYL SHIRE—						
Boorool	Through Boorool Estate	3.26	..	..	..	..
Buffalo—Waratah	Through Moore, Syman's, &c.	3.79	..	..	..	..
Inverloch—Lower Tarwin	Near Cashman's, &c.	1.35	..	..	..	..
Leongatha—Mirboo	Near Wightman's, &c. .. ..	.91	..	..	..	..
Dumbalk	From Pearson's Bridge to Butterworth's .. ..	..	.78	.78	.78	.78
Warragul—Leongatha	From Shire boundary to Rowe's .. ..	..	1.45	1.45	1.45	1.45
Canavan's	Along Wilkur Creek .. ..	..	.79	.79	.79	.79
WYCHEPROOF SHIRE—						
Wycheproof—Glenloth	East of Wycheproof—north of Glenloth	1.5	4.15	4.15	4.15	4.15
Nullawill—Winston	West of Nullawill .. ..	.57	.57	.57	.57	.57
Culgoa—Lalbert .. ..	.. ..	..	1.06	1.06	1.06	1.06
Berrillock—Woomelang .. ..	.. ..	..	1	..	..	..
Sealake—Myall .. ..	.. ..	..	1.5	..	..	..
Sealake—Tyrrell Downs	North of Sea Lake .. ..	.2	.81	.81	.81	.81
Dumosa	South-west of Dumosa	3	3	3	3	3
Nyarrin	West of Nyarrin .. ..	.71	..	..	..	..
YACKANDANDAH SHIRE—						
Kiewa—Wodonga	Parish of Baranduda .. ..	..	..	.87	.87	.87
Running Creek	Parish of Dederang .. ..	.75	..	..	1.44	1.44
Woolalunga Gap	Parish of Kergunyah	1.74	..	..	1.74	1.74
SHIRE OF YEA—						
Molesworth—Dropmore	Fencing through Minchington's .. ..	..	3.59	3.59	3.59	3.59
"	At north end to connect with Watershed Road .. ..	..	1.45	1.45	..	..
Killingworth	Near Lempriere's .. ..	..	1.38	1.38	1.38	1.38
	Totals	434.22	416.90	399.15	368.66	364.88

UNDER DIRECT SUPERVISION OF THE BOARD.

ALBERTON SHIRE—						
Whitelaw's Track	2,825 lineal feet of grubbing, clearing, forming and grading —Summerfield's to Valley View .. ..	.53	..	.53	.53	.53
ALBERTON AND MORWELL SHIRES—						
Jeeralang West	Re-forming and metalling from Victoria Hall to Gemmell's Hill—00 to 10,000	1.89	..	1.89	1.89	1.89
Whitelaw's Track	9,333 lineal feet of grubbing, clearing, and forming between Jeeralang West Road and Valley View Hall .. ..	..	..	1.76	1.76	1.76
BENALLA AND OXLEY SHIRES—						
Toombullup	Metalling near Holland's Creek .. ..	..	2.06	2.06	2.06	2.06
ELTHAM SHIRE—						
Yarra Glen—Glenburn	Metalling by day labour 7 miles from Yarra Glen	4.25	3.22	3.22	(Day labour work)	
HEYTESBURY SHIRE—						
Timboon—Nirranda	Three timber bridges and approaches over Curdie's River.. ..	.17	..	..	.17	.17
"	857 lineal feet of grading, forming, and metalling .. ..	.06	.06	.06	.06	.06
"	4,943 lineal feet grubbing, clearing and forming between 13,400 feet and 18,343 feet .. ..	.93	.93	.93	.93	.93
HEYTESBURY AND WARRNAMBOOL SHIRES—						
Ayresford	Grubbing, clearing, forming, and grading 7,770 lineal feet	1.45	..	1.45	1.45	1.45
HEALESVILLE SHIRE—						
Healesville—Toolangi	1,541 lineal feet formation and side-cutting, approaches to Chum Creek Bridge .. ..	.29	..	..	..	..
"	From saw-mill at Chum Creek to chainage 9,200 feet near Toolangi, clearing and forming	1.3	0.94	.94	(Day labour)	
"	Grubbing, clearing, and forming of 6,915 lineal feet from 9,200 feet to new Toolangi House .. ..	.75	1.31	1.31	1.31	1.31
HEALESVILLE AND UPPER YARRA SHIRES—						
Healesville—Woori Yallock—Cockatoo	Timber bridge over Yarra (300 feet) at Woori Yallock and and 2,765 feet approaches .. ..	..	..	.58	.58	.58
MAFFRA SHIRE—						
Bushy Park—Valencia Creek	Construction of timber bridge 462 feet long over Avon River at Bushy Park .. ..	.09	0.09	.09	.09	.09
MORWELL SHIRE—						
Boolarra—Welshpool	10,100 lineal feet of reforming, boxing, and metalling	1.9	..	1.9	1.9	1.9
Jeeralang West	159.2 chains of fencing through Binn's and Donlon's allotments .. ..	..	..	..	..	..
Middle Creek	Clearing, forming, and grading between College Creek and Moysey's	2	..	..	..	..
"	15,650 lineal feet grubbing, clearing, forming, and grading between Moysey's and Brown's Saddle .. ..	..	..	2.95	2.95	2.95
Morwell River	Erection of 77½ chains of fencing through Penaluna's	2.3	..	2.3	2.3	2.3
"	12,179 lineal feet reforming and sanding between 10,000 feet and 23,500 feet	2.6	..	2.6	2.6	2.6
"	14,796 lineal feet reforming and sanding between Hall's and Bastin's	2.6	..	2.6	2.6	2.6
"	2,661 lineal feet clearing, forming, grading, and sanding Penaluna's property .. ..	.5	..	.5	.5	.5
"	Reforming and sanding between 4,600 feet and 33,600 feet (total lengths, 15,500 feet)	2.9	..	2.9	2.9	2.9
"	14.4 chains fencing through Taylor's property .. ..	..	..	..	..	..
MORWELL AND SOUTH GIPPSLAND SHIRES—						
Gunyah—Ryton	Quarrying and stacking 7,200 cubic yards spalls near Gunyah Hotel .. ..	..	..	..	..	..
"	Crushing and stacking 7,200 cubic yards of metal and screenings near Gunyah Hotel .. ..	..	..	..	..	..
NARRACAN SHIRE—						
McDonald's Track	Grubbing, clearing, and formation of 25,140 feet from Childers Settlement Road to Childers P.O. .. ..	..	4.77	4.77	4.77	4.77
ORBOST SHIRE—						
Muntingowar	7,000 lineal feet of reforming, grading, boxing, and graveling north of Bugg's—Section 2	1.32	..	1.32	1.32	1.32
"	27,000 lineal feet of reforming, boxing, and graveling Sections A and B, Prince's Highway to Bugg's	5.1	..	..	..	..
	Carried forward	30.33	13.38	34.06	30.07	30.07

