NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY,

DURING THE SESSION

OF

1857.

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN TWO VOLUMES.

VOL. II.

Sydney:
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PHILLIP STREET.

1858.

TABLE OF CONTENTS

(Arranged as the Papers should be bound.)

Vol. I.

Vol. II.

INDEX

TO THE

VOTES AND PROCEEDINGS

OF THE

SESSION OF 1857,

AND TO THE

PAPERS ORDERED TO BE PRINTED DURING THE SESSION.

1857.

Legislative Assembly.

NEW SOUTH WALES.

SALARIES OF CLERKS IN THE PUBLIC SERVICE.

Ordered by the Legislative Assembly to be Printed, 13 *November,* 1857.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Clerks in the Government Service of New South Wales,—

RESPECTFULLY SHEWETH :—

That your Petitioners beg to represent the deep concern with which they view the various and uncertain reductions made almost annually in the salaries of the employés of the Government, the result of which has been to place them in a most embarrassing position, both as regards their present and future prospects.

That your Petitioners respectfully submit that the Civil Service of this Colony, instead of being one into which gentlemen of education and ability may be induced to enter, is, through the want of an equitable adjustment of salaries, a security of position, and a prospect of future promotion, acquiring a character which cannot fail to prove detrimental to the Public Service.

That your Petitioners, many of whom are married, and have families to support, cannot with the existing salaries cope with the increased, and still increasing, prices of the actual necessities of life.

Your Petitioners therefore humbly pray, that your Honorable House will favorably consider the foregoing premises, and adopt such steps as to your Honorable House may seem meet.

And your Petitioners will ever pray.

[*Here follow* 178 *Signatures.*]

1857.

Legislative Assembly.

NEW SOUTH WALES.

CENTRAL POLICE OFFICE CLERKS.

(PRAYING REDRESS.)

Ordered by the Legislative Assembly to be Printed, 17 *November,* 1857.

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned Clerks in the Department of the Central Police Office, in the City of Sydney,—

HUMBLY SHEWETH :—

That an imperative sense of what is due to themselves and to their families has compelled your Petitioners to approach your Honorable Council with the urgent request that you will be pleased to cause an inquiry to be forthwith made into the circumstances of their case, which is briefly as follows :—

That your Petitioners have for many years past been clerks in the Government service, and are none of them aware of any cause why promotion should have always been withheld from them, to their great loss and detriment in every way, and which, as married men with families, has been, and still continues to be, to them a very serious matter.

That their official duties are confessedly of a highly responsible character, requiring them to have considerable knowledge of the law of the land, and also at the same time to possess an unimpeachable integrity of character.

That, nevertheless, your Petitioners have with deep regret observed, that there is a marked and humiliating difference in their disfavor as regards the amount of the salaries given, and proposed to be given, to them, and those appointed for lower clerks in other departments of the public service. And your Petitioners therefore pray, that such an inquiry may be held into their official conduct, and their respective duties, as will tend to show whether they are, or are not, deserving of a different treatment to that received and occupied by others.

That, for many years past, your Petitioners have served the country in an honorable poverty, at the lowest rate of salary payable to any Government official of the grade of a clerk, —never, by some unfortunate circumstance, having been placed upon a class, although often recommended for a higher status,—never having received promotion of any kind, or been happy enough to see before them any real prospect of advancement

That your Petitioners are thus disheartened and discouraged, because they possess none of the comforts which an honest and intelligent industry ought to secure to them; have not efficient means to enable them to relieve their wives from the drudgery of mere household servants; and see no possibility of providing for the proper education of their children.

That these strictures are particularly applicable to, and very strongly felt by, your Petitioners, who must stand by their families, and not give up an humble and unsatisfactory certainty for an uncertainty of any kind, otherwise they would not have thus presumed to trouble your Honorable Council, but in despair have long since quitted a service wherein they have been hitherto hopelessly condemned to obscurity and pinching poverty, aggravated by the necessity of keeping up a certain appearance in dress and otherwise far beyond their means.

Therefore the prayer of your Petitioners is, that your Honorable Council will be pleased to cause a Board of Inquiry to be held as to the character, length of service, and duties of your Petitioners, in justification of their present position.

And your Petitioners, as in duty bound, will ever pray, &c., &c., &c.

[*Here follow* 4 *Signatures.*]

1857.

NEW SOUTH WALES.

POLICE REWARD FUND.

ACCOUNT of Sums received by the Colonial Treasurer, for and in respect of the Police Reward Fund, and of the Appropriation of the same, to the 31st December, 1856.

PARTICULARS.		COLONIAL TREASURER. Dr.	COLONIAL TREASURER. Cr.
		£ s. d.	£ s. d.
To Balance on 31st December, 1855:—			
Cash in the Treasury	£2,731 3 3		
Public Works Loan Debentures	4,000 0 0		
		6,731 3 3	
To Sums received in 1856		2,314 16 11	
By Amount paid—			
As Gratuities on leaving the Police Force, viz.:—			
Benjamin Moore, Sydney Police		.....	104 18 9
Thomas Armstrong, ditto		.....	104 18 9
William Jackman, ditto		.....	29 3 0
Robert Evans, Police, Goulburn		.....	18 6 0
William Farrell, Police, Windsor		.....	13 13 0
Francis Crohan, Police, Wollongong		.....	44 9 8
As Gratuities to the Widows of deceased Constables, viz.:—			
Margaret Wood, widow of Chief Constable Wood of the Maitland Police		.....	67 14 2
Ann Kendall, widow of Chief Constable Kendall of the Penrith Police		.....	35 0 0
Elizabeth Webber, widow of Chief Constable Webber of the Queanbeyan Police		.....	31 5 0
Elizabeth Cooper, widow of Constable Cooper of the Goulburn Police		.....	18 3 0
Ann Lamborn, widow of Serjeant Thomas Lamborn of the Southern Gold Escort		.....	10 13 9
Widow Holohan, residing in Kilkenny, Ireland, in consideration of the services of her late son, who belonged to the Gold Police of this Colony, and was drowned whilst on duty		.....	100 0 0
As Rewards for Meritorious Services in the apprehension of Prisoners, viz:—			
Edward Murphy, Chief Constable, Tumut...		.....	10 0 0
John Paticel, ditto, Mudgee		.....	5 0 0
Allan Cameron, Constable, Bombala		.....	5 0 0
James M'Connell, Corporal in the Mounted Patrol, Southern Road...		.....	10 0 0
Francis J. Weale, Inspector of D Division, Metropolitan Police ...		.....	7 0 0
Richard Elliott, Serjeant ditto, ditto		.....	5 0 0
Andrew Love, Acting Serjeant ditto, ditto...		.....	3 0 0
Daniel Fitzgerald, Constable ditto, ditto		.....	5 0 0
Expenses incurred in the burial of Trooper Holohan, of the Gold Police		.....	5 0 0
Joseph Samuel Evans, late Chief Constable at Dubbo, remission of pecuniary penalty imposed on him		.....	5 0 0
Amount credited in error to the Police Reward Fund, refunded ...		.....	1 10 0
To Inspector General of Police for Advances made by him to meet the foregoing payments		438 5 1	
By Balances on 31st December, 1856:—			
Cash in the Treasury	£837 13 2		
Public Works Loan Debentures	4,000 0 0		
Railway Debentures to the amount of £4,000, purchased at 98½ per cent., together with £66 17s. accrued Interest on the same, to the date of purchase	4,006 17 0		
		.....	8,844 10 2
		9,484 5 3	9,484 5 3

Audit Office, Sydney, New South Wales,
9th March, 1857.

W. C. MAYNE,
Auditor General.

8—

1857.

NEW SOUTH WALES.

POLICE SUPERANNUATION FUND.

ACCOUNT of Sums received by the Colonial Treasurer, for and in respect of the Police Superannuation Fund, and of the Appropriation of the same, to the 31st December, 1856.

PARTICULARS.		COLONIAL TREASURER. Dr.	COLONIAL TREASURER. Cr.
		£ s. d.	£ s. d.
To Balance on 31st December, 1855 :—			
Cash in the Treasury	£1,312 19 6		
Railway Debentures	1,500 0 0		
Public Works Loan Debentures	2,000 0 0		
		4,812 19 6	
To Sums received in 1856		2,251 12 8	
By Amount of Pension paid :—			
Sergeant Peter Coyle		.....	31 19 0
Constable Owen Laraghy		.....	71 4 6
Constable Charles Hotham		.....	23 18 11
Constable John Marsh		.....	36 12 0
Sergeant William Carroll		.....	21 7 0
Constable William B. Hutchinson		.....	13 14 0
Constable James Shanahan...		.....	79 17 6
Chief Constable Thomas M'Gee		.....	56 5 0
Inspector John Wearin		.....	39 0 5
Inspector Thomas J. Powell		.....	34 6 3
Inspector William Holmes		.....	44 0 10
Chief Constable John M'Alister		.....	41 5 0
Constable John Laidler		.....	3 19 9
Constable John Harris		.....	14 4 4
Constable Alexander Ross		.....	14 4 4
To Inspector General of Police for Advances made by him to meet the foregoing payments		425 18 10	
By Remittance to Colonial Agent General to make payments on account of the Police Superannuation Fund		.....	10 12 4
By Amount of Premium on Bills of Exchange purchased for the same...		.....	0 2 1
By Balance on 31st December, 1856 :—			
Cash in the Treasury	£1,450 9 3		
Railway Debentures	1,500 0 0		
Public Works Loan Debentures	2,000 0 0		
Railway Debentures to the amount of £2,000, purchased at 98½ per cent., together with £33 8s. 6d. accrued Interest on the same to the date of purchase	2,003 8 6		
		.....	6,953 17 9
		7,490 11 0	7,490 11 0

Audit Office, Sydney, New South Wales,
9th March, 1857.

