

(iii) *Bridges, Culverts, and Ferries.* The more important bridges have been proclaimed under the provisions of the Local Government Act as "National" works (see above), and these, together with the bridges, etc., in the Western Division, remain under the control of, and are maintained by the Public Works Department. Particulars of bridges, culverts, and ferries in the State in 1921, are given in the following table :—

NEW SOUTH WALES.—BRIDGES, CULVERTS, AND FERRIES, 1921.

Particulars.	Bridges.		Culverts.		Ferries.
	No.	Length.	No.	Length.	No.
		Feet.		Feet.	
"National" works	283	108,631	23
Metropolitan	140	7,521	1,384	109,257	1
Country municipalities	605	33,741	3,283	134,637	25
Shires	3,627	223,126	35,287	341,770	175
Western Division (unincorporated) ..	99	13,602	340	4,573	6
Total	4,754	386,621	40,294	590,237	230

(iv) *Expenditure on Roads and Bridges.* Since the year 1857 the total expenditure by the Roads Department and Road Trusts on roads and bridges is £25,565,748. In this expenditure is included the cost of administering the Department, services for other Departments, and payments on account of punt approaches and similar works incidental to the road traffic of the country. The amount expended from 1857 to the 30th June, 1914, and for each succeeding financial year up to 1920, is given below. Until recent years, the expenditure on these works increased at a much faster rate than the population.

NEW SOUTH WALES.—EXPENDITURE BY ROADS DEPARTMENT AND ROAD TRUSTS, 1857 TO 1920.

Period.	Expenditure by Roads Department.	Expenditure by Trustees.	Total.
	£	£	£
1857 to 30th June, 1915	23,857,921	1,288,691	25,146,612
1915-16	65,928	..	65,928
1916-17	74,124	..	74,124
1917-18	74,459	..	74,459
1918-19	88,591	..	88,591
1919-20	116,034	..	116,034
Total	24,277,057	1,288,691	25,565,748

The expenditure by the Department is now limited to the construction of roads in closer settlement areas and to the construction and maintenance of national bridges and ferries, and of works in the unincorporated areas of the Western Division.

4. *Victoria.*—Under the Local Government Act 1915, the control, construction, and maintenance of all roads, streets, and bridges are in the hands of municipal councils, which are empowered to open new roads, and to close, divert, or increase the width of any existing street or road, provided that no new road less than one chain in width may be opened without the consent of the Minister.

(i) *Country Roads Board.* With the object of improving the main roads of the State, an Act (No. 2415) was passed on 23rd December, 1912, which empowered the Governor in Council to appoint a board, to consist of three members.

The duties of the board are to ascertain by survey and investigation what roads are main roads; the nature and extent of the resources of Victoria in metals, minerals, and materials suitable for the purposes of road-making and maintenance, and the most effective and economical methods for dealing with the same, and for supplying and utilizing the material in any part of Victoria; the most effective methods of road construction and maintenance; what deviations (if any) in existing roads or what new roads should be made so as to facilitate communication and improve the conditions of traffic; and to record, publish, and make available for general information the results of all such surveys and investigations. The duty of furnishing information that may be required is imposed on the municipal authorities.

The construction of permanent works and the maintenance of main roads are likewise to be carried out by the municipalities to the satisfaction of the board. The total cost of the works, in the first instance, is to be paid by the Treasury, but subsequently one-half of the amount expended on permanent works and maintenance is to be refunded by the municipalities affected.

For the construction of developmental or feeder roads to the main road system the Developmental Roads Act (No. 2944) was passed in 1918. Under the authority of this Act the Country Roads Board is empowered to spend a sum of £500,000 over a period of five years on some of the more important roads in the less developed and neglected parts of the State. This sum was subsequently increased to £2,000,000 (Act No. 2985). The amount expended during the year 1919-20 under this Act was £315,701.

For the purpose of making permanent works, power is given to the Governor in Council to issue stock or debentures to the amount of £400,000 a year for five years, and the principal and interest are a charge upon the Consolidated Revenue of the State. The money so raised is to be placed to the credit of an account to be called the "Country Roads Loan Account," which will be debited with all payments made by the Treasurer towards the cost of permanent works. A further sum of £500,000 was made available under Act No. 3057 passed in September, 1920, to be raised in the two financial years 1920-21 and 1921-22, at the rate of £250,000 per annum. A sinking fund of 1 per cent. per annum on half the amount borrowed is authorised to be paid out of the Consolidated Revenue until half of the amount borrowed is redeemed. An annual payment to the Treasurer of 6 per cent. on the amount due by each municipality in respect of permanent works is provided for, and the cost of maintenance allocated to each municipality must be paid before the 1st July in each year. A special rate not to exceed 6d. in the £1 on the net annual value of rateable property, to meet the cost of permanent works, may be levied in any ward or riding of a municipality as the council may direct. In the event of default of payment by a municipality, the board may levy a rate to meet the amount owing. For maintenance works an annual payment of £50,000 to the Country Roads Board Fund from the Consolidated Revenue is provided for by Act No. 2986 and power is given to reduce contributions of the municipalities in respect to the maintenance of main roads where the Board is satisfied that the cost of maintenance is excessive, and that such cost is due to motor traffic not of local origin or to timber traffic. All fees and fines paid under the Motor Car Act, all moneys standing to the credit of the Municipal Fees and Fines Trust Fund, all fees paid on the registration or renewal of the registration of traction engines, and all fees received by the Crown after the 30th June, 1912, under the Unused Roads and Water Frontages Act 1903 (which has been incorporated in the Local Government Act 1915), are to be credited to the Country Roads Board Fund.