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

Name of Municipality and Name of Road.	Locality of Works Constructed.	Mileage of Works Constructed.	Lengths of Roads.			
			For which Permanent Surveys have been made.	For which Plans have been prepared.	For which Tenders have been invited.	For which Tenders have been accepted.
		miles.	miles.	miles.	miles.	miles.
UNDER DIRECT SUPERVISION OF THE BOARD—<i>continued.</i>						
Brought forward		30·33	13·38	34·06	30·07	30·07
OTWAY SHIRE—						
Aire River—Forrest	7,900 lineal feet of grubbing, clearing, and forming	1·5	..	..	..	..
Apollo Bay—Wye River	4,440 lineal feet of formation and culverts	·84	..	·84	·84	·84
" "	3,396 lineal feet of forming, grading, and culverts near Smyth's Creek	·64	..	·64	·64	·64
" "	Timber bridge over Kennet River, 130 feet, with approaches .. ..	..	..	·03	·03	·03
" "	Reinforced concrete bridges over Brown's and Petticoat Creeks, 2/20-ft. spans .. ..	..	..	·008	·008	·008
Ayresford	30,177 lineal feet of grubbing and clearing, and 9,200 lineal feet of formation, with timber culverts	3	..	..	..	..
Beech Forrest—Laver's Hill	5,000 lineal feet of grubbing, clearing, formation, and culverts—Section 9	·95	..	·95	·95	·95
" "	7,500 lineal feet of grubbing, clearing, formation, and culverts—Section 8	·19	..	1·41	1·41	1·41
Laver's Hill—Princetown	Supply of 6,500 cubic yards of metal and screenings .. ..	..	..	..	..	..
" "	Supply of 5,400 cubic yards of metal and screenings .. ..	..	..	..	..	..
" "	6,000 lineal feet of formation	·2	..	..	..	..
Wild Dog Valley	Supply of 2,700 cubic yards of spalls and metalling, 2 miles, by day labour	2	..	..	(Day labour)	..
OXLEY—						
Tolmie—Whitfield	Metalling 7,813 lineal feet between chainages 19,000 feet and 26,813 feet .. ..	..	1·1	1·1	..	..
SWAN HILL SHIRE—						
Manangatang—Euston	Forming, boxing, and loaming, 7,600 feet .. ..	..	1·44	1·44	..	..
SOUTH GIPPSLAND AND WOORAYL SHIRES—						
Boolarra—Foster	Grubbing, clearing, and formation of 20,000 feet from Seton's corner to near Gnnyah junction .. ..	..	3·78	3·78	3·78	3·78
SOUTH GIPPSLAND AND MORWELL SHIRES—						
Gunyah—Ryton	Grubbing, clearing, forming, and grading between 22,000 feet and 34,000 feet (12,000 lineal feet) .. ..	..	..	2·27	2·27	2·27
SOUTH GIPPSLAND—						
Quarries (general)	Construction of tramway from Fish Creek Railway Station easterly to gravel pits	2·18	..	..	..	..
Woorarra West	Fencing 50½ chains through Allotment 9, Parish of Woorarra .. ..	..	..	..	..	..
TAMBO SHIRE—						
Nyeyimilang	Clearing, forming, and fencing	·6	·6	·6	·6	·6
Nowa Nowa—Buchan—Gelantipy	Timber bridge on reinforced concrete piers at Buchan (1/20 feet, 4/60 feet, 1/25 feet spans)	·058	..	..	..	..
Basin	Timber bridge over Murrindal River, 228 ft. 6 in. and 420 feet approaches .. ..	..	·125	·125	·125	·125
UPPER YARRA SHIRE—						
Don	Temporary bridge over Yarra River at Launching Place .. ..	..	·095	·095	·095	·095
WANGARATTA SHIRE—						
Boorhaman—Springhurst	Reinforced concrete bridge 68 feet long over Diddah Creek	·013	..	..	..	..
WERRIBEE SHIRE—						
Point Cooke	Supply of 700 cubic yards gravel on trucks, Searsdale .. ..	..	..	..	..	..
WOORAYL SHIRE—						
Turton's Creek	12,296 lineal feet of reforming and metalling between Watt's and Lodge's Bridge	2·35	..	2·35	2·35	2·35
Dollar—Dumbalk	158 chains of fencing near Dollar .. ..	..	..	..	..	..
WOORAYL AND SOUTH GIPPSLAND SHIRES—						
Dollar—Dumbalk	5,417 lineal feet of grubbing, clearing, forming, and grading near Milford Hall	1·05	..	1·05	1·05	1·05
YEA SHIRE—						
Yarra Glen—Glenburn	5,600 lineal feet of forming and grading	1·06	..	1·06	1·06	1·06
Totals		46·961	20·52	51·808	45·278	45·278