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

CONSOLIDATED REVENUE FUND.

ACCOUNT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1856.

RECEIPTS.

HEAD OF REVENUE.	AMOUNT.	TOTAL.
CUSTOMS.		
Duties on Spirits Imported	314,544 6 8	
Tobacco Imported	39,056 11 9	
Ale and Beer	7,762 12 2	
Wine	24,237 12 8	
Sugar and Molasses	56,913 18 11	
Tea	25,489 15 10	
Coffee, Chocolate, Cocoa, and Chicory	3,387 7 11	
Currants, Raisins, and other Dried Fruits	8 15 7	471,401 1 6
DUTY ON SPIRITS DISTILLED IN THE COLONY	.....	51,074 14 10
GOLD.		
Proceeds of Licenses to dig and search for Gold	.....	30,681 16 8
GOLD ESCORT.		
Fees for the Conveyance of Gold	.....	4,474 8 10
MINT RECEIPTS	.....	12,556 4 7
RAILWAY TOLLS.		
Balance of Tolls collected by the Railway Commissioners on the Sydney and Parramatta Railway	.....	11,157 4 7
LAND SALES.		
Proceeds of the Sale of Land and Town Allotments	245,488 12 5	
Proceeds of the Sale of the Fee Simple Estate in Town Allotments to Leaseholders, under old Regulations	66 10 0	245,555 2 5
RENTS.		
Lands occupied under the provisions of Her Majesty's Order in Council of 9th March, 1847,—		
Within the Settled Districts 7,880 17 10		
Beyond the Settled Districts 43,343 13 11	51,224 11 9	
Temporary Licenses	141 10 0	
Quit Rents	1,018 3 5	
Redemption of Quit Rents	219 10 10	
Tolls and Ferries	1,705 1 5	
Wharves	8,439 2 8	
The Military Canteen, Sydney	449 8 10	
Government Buildings, Premises, and Quarries	105 2 6	
Property Escheated to the Crown	18 4 0	63,320 15 5
LICENSES.		
To Auctioneers	1,952 5 8	
To Retail Fermented and Spirituous Liquors	42,057 12 8	
Night to Publicans, and for Billiard Tables	3,270 0 0	
To Distillers and Rectifiers	52 15 3	
To Hawkers and Pedlers	315 5 4	
To Pawnbrokers	155 17 0	
Coach and Dray	14 5 0	
Slaughtering	63 0 6	
To cut Timber, make Bricks, and quarry Stone, on Crown Lands	1,830 0 0	49,711 1 5
Carried forward ..... £		939,932 10 3

DISBURSEMENTS.

ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
SCHEDULE A.			
His Excellency the Governor General	583 6 8	6,416 13 4	7,000 0 0
The Chief Justice	205 11 2	1,833 6 8	2,038 17 10
The two Puisne Judges	308 6 8	2,750 0 0	3,058 6 8
The Judge for Moreton Bay	.....	1,375 0 0	1,375 0 0
Colonial Secretary	186 11 10	1,833 6 4	2,019 18 2
Colonial Treasurer	116 6 4	1,145 16 5	1,262 2 9
Auditor General	75 0 0	824 19 11	899 19 11
Attorney General	125 0 0	1,374 19 11	1,499 19 11
Solicitor General	83 6 8	872 15 1	956 1 9
The Private Secretary	33 6 8	333 6 8	366 13 4
Master in Equity and Curator of Intestate Estates, and Chief Commissioner of Insolvent Estates.	102 15 6	.....	102 15 6
Chairman of Quarter Sessions and Commissioner of Court of Requests	66 13 4	733 6 8	800 0 0
	1,886 4 10	19,493 11 0	21,379 15 10
SCHEDULE B.*			
Pensions to Officers of Government who have been released from Office on Political grounds	.....	2,563 0 7	2,563 0 7
Pensions to Superannuated Officers	256 5 7	1,969 4 11	2,225 10 6
	256 5 7	4,532 5 6	4,788 11 1
SCHEDULE C.*			
Church of England	1,308 14 4	12,864 12 6	14,173 6 10
Presbyterian Church	285 9 3	2,065 17 0	2,351 6 3
Wesleyan Methodist Mission	161 12 5	487 10 0	649 2 5
Church of Rome	685 10 7	6,939 18 4	7,625 8 11
	2,441 6 7	22,357 17 10	24,799 4 5
CIVIL.			
His Excellency the Governor General—			
Salaries	39 7 11	402 14 7	952 12 3
Contingencies	71 19 11	438 9 10	
Colonial Secretary's Department—			
Salaries	866 2 8	8,526 12 10	9,682 17 4
Contingencies	29 7 0	260 14 10	
Colonial Treasurer's Department—			
Salaries	520 11 10	6,939 9 0	7,933 10 1
Contingencies	10 10 4	462 18 11	
Establishment for Lands and Public Works	.....	1,348 14 5	1,348 14 5
Auditor General's Department—			
Salaries	479 15 2	5,688 2 6	6,281 9 2
Contingencies	16 5 6	97 6 0	
Executive Council—			
Salaries	60 19 5	732 13 4	809 1 0
Contingencies	.....	15 8 3	
Clerk to the Private Secretary	25 0 0	293 6 8	318 6 8
Government Resident, Moreton Bay	168 15 0	558 6 8	727 1 8
Government Resident, Port Curtis	142 3 9	30 11 1	172 14 10
Legislative Council—			
Salaries	.....	2,126 2 6	2,185 5 10
Contingencies	.....	59 3 4	
Legislative Assembly—			
Salaries	564 12 4	6,099 10 10	8,579 14 4†
Contingencies	479 2 10	1,436 8 4	
Legislative Council and Assembly—			
Salaries	.....	1,376 3 3	1,414 17 9
Contingencies	.....	38 14 6	
General Post Office—			
Salaries	1,116 0 5	12,603 13 6	21,897 18 1
Allowances	2,594 3 11	4,768 11 2	
Contingencies	235 15 10	579 13 3	
Postage Stamp Printing Office—			
Salaries	33 6 8	428 2 9	1,812 4 3
Contingencies	432 10 8	918 4 2	
Port Master—			
Salaries	317 13 3	3,502 15 2	3,965 5 2
Contingencies	15 17 0	128 19 9	
Carried forward £	8,220 1 5	59,861 11 5	68,081 12 10
Carried forward £	4,583 17 0	46,383 14 4	50,967 11 4

* The details of the Payments under *Schedules* B and C will be found in separate Statements appended hereto.

† Including the Expenses of the Legislative Council to the 22nd May, 1856, under the former Constitution.

RECEIPTS.

HEAD OF REVENUE.	AMOUNT.	TOTAL.
Brought forward.....	..... £	939,932 10 3
POSTAGE	.....	29,458 10 11
FINES AND FORFEITURES.		
Sheriff	2,399 12 6	
Courts of Petty Sessions { Within the Settled Districts.....	2,359 5 6	
Courts of Petty Sessions { Beyond the Settled Districts.....	983 1 11	
Water Police Court	230 14 0	
For the Unauthorised Occupation of Crown Lands.....	894 9 1	
Crown's Share of Seizures by the Department of Customs, and Inspector of Distilleries.....	240 3 0	
Sale of Confiscated and Unclaimed Property	2,606 2 3	
		9,713 8 3
FEES OF OFFICE.		
Colonial Secretary's Office { On Commissions to Public Officers ...	176 5 0	
Colonial Secretary's Office { On Certificates of Naturalization	61 10 6	
Colonial Secretary's Office { On Copies and Transcripts of Papers..	11 2 7	
Colonial Secretary's Office { On the Preparation of Title Deeds ...	4,161 0 0	
The Registrar's Office..... { On the Enrolment of Title Deeds.....	4,382 15 0	
The Registrar's Office..... { All other Fees	2,766 16 4	
Prothonotary and Registrar	3,205 4 5	
Master in Equity	813 13 11	
Curator of Intestate Estates.....	569 7 5	
Insolvent Courts	1,428 9 6	
Sheriff	1,537 1 11	
Courts of Requests.....	1,239 15 0	
Courts of Petty Sessions { Within the Settled Districts.....	1,933 11 5	
Courts of Petty Sessions { Beyond the Settled Districts.....	363 15 10	
Water Police Court	536 19 8	
Shipping Master's Office	2,814 3 9	
Steam Navigation Board	242 7 6	
Court of Claims.....	146 8 6	
Registrar General's Office.....	12 17 0	
		26,403 5 3
SALE OF GOVERNMENT PROPERTY.		
Cast Horses and Bullocks.....	545 11 0	
Condemned and Unserviceable Articles and Stores.....	518 10 9	
Sale of Maps	21 13 0	
Surveyors' Equipments.....	169 3 9	
Ballast from Cockatoo Island	87 0 0	
		1,341 18 6
REIMBURSEMENTS IN AID OF EXPENSES INCURRED BY GOVERNMENT.		
For the Treatment of Patients in the Lunatic Asylum	814 4 8	
Collections by the Accountant, Government Printing Office	1,666 9 2	
Contribution by the Commissariat towards the Support of Prisoners confined on Cockatoo Island	195 16 0	
Contribution by the Ordnance Department towards the Support of the Gunpowder Magazine, Goat Island.....	89 7 10	
For Arms and Accoutrements lost and destroyed by the Police.....	18 16 6	
For work performed by Prisoners in Gaol	2,783 5 6	
For the hire of the Steam Dredge	94 5 0	
For Flour supplied to the Inhabitants of Port Curtis.....	254 11 8	
For Provisions supplied to the Braidwood and Clyde River Road party	3 13 4	
For Stores supplied to the Brisbane Hospital.....	15 12 0	
Repayment of Expenses incurred on account of the Government of Victoria.....	398 10 6	
Carried forward..... £	6,334 12 2	
Carried forward ..... £		1,006,849 13 2