Up to the 30th June, 1918, there were 6,500 miles of declared main roads, agreed to by the councils and gazetted. The total amount expended during 1919-20 for permanent works was £335,755, and for maintenance work £192,320, a total of £528,075. The net receipts for the year were £294,498, of which amount the chief items were motor registration and license fees, £85,363, unused roads and water frontages license fees, £22,072, contributions by municipalities for permanent works, £37,573; ditto for maintenance works, £89,730; and appropriation for maintenance under the Main Roads Act No. 2986, £50,000.

(ii) *General and Local Government Expenditure.* The gross amount expended directly by the State Government of Victoria on roads and bridges up to the end of June, 1920, was £8,825,239. The annual expenditure from ordinary revenue by municipalities is not returned separately, but is included in Public Works Construction and Maintenance

(see Section XXVI., *Local Government*). The subjoined table shews the cost from general revenue of municipalities of private streets, roads, etc., and the amounts of municipal loan expenditure in 1901 and from 1917 to 1921 :—

VICTORIA.—EXPENDITURE ON ROADS AND BRIDGES, 1901 AND 1917 TO 1921.

Financial Year.(a)	Expenditure by State Government.	Municipal Loan Expenditure.		Formation of Private Roads. Streets, Lanes, etc.(b)	
		Cities, Towns, and Boroughs.	Shires.	Cities, Towns, and Boroughs.	Shires.
	£	£	£	£	£
1901	72,890	16,844	12,928	18,829	4,521
1917	16,514	41,686	7,279	60,277	3,222
1918	19,782	22,037	19,007	72,506	2,968
1919	20,591	31,864	13,194	103,493	7,632
1920	7,832	32,974	11,402	77,853	4,888
1921	10,842	(c)	(c)	(c)	(c)

(a) The financial years of Melbourne and Geelong end on the 31st December and the 31st August respectively; those of all other municipalities on the 30th September.

(b) Including the cost of flagging, asphaltting footpaths, etc., but exclusive of loan expenditure.

(c) Not available.

5. **Queensland.**—In Queensland the construction and maintenance of public roads are controlled under a system of local self-government, for the purposes of which the whole State is divided into (a) cities, (b) towns, and (c) shires. The duties, rights, and responsibilities of the local authorities with regard to roads, streets, and bridges are regulated by the Local Authorities Act of 1902 and subsequent amendments. The councils are invested with full powers to open, close, divert, or widen streets, roads, and bridges, and to make by-laws for the regulation of traffic, etc. The rates which the councils are empowered to levy are supplemented by Government grants. Separate returns as to the expenditure by towns and shires on roads and bridges are not available, the amounts being included in the returns of expenditure on public works, particulars as to which expenditure may be found in Section XXVI., *Local Government*, hereinafter. Under the Main Roads Act of 1920, a main roads board is appointed to take over main roads and construct new ones. The cost is defrayed from moneys appropriated by Parliament, taxes on motor vehicles and traction engines, wheel tax, fees for unused roads, etc. Half the amount expended is to be recovered from local authorities within 30 years with interest. The Main Roads Board has just commenced operations, and figures shewing details of its activities are not yet available for publication.

6. **South Australia.**—Information regarding the length of roads and streets in the incorporated area is not available in this State for a later date than 1919; figures shewing the expenditure by Corporations and District Councils on streets, roads and bridges up to 30th June, 1920, however, are contained in the tables hereinafter (p. 529). Of the several Australian States, South Australia has by far the largest unincorporated area, no less than 88 per cent. of the whole area of the State being in this condition. This area is, however, very sparsely populated and much of it is entirely unoccupied. The remainder of the State is for the purposes of local government under the control of Municipal Corporations and District Councils. Under the provisions of the District Councils Acts 1914, 1917, and 1918, the Municipal Corporations Acts 1890 to 1918, and of the Roads Acts 1884 to 1915, the councils are invested with full powers as to the opening and making of new streets and roads, and the diverting, altering, or increasing the width of existing roads: as to raising, lowering, or altering the ground or soil of any street or road; and as to the construction, purchase, and management of bridges, culverts, ferries, and jetties.

(i) *Main Roads and District Roads.* All the roads in each district are classified either as main roads or as district roads. Both classes of roads are under the direct control either of Municipal Corporations or of District Councils, but in the case of main roads the expenditure on construction and maintenance is chiefly provided for by