APPENDIX I.

COUNTRY ROADS BOARD.

HIGHWAYS.

STATEMENT SHOWING MILEAGE AND LOCALITY OF WORKS CONSTRUCTED AND HIGHWAYS MAINTAINED DURING THE YEAR ENDED 30TH JUNE, 1926.

Name of Municipality and Highway.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
UNDER MUNICIPALITIES.				
ARARAT SHIRE— Western Highway—Sections 2 and 3	.. .. .	Generally throughout .. .. .	..	..
BAIRNSDALE SHIRE— Prince's Highway .. .. .	.. .. .	General maintenance .. .. .	..	2·67
BELFAST SHIRE— Prince's Highway West—Section 4	Bridge at Eumeralla River ..	Metalling 0 to 22 miles .. .. .	..	5
" " " —Section 3	.. .. .	Metalling 20,200 feet to 24,215 feet .. .. .	..	2·65
" " " " " "	.. .. .	Tarring 0 to 20,200 feet .. .. .	..	3·81
BERWICK SHIRE— Prince's Highway .. .. .	.. .. .	S/6—Sheeting at Hallam .. .. .	..	·63
" " " " " "	.. .. .	S/5—Maintenance metal, Hallam to Berwick .. .. .	..	..
" " " " " "	.. .. .	S/10—Sheeting at Hallam .. .. .	..	·75
BULN BULN SHIRE— Prince's Highway East .. .. .	.. .. .	From north-west corner of C.A. C., Parish of of Dronin West, to Bunyip River	..	7
BUNINYONG SHIRE— Western Highway—Section 1 .. .. .	.. .. .	From Ballarat City boundary to near Bungaree	..	4·5
CHILTERN SHIRE— North-Eastern Highway—Section 3 (including 1·2 miles in Ruther- glen Shire)	.. .. .	Generally throughout .. .. .	..	16·36
DANDENONG SHIRE— Prince's Highway East .. .. .	.. .. .	Between Springvale Road and Gladstone Road, and between Cranbourne Road and Berwick boundary	..	4
DIMBOOLA SHIRE— Western Highway—Section 4 .. .. .	.. .. .	Between Dimboola and Eastern Shire boundary (formation)	..	1·53
" " " " " "	.. .. .	Dimboola to Salisbury, generally throughout ..	..	18
EUROA SHIRE— North-Eastern Highway	Formation and metalling at Bal- mattum	Repairs by patrolmen, generally throughout..	·2	13
HAMPDEN SHIRE— Prince's Highway West .. .. .	.. .. .	Generally throughout .. .. .	..	28
HEYTESBURY SHIRE— Prince's Highway West .. .. .	.. .. .	Generally throughout .. .. .	..	11·5
HUNTLY SHIRE— Northern Highway .. .. .	.. .. .	4 miles between Bendigo and Bagshot .. .. .	..	4
KORONG SHIRE— North-Western Highway—Section 2	.. .. .	East from Inglewood boundary—gravelling ..	..	1·7
" " " —Section 3	Jersey Hill (Kurting-Inglewood) —forming and gravelling	Wedderburn—Woosang—forming and boxing ..	·7	·47
" " " " " "	.. .. .	Wedderburn—Glenalbyn—forming and gravel- ling	..	1·25
" " " " " "	.. .. .	Glenalbyn—Inglewood—gravelling .. .. .	..	1
KYNETON SHIRE— North-Western Highway .. .. .	.. .. .	Maintenance sheeting .. .. .	..	·4
LAWLOIT SHIRE— Western Highway—Section 5 .. .. .	.. .. .	Generally throughout .. .. .	..	8