DISBURSEMENTS.

ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	4,583 17 0	46,383 14 4	50,967 11 4
CIVIL—Continued.			
Brought forward.....£	8,220 1 5	59,861 11 5	68,081 12 10
Pilots, Port Jackson, Supplementary Allowance	.....	1,027 15 5	1,027 15 5
Telegraph Stations—			
Salaries	63 0 10	690 17 0	780 16 0
Contingencies	10 6 2	16 12 0	
Light House, South Head—			
Salaries	37 12 6	411 19 5	716 17 10
Contingencies	31 5 0	236 0 11	
Floating Light, Port Jackson—			
Salaries	44 19 9	492 5 2	741 13 11
Contingencies	30 6 4	174 2 8	
Floating Light, Moreton Bay—			
Salaries	.....	142 9 11	142 16 8
Contingencies	.....	0 6 9	
Light House, Gabo Island—			
Salaries	57 18 4	610 10 5	1,463 19 0
Contingencies	1 5 0	794 5 3	
Pilot at Wollongong—			
Salary	8 18 3	96 6 3	121 19 6
Contingencies	16 15 0	.....	
Harbour Master, Newcastle—			
Salaries	159 7 3	1,745 11 3	2,316 15 10
Contingencies	196 10 0	215 7 4	
Harbour Master, Moreton Bay—			
Salaries	157 9 8	1,846 1 0	2,063 7 5
Contingencies	16 17 8	42 19 1	
Harbour Master, Port Curtis—Salaries.....	34 8 9	40 0 8	74 9 5
Pilot at Kiama—Salary	.....	20 19 9	20 19 9
Pilot Station, Port Macquarie—			
Salaries	57 19 7	620 16 10	685 1 5
Contingencies	.....	6 5 0	
Pilot Station, Clarence River—			
Salaries	57 19 7	627 4 11	685 4 6
Pilot Station, Richmond River—			
Salaries	57 19 7	633 12 11	701 12 6
Contingencies	4 0 0	6 0 0	
Pilot Station, Manning River—			
Salaries	.....	133 19 2	226 9 2
Contingencies	.....	92 10 0	
Steam Navigation Board, Sydney—			
Salaries	150 0 0	825 0 0	1,169 10 9
Allowances.....	29 8 0	139 13 0	
Contingencies	4 8 0	21 1 9	
Steam Navigation Board, Moreton Bay—Salaries.....	7 10 0	22 10 0	30 0 0
Shipping Master, Sydney—			
Salaries	149 2 1	1,438 19 9	1,830 17 3
Contingencies	102 15 0	140 0 5	
Shipping Master, Newcastle—			
Salaries	20 16 8	229 3 4	262 0 0
Contingencies	.....	12 0 0	
Registrar General—			
Salaries	.....	1,006 4 11	2,142 1 7
Contingencies	.....	1,135 16 8	
Colonial Storekeeper—			
Salaries	190 16 4	2,242 17 4	5,059 18 6
Allowances	54 16 9	636 11 7	
Contingencies	190 19 11	1,743 16 7	
Gunpowder Magazine, Goat Island—			
Salaries	50 15 0	187 13 6	460 5 1
Allowances.....	.....	135 13 4	
Contingencies	.....	86 3 3	
Colonial Architect—			
Salaries	275 8 8	3,737 16 9	4,286 9 8
Contingencies	102 6 9	170 17 6	
Observatory—			
Salaries	.....	185 8 4	209 15 10
Contingencies	.....	24 7 6	
Carried forward.....£	10,594 3 10	84,708 6 0	95,302 9 10
Carried forward.....£	4,583 17 0	46,383 14 4	50,967 11 4

RECEIPTS.

HEAD OF REVENUE.	AMOUNT.	TOTAL.
Brought forward..... £		1,006,849 13 2
REIMBURSEMENTS IN AID OF EXPENSES INCURRED BY GOVERNMENT—Continued.		
Brought forward..... £	6,334 12 2	
Fees collected in the Convict Department of Police	13 13 0	
For the Sale of Electoral Lists.....	44 4 6	
For Advertising in the *Government Gazette*, on account of the Commissariat Department	3 13 4	
For Military Washing and Barrack Damages	55 13 0	
For Waste Paper sold at the General Post Office	9 13 6	
For Advertising Intestate Estates in the *London Gazette*.....	20 0 0	
For the maintenance of two Children in the Protestant Orphan School	6 10 0	
Other Reimbursements.....	3 10 0	
For the Survey of Land	472 9 0	
Payment by W. M. Manning, Esq., in part Reimbursement of Claims against the late Registrar of the Supreme Court, satisfied under the provisions of the Act 13 Victoria, No. 44...	3,000 0 0	
Repayment, by Purchasers of Government Debentures, of the Interest accrued thereon at the date of purchase	4,809 0 3	
Amount received under the Assisted Immigrants' Employment Act, 16 Victoria, No. 42, including £8,297 14s. 9d., the Balance of similar Receipts on the 31st December, 1855, now transferred...	20,007 19 3	
Amount transferred from the Clergy and School Lands' Revenue in repayment of Expenses chargeable thereon for the year 1855	154 8 9	
Repayment by the City Commissioners, of the Interest on Moneys borrowed on account of the Sewerage and Water Works	6,022 9 7	
Repayment by do. of the Cost of binding Books of Debentures issued on their account.....	5 0 0	
Repayment under the provisions of the second Clause of the Act, 19 Victoria, No. 38, of the amount disbursed in the years 1854 and 1855, for the Building Fund of the Sydney University.....	20,000 0 0	
		60,962 16 4
Amount of Interest which had accrued on the Debentures sold by the Bank of New South Wales in London, and which formed part of the sum realized by their sale. (See Appendix, No. 2.) ...	.....	9,335 0 8
MISCELLANEOUS RECEIPTS.		
Unclaimed Balances of Insolvent Estates	876 9 5	
Store rent of Gunpowder.....	572 1 7	
Fees on presenting Private Bills to the Parliament	150 0 0	
Balance of a Grant issued in 1852, for the construction of a Bridge at Queanbeyan, refunded	296 0 0	
Fees for Letters of Registration	20 0 0	
Surcharges recovered	249 18 4	
Amount recovered in satisfaction of a claim of the Government upon an allotment of Land at Newcastle, upon which is built "The Mechanics' Institute"	350 0 0	
Interest, at the rate of 4 per cent. per annum, upon the weekly minimum balance of Cash, deposited in the Australian Joint Stock Bank on account of the Government, from 1st October to 31st December, 1856	2,027 9 1	
Balances remaining unexpended upon the following Accounts, as shewn in the separate Statements accompanying and transferred to the Consolidated Revenue Fund, viz. :—		
Territorial Revenue	41,358 2 6	
Schedule A—Part 1.....	2,496 14 0	
Schedule A—Part 2.....	660 19 4	
Schedule A—Part 3.....	5,304 11 1*	
		54,362 5 4
PILOTAGE.		
Port Jackson.....	2,144 1 6	
Out Ports	1,407 6 3	
		3,551 7 9
ASSESSMENT ON STOCK.....	.....	31,387 3 8
Carried forward ..... £		1,166,448 6 11

* Subject to the Payment of Grants for the Erection of Churches, and other outstanding charges amounting in all to £5,304 11s. 1d.

DISBURSEMENTS.

ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	4,583 17 0	46,383 14 4	50,967 11 4
CIVIL—Continued.			
Brought forward.....£	10,594 3 10	84,708 6 0	95,302 9 10
Botanic Gardens, Sydney—			
Salaries	47 15 6	573 6 0	2,419 9 5
Allowances	268 3 9	1,099 15 6	
Contingencies	242 16 1	187 12 7	
Botanic Gardens, Brisbane—			
Salaries	62 10 0	187 10 0	616 0 0
Allowances	89 7 6	248 16 10	
Contingencies	12 5 6	15 10 2	
Government Domains, and Hyde Park—			
Salaries	66 1 4	263 14 0	1,156 9 7
Allowances	169 10 0	591 5 6	
Contingencies	3 18 3	62 0 6	
Government Printing Office—			
Salaries	90 19 5	1,129 16 11	11,540 7 2
Allowances	491 5 8	9,150 9 10	
Contingencies	148 7 2	529 8 2	
JUDICIAL.	12,287 4 0	98,747 12 0	111,034 16 0
The Judges—Temporary Increase to Salaries	75 0 0	1,100 0 0	1,175 0 0
Law Officers of the Crown—			
Salaries	208 3 0	2,304 14 5	3,505 15 2
Contingencies	8 7 10	984 9 11	
Master in Equity—Salaries	58 0 10	1,566 17 6	1,624 18 4
Supreme and Circuit Courts—			
Salaries	260 6 4	3,128 10 0	6,796 2 7
Contingencies	199 10 8	3,207 15 7	
Sheriff—			
Salaries	301 14 3	3,238 13 7	5,320 12 9
Contingencies	97 10 6	1,682 14 5	
Insolvent Court—			
Salaries	33 0 10	1,043 19 2	1,079 19 2
Contingencies	.....	2 19 2	
Quarter Sessions—			
Salaries	155 3 3	1,865 4 6	5,428 13 4
Contingencies	279 7 6	3,128 18 1	
Courts of Requests—			
Salaries	240 0 2	2,134 10 5	2,420 5 2
Contingencies	.....	45 14 7	
Registration of Deeds—			
Salaries	136 7 11	2,281 3 8	2,478 4 5
Contingencies	3 7 2	57 5 8	
Moreton Bay Court—			
Salaries	.....	178 15 0	1,538 14 4
Contingencies	.....	1,359 19 4	
Coroners—			
Salaries	176 2 0	438 8 1	2,657 16 8
Contingencies	536 18 11	1,506 7 8	
ECCLESIASTICAL.	2,769 1 2	31,257 0 9	34,026 1 11
Temporary Addition to the Stipends of Clergymen of the undermentioned Denominations, viz.—			
Church of England	3,243 15 0	4,420 3 0	7,663 18 0
Presbyterian Church	900 0 0	1,139 9 4	2,039 9 4
Wesleyan Methodist Mission	500 0 0	200 0 0	700 0 0
Church of Rome	975 0 0	3,181 7 7	4,156 7 7
Clergymen at the Western Gold Fields—			
Salaries	99 1 6	1,275 0 0	1,672 7 2
Allowances	6 3 10	45 0 0	
Contingencies	37 13 3	209 8 7	
Clergymen at the Southern Gold Fields—			
Salaries	78 10 5	1,000 0 0	1,190 5 11
Allowances	11 15 6	100 0 0	
Allowances, in lieu of House Rent, to Clergymen of the Church of England	36 2 10	262 10 0	298 12 10
Payments to ditto out of Funds transferred from the Clergy and School Estates' Revenue	118 5 11	.....	118 5 11
Stipend of a Jewish Minister	.....	150 0 0	150 0 0
	6,006 8 3	11,982 18 6	17,989 6 9
Carried forward .....£	25,646 10 5	188,371 5 7	214,017 16 0

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward ..... £		1,166,448 6 11
ADVANCES ON ACCOUNT, REPAID OR ADJUSTED.		
Repayment of the amount advanced to the 31st December, 1855, to meet claims in excess of the Amount of Assessment on Sheep received, under the Act, 18 Victoria, No. 26	16,772 0 0	
Colonial Agent General	783 13 7	
Other Public Officers	25,038 3 2	
		42,593 16 9
Carried forward ..... £		1,209,042 3 8

DISBURSEMENTS.

ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	25,646 10 5	188,371 5 7	214,017 16 0
EDUCATIONAL.			
Sydney University Endowment Fund	.....	5,000 0 0	5,000 0 0
Sydney Grammar School Endowment Fund	375 0 0	750 0 0	1,125 0 0
Protestant Orphan School, Parramatta—			
Salaries	65 7 5	938 11 10	3,253 10 10
Contingencies	335 8 0	1,914 3 7	
Roman Catholic Orphan School, Parramatta			
Salaries	46 14 6	552 6 2	2,975 12 9
Contingencies	340 5 6	2,036 6 7	
Denominational School Board—			
Church of England Schools	2,680 1 10	5,280 9 11	7,960 11 9
Presbyterian Schools	527 2 6	1,081 19 4	1,609 1 10
Wesleyan Schools	287 0 0	559 11 3	846 11 3
Roman Catholic Schools	1,410 2 0	3,665 10 10	5,075 12 10
Expenses of the Board	150 0 0	510 2 3	660 2 3
National School Board	3,000 0 0	15,000 0 0	18,000 0 0
Commissioners for Reporting on Education	1,056 0 0	.....	1,056 0 0
	10,273 1 9	37,289 1 9	47,562 3 6
MEDICAL.			
Medical Adviser to the Government—			
Salary of a Clerk	4 3 4	45 16 8	62 18 6
Contingencies	.....	12 18 6	
Health Officers and Medical Board—			
Salaries	122 18 2	1,019 9 10	1,157 8 3
Contingencies	.....	15 0 3	
Resident Surgeon, Port Curtis—Salary	33 17 4	176 12 11	210 10 3
Vaccine Establishments—Salaries	71 8 7	323 4 5	394 13 0
Lunatic Asylum, Tarban Creek—			
Salaries	215 18 0	2,409 16 9	7,220 16 10
Allowances	17 16 0	74 18 0	
Contingencies	439 11 3	4,062 16 10	
Lunatic Asylum, Parramatta—			
Salaries	127 18 3	2,596 18 0	9,740 9 9
Contingencies	458 19 6	6,556 14 0	
	1,492 10 5	17,294 6 2	18,786 16 7
GOLD.			
Gold Fields Management and Police—			
Within the Settled Districts—			
Salaries	3,233 3 10	7,289 19 1	14,351 8 11
Contingencies	1,129 19 8	2,698 6 4	
Beyond the Settled Districts—			
Salaries	237 8 11	2,220 14 0	4,602 13 10
Contingencies	1,475 0 5	669 10 6	
Gold Escort Guards—			
Salaries	426 13 0	1,535 6 0	2,143 12 3
Contingencies	78 3 0	103 10 3	
Gold Receiving Department—			
Salaries	52 5 2	356 6 0	408 11 2
Conveyance of Gold, Money, and Escorts	50 0 0	53 12 10	103 12 10
	6,682 14 0	14,927 5 0	21,609 19 0
MINT.			
Sydney Branch of the Royal Mint—			
Salaries	7,968 8 5	10,066 13 5	23,702 7 7
Allowances	.....	948 12 11	
Contingencies	1,471 0 8	3,247 12 2	
	9,439 9 1	14,262 18 6	23,702 7 7
Carried forward.....£	53,534 5 8	272,144 17 0	325,679 2 8

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward.....	£	1,209,042 3 8
Carried forward.....	£	1,209,042 3 8

DISBURSEMENTS.

ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	53,534 5 8	272,144 17 0	325,679 2 8
NAVAL AND MILITARY.			
Steam Gun Boat "Torch"—			
Salaries	119 5 11	182 7 0	384 2 9
Contingencies	67 18 7	14 11 3	
Gun Boat "Spitfire"—			
Salaries	59 18 7	404 19 0	838 8 4
Contingencies	71 5 6	302 5 3	
Naval—Colonial Allowances	497 0 0	3,099 16 0	3,596 16 0
Military—			
Salaries	1,257 9 9	3,686 15 8	17,655 0 3
Allowances	2,186 2 3	7,478 0 9	
Contingencies	886 11 2	2,160 0 8	
Artillery Corps—			
Salaries	.....	996 7 11	1,070 3 4
Contingencies	.....	73 15 5	
Volunteer Corps—			
Salaries	128 13 0	860 18 6	1,721 6 8
Allowances	.....	472 15 0	
Contingencies	208 15 8	50 4 6	
	5,483 0 5	19,782 16 11	25,265 17 4
POLICE.			
Establishment of the Inspector General—			
Salaries	601 4 8	2,599 16 3	3,314 6 4
Contingencies	2 8 0	110 17 5	
City, and District of Sydney—			
Salaries	7,420 5 5	34,816 16 11	45,584 11 11
Allowances	26 1 5	184 12 8	
Contingencies	1,230 3 1	1,906 12 5	
Water Police, Sydney—			
Salaries	1,205 2 7	4,379 3 7	6,081 19 10
Allowances	76 1 4	301 1 8	
Contingencies	17 1 6	103 9 2	
Police within the Settled Districts—			
Salaries	9,283 16 1	41,088 15 0	59,850 14 0
Allowances	473 13 4	876 14 4	
Contingencies	3,119 11 1	5,008 4 2	
Police beyond the Settled Districts—			
Salaries	6,154 16 9	21,361 3 10	35,325 4 8
Allowances	353 11 0	1,312 17 4	
Contingencies	2,048 9 6	4,094 6 3	
Horse Patrol for Roads—			
Salaries	3,482 9 11	5,448 1 0	14,216 19 10
Allowances	221 9 0	315 14 0	
Contingencies	2,388 10 11	2,360 15 0	
Native Police—			
Salaries	1,287 6 2	1,850 1 6	5,283 10 3
Allowances	122 4 6	425 9 0	
Contingencies	599 10 2	998 18 11	
Contingencies and Exigencies of the Police Service	63 19 0	165 12 6	229 11 6
	40,177 15 5	129,709 2 11	169,886 18 4
GAOL AND PENAL.			
Gaol at Sydney—Salaries	323 12 0	3,659 10 2	7,739 7 7
Contingencies	429 8 10	3,326 16 7	
Parramatta—Salaries	150 2 10	1,706 14 10	5,124 10 6
Contingencies	365 1 4	2,902 11 6	
Bathurst—Salaries	110 17 2	1,248 4 0	3,055 10 9
Contingencies	184 6 3	1,512 3 4	
Maitland—Salaries	105 19 6	1,229 16 6	2,764 18 11
Contingencies	358 19 7	1,070 3 4	
Goulburn—Salaries	98 1 5	1,110 0 3	1,937 16 9
Contingencies	194 14 9	535 0 4	
Brisbane—Salaries	104 16 3	1,209 14 0	2,071 15 2
Contingencies	174 5 2	582 19 9	
Penal Establishment, Cockatoo Island—			
Salaries	275 17 2	3,521 12 6	11,717 1 6
Allowances	7 15 0	84 0 0	
Contingencies	982 8 3	6,845 8 7	
	3,866 5 6	30,544 15 8	34,411 1 2
Carried forward .....£	103,061 7 0	452,181 12 6	555,242 19 6