MELTON SHIRE— Western Highway .. .. .	.. .. .	Generally throughout .. .. .	..	12·1
MILDURA SHIRE— North-Western Highway	Gravelled between Yatpool and Carwarp Stations	.. .. .	3·22	..
MORWELL SHIRE— Prince's Highway East	Haunted Hill to Yallourn	Generally throughout	1·55	10
OMEQ SHIRE— Omeo Highway	Doctor's Flat .. .. .	.. .. .	1·25	..
" " " " " "	Pretty Flat .. .. .	.. .. .	1	..
" " " " " "	.. .. .	Between Ramrod Creek, near Bruthen, and Lightening Creek, on the Tallangatta Road of Omeo Highway	..	125
ORBOST SHIRE— Prince's Highway East	Gravelling on Newmerella Flat ..	From Nowa Nowa to Snowy River Bridge, and from Eastern boundary, Orbost Town- ship, to Brodribb River	·59	29
PORTLAND SHIRE— Prince's Highway .. .. .	.. .. .	Tyrendarra to Mumbannar .. .. .	..	60
ROSEDALE SHIRE— Prince's Highway East .. .. .	.. .. .	Filling holes, &c. .. .. .	..	1
SOUTH BARWON SHIRE— Prince's Highway .. .. .	.. .. .	Re-sheeted and widened to 20 feet .. .. .	..	1·13
" " " " " "	.. .. .	Surfaced with bitumen .. .. .	..	1·33
TAMBQ SHIRE— Prince's Highway East—Section 4	.. .. .	Between Nicholson River and Nowa Nowa ..	..	33
Omeo Highway—Section 1 .. .. .	.. .. .	Between Nicholson River and Ramrod Creek ..	..	7
TOWONG SHIRE— Omeo Highway	17 miles to Tallangatta	Lightning Creek to Wodonga Shire boundary (including Yackandandah section)	1·68	66
WALPEUP SHIRE— North-Western Highway .. .. .	.. .. .	Between Ouyen and Kiamal .. .. .	..	2·75
		Carried forward	10·19	484·53

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

Name of Municipality and Highway.	Particulars as to Locality of Works Constructed.		Mileage of Works Constructed.	
	Permanent Works.	Maintenance.	Permanent Works.	Maintenance.
			Miles.	Miles.
UNDER DIRECT SUPERVISION OF THE BOARD— <i>continued</i> .				
		Brought forward	19.689	6.488
TAMBO SHIRE— Prince's Highway East—Section 4	.. .. .	Erection of temporary bridge and removal of Pontoon Bridge over River Tambo at Swan Reach	..	..
WALPEUP SHIRE— North-Western Highway—Section 5	4,100 lineal feet of clearing, form- ing, and marling	.. .. .	8	..
VARIOUS SHIRES NOT SEPARATED— North-Western Highway—Section 1	.. .. .	Supply of 12,000 cubic yards metal and screen- ings between Keilor and Kyneton	..	..
" " " "	.. .. .	Supply of 6,000 cubic yards metal and screen- ings between Kyneton and Castlemaine	..	..
" " " "	.. .. .	Supply of 6,000 cubic yards metal and screen- ings between Essendon and Keilor	..	..
" " " "	.. .. .	Supplying, crushing, and stacking 4,000 cubic yards metal	..	..
" " " "	.. .. .	Supply of 3,000 cubic yards metal and screen- ings	..	..
		Total	20.489	6.488