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward	£	1,209,042 3 8
Carried forward	£	1,209,042 3 8

DISBURSEMENTS.

ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	103,061 7 0	452,181 12 6	555,242 19 6
COLONIAL AGENT GENERAL.			
Colonial Agent General	91 10 1	300 0 0	391 10 1
SURVEY, SALE, AND MANAGEMENT OF CROWN LANDS.			
Surveyor General—			
Salaries	1,495 11 4	16,770 17 1	47,693 11 1
Allowances	3,198 0 9	21,670 1 2	
Contingencies	400 1 2	4,102 1 11	
Lithographic Department	.....	56 17 8	
Examiner of Coal Fields and Coal Mines—			
Allowances	63 0 0	577 10 0	705 16 0
Contingencies	.....	65 6 0	
Collector of Royalties on Coal at Newcastle	30 8 11	.....	30 8 11
Mineralogical and Geological Survey	29 18 1	.....	29 18 1
Commissioners of Crown Lands.			
Chief Commissioner—			
Salaries	169 9 6	1,549 0 10	2,138 6 8
Contingencies	45 11 0	374 5 4	
Within the Settled Districts—			
Salaries	76 13 1	802 19 2	1,452 10 5
Allowances	66 7 11	466 11 8	
Contingencies	0 9 3	39 9 4	
Beyond the Settled Districts—			
Salaries	871 12 6	9,857 6 11	12,129 9 7
Allowances	35 13 5	84 5 0	
Contingencies	234 7 10	1,046 3 11	
Commission on Land Sales and Collection of Quit Rents	463 0 2	4,592 17 5	5,055 17 7
Court of Claims	.....	87 2 0	87 2 0
	7,180 4 11	62,142 15 5	69,323 0 4
IMMIGRATION.			
Remittances to the Land and Emigration Commissioners, for the general purposes of Emigration from the United Kingdom	10,000 0 0	60,000 0 0	70,000 0 0
Amount of Premium on Bills of Exchange purchased for ditto	.....	1,200 0 0	1,200 0 0
Immigration Remittances Refunded to Depositors	.....	4,198 2 9	4,198 2 9
Gratuities to Surgeons-Superintendent, and others	.....	6,316 6 6	6,316 6 6
Agent for Immigration, Sydney—			
Salaries	450 10 4	5,264 12 1	7,266 16 7
Contingencies	229 8 10	1,322 5 4	
Immigration Officers, Country Districts—			
Salaries	44 12 4	523 2 0	4,365 13 2
Contingencies	673 16 5	3,124 2 5	
Quarantine—			
Salaries	36 11 1	432 13 0	1,343 6 7
Contingencies	257 8 3	616 14 3	
Bounties on the Importation of Foreign Immigrants	4,095 0 0	882 0 0	4,977 0 0
Commission on Immigration Remittances	11 4 0	96 17 0	108 1 0
	15,798 11 3	83,976 15 4	99,775 6 7
ABORIGINES.			
Medical Attendance, Medicines, Blankets, and other Miscellaneous Expenses	49 1 5	483 1 8	532 3 1
TOTAL ESTABLISHMENTS, Carried forward...£	126,180 14 8	599,084 4 11	725,264 19 7

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward.	£	1,209,042 3 8
Carried forward	£	1,209,042 3 8

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	126,180 14 8	599,084 4 11	725,264 19 7
PENSIONS AND RETIRED ALLOWANCES.			
Lady Forbes, Widow of Sir Francis Forbes, formerly Chief Justice	50 0 0	150 0 0	200 0 0
Lady Dowling, Widow of Sir James Dowling, late Chief Justice	16 13 4	183 6 8	200 0 0
Mrs. Anne Kinchela, Widow of the late Mr. Justice Kinchela	125 0 0	50 0 0	175 0 0
Mrs. Anne Petrie, Daughter of the late Captain Flinders, R.N.	100 0 0	.....	100 0 0
Madame Leichhardt, Mother of the late Dr. Ludwig Leichhardt	100 0 0	.....	100 0 0
Mr. E. R. Stack, late Master of the Benevolent Asylum	33 6 8	100 0 0	133 6 8
	425 0 0	483 6 8	908 6 8
CHARITABLE ALLOWANCES.			
For the support of Free Paupers in the Colonial Public Hospitals	532 15 0	1,612 14 8	2,145 9 8
In aid of the Benevolent Society, Sydney, £1,000 having been raised by private contributions	.....	8,573 17 8	8,573 17 8
In aid of the undermentioned Institutions, equal sums having been raised by private subscriptions, viz.:—			
The Sydney Infirmary and Dispensary	.....	700 0 0	700 0 0
The Benevolent Society, Parramatta	.....	100 0 0	100 0 0
The Benevolent Society, Tamworth	150 0 0	.....	150 0 0
The Asylum for Destitute Children, Sydney	.....	1,250 0 0	1,250 0 0
The Hospital at Parramatta	7 4 1	238 4 10	245 8 11
The Hospital at Windsor	49 19 6	149 19 0	199 18 6
The Hospital at Bathurst	96 15 3	102 4 6	198 19 9
The Hospital at Port Macquarie	42 1 0	40 0 6	82 1 6
The Hospital at Goulburn	50 15 0	233 15 0	284 10 0
The Hospital at Yass	186 0 0	.....	186 0 0
The Hospital at Brisbane	.....	300 0 0	300 0 0
The Hospital at Maitland	300 0 0	449 2 0	749 2 0
The Hospital at Armidale	100 0 0	.....	100 0 0
In aid of the Erection of Buildings, the like condition having been complied with, for a—			
Public Hospital at Mudgee	200 0 0	.....	200 0 0
Benevolent Asylum at Penrith	.....	250 0 0	250 0 0
	1,715 9 10	13,999 18 2	15,715 8 0
PUBLIC WORKS AND BUILDINGS.			
PUBLIC WORKS.			
Dry Dock	1,906 5 4	.....	1,906 5 4
Dredging Machine	312 9 0	2,871 4 4	3,183 13 4
Queen's Wharf at Morpeth	1 6 10	.....	1 6 10
Attending the Sluices at Cook's River Dam	36 10 0	.....	36 10 0
Improving the Ballast Wharf at Newcastle	1 0 0	.....	1 0 0
Converting the Schooner "Bramble" into a Light Ship for Moreton Bay	556 17 0	206 5 3	763 2 3
Towards reclaiming the Sand Hills at Newcastle	117 6 0	.....	117 6 0
Towards reclaiming the Sand Hills near Sydney	7 18 3	.....	7 18 3
Improving the Navigation of the Rivers Brisbane and Bremer	246 10 6	.....	246 10 6
Sydney Mint Buildings and Machinery	2,578 16 1	.....	2,578 16 1
For repairing the Woolshed and Roadway, Circular Quay	184 12 0	.....	184 12 0
Erecting a Light House at Cape Moreton	1,096 18 9	.....	1,096 18 9
Apparatus for a Time Ball, including Freight and Insurance	423 10 2	.....	423 10 2
Fencing the Cemetery at Albury	100 0 0	.....	100 0 0
Carried forward.....£	7,569 19 11	3,077 9 7	10,647 9 6
Carried forward.....£	128,321 4 6	613,567 9 9	741,888 14 3

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward	£	1,209,042 3 8
Carried forward	£	1,209,042 3 8

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	128,321 4 6	613,567 9 9	741,888 14 3
PUBLIC WORKS AND BUILDINGS—Continued			
Brought forward.....£	7,569 19 11	3,077 9 7	10,647 9 6
PUBLIC BUILDINGS.			
New Government Printing Office	.....	239 10 4	239 10 4
Alterations & additions, Lunatic Asylum, Tarban Creek	.....	458 8 9	458 8 9
Quarters for Clerk to the Government Resident, Port Curtis.....	200 0 0	.....	200 0 0
Cottage in Kitchen Garden, Inner Domain	380 0 0	.....	380 0 0
Additions to the General Post Office	81 6 10	.....	81 6 10
Repairing Government House, Sydney, and Lighting the same with Gas.....	.....	2,007 12 0	2,007 12 0
Converting a portion of the old Government Printing Office into a Court of Requests and Offices for the Inspector of Stamps	.....	620 0 0	620 0 0
POLICE.			
Court and Watch House at Kiama	100 0 0	.....	100 0 0
Court and Watch House at Rylstone.....	500 0 0	.....	500 0 0
Court and Watch House at Warwick.....	155 0 0	.....	155 0 0
Watch House at { Newtown	59 7 6	.....	59 7 6
Morpeth.....	.....	2 13 9	2 13 9
Weatherboard	43 8 1	.....	43 8 1
North Brisbane	245 0 0	.....	245 0 0
South Brisbane	320 0 0	.....	320 0 0
Muswellbrook	1 18 2	.....	1 18 2
Gundagai	60 0 0	.....	60 0 0
Walcha	0 12 0	.....	0 12 0
King's Plains	338 8 11	.....	338 8 11
Buildings, &c., for Horse Patrol—Country Districts. .	312 1 7	602 19 8	915 1 3
Repairs, Alterations, &c.—Police Buildings, within the Settled Districts.....	425 14 1	495 3 5	920 17 6
Erecting Shed Stables, and fencing Paddocks, do....	258 15 10	.....	258 15 10
Furniture and Fittings for Police Buildings do....	170 3 1	90 3 3	260 6 4
Furniture—New Water Police Office, Sydney	.....	190 3 8	190 3 8
Erecting Shed Stables, and fencing Paddocks—Police, beyond the Settled Districts.....	20 0 0	.....	20 0 0
Repairs, Alterations, &c.—Police Buildings, do.....	68 17 3	213 19 11	282 17 2
Furniture for Police Buildings, do.....	10 5 0	20 10 7	30 15 7
GOLD ESTABLISHMENT.			
Repairing Gold Buildings—Southern Districts	59 13 6	.....	59 13 6
SCHOOLS.			
Works at the Protestant Orphan School	7 15 0	774 19 6	782 14 6
Works at the Roman Catholic Orphan School	151 9 6	.....	151 9 6
MILITARY.			
Defences—Harbour of Port Jackson	12 2 8	.....	12 2 8
Incidental Repairs to the Victoria Barracks	123 19 5	449 14 7	573 14 0
Repairs to Batteries	.....	44 5 6	44 5 6
Repairs to other Military Buildings in Sydney	.....	415 19 7	415 19 7
Repairs to Military Buildings, Country Districts	58 3 8	118 8 0	176 11 8
GAOLS.			
Employment of Prisoners sentenced to hard labor—			
Darlinghurst Gaol	802 9 2	1,800 15 5	2,603 4 7
Parramatta Gaol	55 17 11	849 3 9	905 1 8
Employment of Prisoners in the streets of Brisbane...	.....	233 5 4	233 5 4
Completing Gaol, Bathurst.....	834 11 2	.....	834 11 2
Drains and Cesspools, Bathurst Gaol	.....	165 15 0	165 15 0
Execution of Criminals, 17 Victoria, No. 40.	10 10 0	.....	10 10 0
BOTANIC GARDENS.			
Repairs, Improvements, and Additions to the Botanic Gardens, Sydney	88 13 0	275 3 4	363 16 4
Repairs, Improvements, and Additions to the Botanic Gardens, Brisbane.....	542 1 3	.....	542 1 3
Carried forward.....£	14,068 4 6	13,146 4 11	27,214 9 5
Carried forward .....£	128,321 4 6	613,567 9 9	741,888 14 3

RECEIPTS.

HEAD OF REVENUE.	TOTAL.
Brought forward.....	1,209,042 3 8
Carried forward..... ..... £	1,209,042 3 8

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	128,321 4 6	613,567 9 9	741,888 14 3
PUBLIC WORKS AND BUILDINGS—Continued.			
Brought forward.....	14,068 4 6	13,146 4 11	27,214 9 5
HYDE PARK.			
Improvement of Hyde Park under the Superintendence of the Committee of Management.....	1,000 0 0	612 14 11	1,612 14 11
GOVERNMENT DOMAINS.			
Repairing the Public Roads, Gates, and Fences, and making Improvements in the Inner and Outer Domains.....	37 0 10	214 18 6	251 19 4
CASUAL REPAIRS AND ALTERATIONS to Public Buildings generally	1,106 14 4	5,979 2 5	7,085 16 9
FURNITURE AND FITTINGS for Public Offices.....	300 0 0	1,737 10 4	2,037 10 4
	16,511 19 8	21,690 11 1	38,202 10 9
ROADS, STREETS, AND BRIDGES.			
Constructing, Upholding, and Repairing the Public Roads, Bridges and Ferries, on which Tolls have been established.....	302 17 0	183 6 11	486 3 11
Making and Repairing the Public Roads and Bridges on which Tolls are not established, viz. :—			
Great Western Roads	2,616 5 4	9,901 1 10	12,517 7 2
Great Southern Roads	3,699 15 4	6,338 17 6	10,038 12 10
Great Northern Roads	1,559 15 5	13,192 1 2	14,751 16 7
Moreton Bay Roads...	4,537 6 6	3,489 2 6	8,026 9 0
Making and Repairing the Main leading thoroughfares beyond the Settled Districts.....	1,569 12 8	.....	1,569 12 8
For the supervision and repair of the undermentioned Roads, viz. :—			
Western Road from Parramatta to Bathurst.....	83 6 8	401 7 9	484 14 5
Southern Road from Salt Pan Creek to Goulburn...	41 13 4	458 6 8	500 0 0
Northern Road from Morpeth to the Gap at Murrurundi.....	41 13 4	458 6 8	500 0 0
Moreton Bay Road from Brisbane to the Gap leading to Drayton	41 13 4	458 3 7	499 16 11
Road Surveyors' Travelling Expenses	472 10 0	.....	472 10 0
Road from Bombala to Eden	449 6 6	.....	449 6 6
Fencing the Road, Point Piper Estate	1,000 0 0	.....	1,000 0 0
Lighting the Government Lamps, Sydney.....	72 0 0	275 15 0	347 15 0
Repairing the Roadway, Circular Quay.....	98 18 6	....	98 18 6
Continuing South Head Road to Watson's Bay	750 0 0	.....	750 0 0
Repairing the Approaches to Ferries at Brisbane.....	15 0 0	.....	15 0 0
Improving the Town of South Brisbane	476 14 0	.....	476 14 0
Randwick and Coogee Road	.....	396 10 5	396 10 5
Road from Braidwood to the River Clyde	72 11 0	2,155 17 9	2,228 8 9
Road from Sydney to Wollombi and Ferry over the Hawkesbury	1 16 9	503 19 11	505 16 8
Road from St. Leonard's to Lane Cove	100 0 0	.....	100 0 0
Road from Sydney to Illawarra	36 12 6	81 17 6	118 10 0
Allowance to the Keeper of the Punt, George's River..	8 15 0	17 10 0	26 5 0
Constructing and repairing Bridges ..... over the Yass River.....	17 4 9	113 11 8	130 16 5
near the Menangle Ford.	294 2 1	403 10 9	697 12 10
at the Cowpastures	206 13 10	.....	206 13 10
at Paddy's River	.....	50 0 0	50 0 0
over the Belubula Rivulet Carcoar.....	.....	533 15 10	533 15 10
over the River Jordan at Bathurst	.....	663 19 7	663 19 7
over the Macquarie River, Bathurst	.....	23 4 10	23 4 10
Alignment Posts for the Streets of the City of Newcastle	.....	22 16 3	22 16 3
Alignment Posts for the Streets of the Town of Ipswich	.....	92 10 0	92 10 0
	18,566 3 10	40,215 14 1	58,781 17 11
Carried forward.....£	163,399 8 0	675,473 14 11	838,873 2 11

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward	£	1,209,042 3 8
Carried forward	£	1,209,042 3 8

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	163,399 8 0	675,473 14 11	838,873 2 11
CONVEYANCE OF MAILS.			
Conveyance of Mails within and beyond the Settled Districts	7,195 15 3	34,905 4 5	42,100 19 8
Foreign and Coastwise	105 1 8	517 12 10	622 14 6
Landing and Shipping Mails	33 9 9	13 12 0	47 1 9
Incidental Expenses connected with the supervision of Country Post Offices and Postal Contracts	2 2 0	67 4 0	69 6 0
Incidental Expenses on the establishment of Railway Communication with Parramatta	.....	15 3 8	15 3 8
GRANTS IN AID OF PUBLIC INSTITUTIONS.	7,336 8 8	35,518 16 11	42,855 5 7
Australian Museum Endowment Fund	.....	750 0 0	750 0 0
Towards completing the Interior Fittings of the Australian Museum	.....	1,500 0 0	1,500 0 0
In aid of the Sydney Mechanics' School of Arts	.....	200 0 0	200 0 0
In aid of the Maitland School of Arts	750 0 0	100 4 0	850 4 0
In aid of the Goulburn Mechanics' Institute	.....	100 0 0	100 0 0
STORES.	750 0 0	2,650 4 0	3,400 4 0
Establishment of His Excellency the Governor General	1 12 0	38 12 8	40 4 8
Post Office	564 13 0	449 1 5	1,013 14 5
Ports and Harbours	12 18 6	971 11 2	984 9 8
Colonial Storekeeper	32 11 0	.....	32 11 0
Botanic Gardens	7 15 0	24 12 0	32 7 0
Hyde Park and Domain	.....	1 18 0	1 18 0
Protestant Orphan School	6 5 7	1,317 14 2	1,323 19 9
Roman Catholic Orphan School	124 4 3	596 2 11	720 7 2
Lunatic Asylum, Tarban Creek	49 18 9	739 13 6	789 12 3
Lunatic Asylum, Parramatta	61 0 0	522 8 7	583 8 7
Gold Establishments within the Settled Districts	6 5 6	27 7 0	33 12 6
Gold Establishments beyond the Settled Districts	0 12 6	85 3 3	85 15 9
Gold Guards	.....	37 1 8	37 1 8
Police, Sydney	.....	144 16 8	144 16 8
Water Police	.....	74 11 2	74 11 2
Police within the Settled Districts	10 2 2	94 12 0	104 14 2
Police Clothing	.....	319 16 5	319 16 5
Police beyond the Settled Districts	4 12 9	39 13 1	44 5 10
Horse Patrol, Country Districts	14 6 0	155 2 4	169 8 4
Native Police, Northern Districts	35 16 6	11 2 0	46 18 6
Native Police, Southern Districts	.....	118 6 10	118 6 10
Gaols	4 15 0	249 10 4	254 5 4
Penal Establishment, Cockatoo Island	46 14 4	131 11 6	178 5 10
Clothing for Convicts at the Gaol and Penal Establishments	.....	962 0 2	962 0 2
Stationery, Bookbinding, and Paper for Printing	155 7 3	2,945 3 2	3,100 10 5
Fuel for Public Departments in the District of Sydney	144 11 6	664 12 3	809 3 9
Other Miscellaneous Services	68 15 2	194 12 4	263 7 6
MISCELLANEOUS.	1,352 16 9	10,916 16 7	12,269 13 4
Augmentation of the Salary of Sir Charles Augustus Fitz Roy, K.C.B., K.H., late Governor General, from 1st June, 1851, to 19th January, 1855	7,268 16 5	.....	7,268 16 5
Travelling Expenses of His Excellency the Governor General while engaged in the Public Service	.....	239 9 0	239 9 0
In aid of the City Funds	.....	10,000 0 0	10,000 0 0
Expense of Taking the Census in 1856	.....	7,036 18 2	7,036 18 2
Expense of the Election of Members to serve in the Legislative Assembly for the City of Sydney and the Sydney Hamlets	.....	940 2 9	940 2 9
Ditto ditto for the Country Districts	1 16 0	1,276 10 11	1,278 6 11
Expense of preparing the Electoral Lists for the City of Sydney and the Sydney Hamlets	132 12 3	953 15 6	1,086 7 9
Carried forward.....£	7,403 4 8	20,446 16 4	27,850 1 0
Carried forward.....£	172,838 13 5	724,559 12 5	897,398 5 10

RECEIPTS.

HEAD OF REVENUE.	TOTAL.
Brought forward. .... £	1,209,042 3 8
Carried forward ..... £	1,209,042 3 8

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	172,838 13 5	724,559 12 5	897,398 5 10
MISCELLANEOUS.—Continued. Brought forward.....£	7,403 4 8	20,446 16 4	27,850 1 0
Expense of preparing the Electoral Lists for the Country Districts	176 7 6	1,041 1 4	1,217 8 10
Salary of the Secretary to the Returning Officer, Sydney	12 10 0	45 16 8	58 6 8
Postage of the Colonial Public Departments	187 8 4	969 10 7	1,156 18 11
Military and Naval Postage	63 0 2	89 16 7	152 16 9
Newspapers for Record and for the Secretary of State.	14 11 6	29 11 0	44 2 6
Preparation of an Index to the New South Wales Government Gazette	30 0 0	.....	30 0 0
Public General Acts, Parliamentary, and other Papers.	48 7 6	60 5 9	108 13 3
Binding and Lettering the Public Accounts	49 9 0	37 16 0	87 5 0
Compilation of Meteorological Tables	10 10 2	103 15 10	114 6 0
Erecting Pounds, and Allowances to Poundkeepers	49 11 4	29 0 0	78 11 4
Rent of an Office for the Principal Superintendent of Convicts	350 0 0	.....	350 0 0
Salary of The Inspector of Weights and Measures	150 0 0	137 10 0	287 10 0
Cost of the Queen's Plate, which was run for at Homebush Races, on the 31st May, 1856	.....	100 0 0	100 0 0
Cost of Provisions left at Booby Island for the relief of Shipwrecked persons	.....	21 6 6	21 6 6
Expenses of the Illumination and display of Fireworks on the 7th July, 1856, in Celebration of the Restoration of Peace	.....	562 5 0	562 5 0
For Retiring dishonored Cheques received in Payment of Revenue	.....	45 8 0	45 8 0
Indemnification to Mr. Francis Flanagan for damages and expenses incurred in his magisterial capacity, in the case of Charman *v.* Flanagan	.....	338 6 6	338 6 6
Repayment of the Expenses temporarily defrayed, out of the Territorial Revenue in 1855, on account of the Extension of the Semi-Circular Quay	.....	13,667 7 1	13,667 7 1
Premium on Bills of Exchange remitted to meet Expenses payable in England, viz.:—			
By the Colonial Agent General to the amount of £32,288	.....	705 7 11	1,149 5 0
By the Land and Emigration Commissioners to the amount of £14,291 8s.	.....	293 17 1	
By the Bank of New South Wales for Interest on Debentures to the amount of £5,000 payable at their London Branch	.....	150 0 0	
For numbering Bank Cheques for the use of the Public Departments	.....	22 10 0	22 10 0
For Advertisements relating to Debentures	.....	46 13 6	46 13 6
For taking charge of the Stockade and other Buildings at Newcastle	.....	86 1 3	86 1 3
Law Expenses incurred in an Action against Mr. Downey, Clerk of Works, for Trespass	.....	47 5 8	47 5 8
Law Expenses incurred by the Bench of Magistrates at Ipswich, in defending their decision in the case of Ryan *v.* Vigors	.....	37 12 0	37 12 0
Fees for the preparation of the Police and Stamp Bills.	.....	21 15 0	21 15 0
Taking and Transcribing Evidence before the Commissioners of Inquiry into the Government Departments	.....	26 14 0	26 14 0
Reward to William Skilton for his exertions in Rescuing the Crew of the Eleanor Lancaster, wrecked at Newcastle	.....	20 0 0	20 0 0
Miscellaneous Items	.....	40 0 11	40 0 11
	8,545 0 2	39,223 10 6	47,768 10 8
Carried forward.....£	181,383 13 7	763,783 2 11	945,166 16 6

RECEIPTS.

HEAD OF REVENUE.		TOTAL.
Brought forward	£	1,209,042 3 8
Carried forward	£	1,209,042 3 8

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	181,383 13 7	763,783 2 11	945,166 16 6
RE-PAYMENT OF LOANS.			
Land and Immigration Debentures paid off	.....	10,000 0 0	10,000 0 0
CHARGES ON COLLECTIONS.			
CUSTOMS.			
Salaries of the Department from 1st October, 1855, to 31st December, 1856	.....	20,252 13 11	31,313 16 0
Contingent Expenses	.....	10,861 2 1	
Salary of the Distillery Clerk from 1st December, 1855, to 30th November, 1856	.....	200 0 0	
DISTILLERIES—Cost of Collection.			
Salaries and Allowances from 1st December, 1855, to 30th November, 1856	.....	2,277 19 5	2,338 16 6
Contingencies	.....	60 17 1	
COMMISSION.			
On the sale of Tolls, Ferries, and Wharves	.....	44 5 2	471 16 1
On the sale of Government Property.....	.....	29 12 9	
On the collection of Intestate Estates	.....	370 18 2	
Advertising	.....	27 0 0	
PILOTAGE.			
Remuneration to Pilots, Port Jackson	.....	2,143 1 3	2,143 1 3
MISCELLANEOUS.			
Expenses of Letters of Registration granted under the Act of Council, 16 Vict., No. 24	.....	11 10 6	230 18 3
Law expenses incurred in the case of the Queen *v.* Backhouse and others	.....	68 12 3	
Ditto ditto Lovegrove *v.* Wilson.....	.....	2 2 0	
Expense of taking charge of Stolen Property	.....	46 0 0	
Fees paid for the survey of Vessels tendered for a Temporary Magazine for Gunpowder	.....	12 12 0	
Value of Gold Coins taken from the general circulation of the Colony for transmission to England ...	.....	45 0 0	
Expenses incurred in the conveyance of Gold Coin from the Mint to the Bank of New South Wales.	.....	45 1 6	
	.....	36,498 8 1	36,498 8 1
REVENUE AND RECEIPTS RETURNED.			
Drawbacks and Re-fund of Duties	.....	35,815 3 11	38,144 19 8
Duty on Spirits distilled in the Colony.....	.....	253 15 7	
Proceeds of Intestate Estates.....	.....	319 18 2	
Amount of Postage Stamps received in payment of Revenue	.....	509 0 2	
Fines and Forfeitures	.....	254 13 2	
Escheated Recognizances	.....	60 0 0	
Over-payment by the Sureties of J. W. Mullens, late Chief Clerk, Water Police Office	.....	23 18 7	
Purchase Money of Lands resumed by the Government	.....	483 13 11	
Fees on Deeds erroneously issued	.....	5 0 0	
Over-payments by Clerks of Petty Sessions	.....	19 13 0	
Moiety of Fine imposed for breach of the "Scab in Sheep" Act	.....	53 6 8	
Re-payment of Sums deposited under Immigration Regulations	.....	221 10 0	
Surcharges removed	.....	26 0 0	
Assessment on Stock	.....	87 6 6	
Special Bailiff's Fees erroneously paid into the Treasury	.....	6 6 0	
Other Miscellaneous Receipts Refunded	.....	5 14 0	
	.....	38,144 19 8	38,144 19 8
Carried forward.....£	181,383 13 7	848,426 10 8	1,029,810 4 3

RECEIPTS.

HEAD OF REVENUE.	AMOUNT.	TOTAL.
Brought forward.....	£	1,209,042 3 8
TOTAL REVENUE AND RECEIPTS.....	£	1,209,042 3 8
Amount of Receipts on account of Public Works provided for by Loan, as per Appendix, No. 1	958,219 18 2	
Balance at the Credit of the Loans Account on the 31st December, 1855	53,708 17 7	1,011,928 15 9
TOTAL.....	£	2,220,970 19 5

Audit Office, Sydney, New South Wales,
20th May, 1857.

DISBURSEMENTS.

SERVICES, EXCLUSIVE OF ESTABLISHMENTS.	CHARGED ON APPROPRIATIONS OF PREVIOUS YEARS.	CHARGED ON APPROPRIATIONS OF CURRENT YEAR.	TOTAL.
Brought forward.....£	181,383 13 7	848,426 10 8	1,029,810 4 3
INTEREST.			
On Land and Immigration Debentures	.....	18,984 5 1	48,698 19 3
On Railway Loan Debentures, formerly secured on the Territorial Revenue	.....	9,510 14 2	
On Railway Debentures, 18 Victoriæ, No. 40.	.....	13,648 0 0	
On Sewerage Debentures	.....	2,125 18 0	
On Water Supply Debentures	.....	1,334 18 3	
On Public Works Loan Debentures	.....	3,095 3 9	
Interest due 1st July, 1856, and paid in London by the Bank of New South Wales, including their charges for Commission on the same, viz :—			
Sewerage Debentures	.....	276 7 6	10,050 0 0
Public Works Loan Debentures.....	.....	1,256 5 0	
Railway Debentures	.....	8,517 7 6	
	.....	58,748 19 3	58,748 19 3
ISSUES ON ACCOUNT.			
Advances on account of Salaries to Engineers engaged for the Railway Commissioners Staff	.....	475 0 0	475 0 0
Amount advanced to meet claims in excess of the amount of Assessment received under the Act 19 Victoria, No. 27	.....	2,793 3 3	2,793 3 3
	.....	3,268 3 3	3,268 3 3
£	181,383 13 7	910,443 13 2	1,091,827 6 9
OVER-DRAFT ON REVENUE ACCOUNT on 31st December, 1855		.....	40,777 17 5
TOTAL CHARGED ON REVENUE		..... £	1,132,605 4 2
Amount of Disbursements on account of Public Works provided for by Loans, as per Appendix No. 1		.....	894,961 16 5
TOTAL DISBURSEMENTS.....		..... £	2,027,567 0 7
CASH BALANCE at the CREDIT of the REVENUE ACCOUNT on the 31st December, 1856 :—			
In the Treasury, Sydney		72,151 18 10	76,436 19 6
In the Bank of New South Wales, London Branch		4,285 0 8	
CASH BALANCE at the CREDIT of the LOANS' ACCOUNT on 31st December, 1856 :—			
In the Treasury, Sydney		94,579 9 4	116,966 19 4
In the Bank of New South Wales, London Branch		22,387 10 0	
TOTAL.....£			2,220,970 19 5

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR 1856,

ON ACCOUNT OF

PUBLIC WORKS, PROVIDED FOR BY LOAN.

APPENDIX No. I,

TO THE

CONSOLIDATED REVENUE FUND ACCOUNT FOR 1856.

STATEMENT of Receipts and Disbursements, on Account of Public Works provided

RECEIPTS.	Amount.	Total.
17 Victoria, No. 34.		
Proceeds of Sewerage Debentures to the amount of £25,900, bearing Interest at 5 per cent. per annum, negotiated in the Colony	23,666 2 6	
Proceeds of Sewerage Debentures to the amount of £97,500, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London*	93,936 19 3	117,603 1 9
17 Victoria, No. 35.		
Proceeds of Water Supply Debentures to the amount of £36,700, bearing Interest at 5 per cent. per annum, negotiated in the Colony	33,534 12 6	
Proceeds of Water Supply Debentures to the amount of £50,700, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London*	48,000 5 11	81,534 18 5
18 Victoria, No. 40.		
Balance of Proceeds of Railway Debentures to the amount of £339,000, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London, after deducting the sum of £225,000, advanced by that Bank in 1855*	89,472 8 6	
Amount advanced by the Bank of New South Wales, upon Railway Debentures, to the amount of £33,300, issued to that Bank for negotiation through their London Branch, and not yet accounted for	29,970 0 0	
Proceeds of Railway Debentures issued in payment of the Contractor for the Construction of a portion of the Railway between Newcastle and Maitland..	28,125 0 0	147,567 8 6
18 Victoria, No. 35, and 19 Victoria, Nos. 38 and 40.		
Proceeds of Public Works Debentures to the amount of £116,400, bearing Interest at 5 per cent. per annum, negotiated in the Colony	107,431 2 6	
Proceeds of Public Works Debentures to the amount of £162,800, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London*	150,977 16 4	258,408 18 10
20 Victoria, No. 1.		
Proceeds of Debentures to the amount of £203,000, issued for Railway Works, bearing Interest at 5 per cent. per annum, negotiated in the Colony ...	199,997 10 0	
Proceeds of Debentures to the amount of £54,000, issued to pay off Land and Immigration Debentures, and bearing Interest at 5 per cent. per annum ...	51,427 9 5	251,424 19 5
Amount drawn from the Several Banks undermentioned, on Cash Credit Accounts, pending the sale of Debentures, viz.:—		
The Bank of New South Wales	18,577 2 6	
The Commercial Bank	14,129 1 7	
The Bank of Australasia	15,900 0 0	48,606 4 1
Repayment of Moneys advanced to Railway Surveyors		1,424 8 4
Balance of Adjustments over Advances to Public Officers		51,649 18 10
Total Receipts... ... ...£		958,219 18 2
Balance at the Credit of the Loans Account on the 31st December, 1855		53,708 17 7
Total. . ...£		1,011,928 15 9

* For particulars see Appendix No. 2.

Audit Office, Sydney, New South Wales,
13th May, 1857.

18—

for by Loans secured on the Consolidated Revenue Fund, in the Year 1856.

DISBURSEMENTS.	Amount.	Total.
17 Victoria, No 34, 18 Victoria, No. 36, and 19 Victoria, No. 42.		
Sewerage of the City of Sydney...	.....	58,675 0 0
17 Victoria, No. 35, 18 Victoria, No. 36, and 19 Victoria, No. 42.		
Supply of Water to the City of Sydney	.....	69,207 0 0
18 Victoria, No. 35.		
Light House, Cape Moreton	3,040 12 3	
Public Abattoir, Glebe Island	7,190 6 10	
New Government Printing Office	2,533 6 8	
Signal House, Newcastle...	182 14 6	
New Water Police Office, Sydney	739 8 9	
Mounted Patrol Barracks and Stables, Sydney	2,896 1 2	
Police Station, Southern end of Sydney	3,241 6 4	
Watch House, Balmain	126 11 8	
Watch House, Newtown	125 18 8	
Court House, Camden	125 0 0	
Public Wharf, Erskine-street	1,000 0 0	
Bridge, Menangle Ford	2,000 0 0	
Bridge over the Belubula Rivulet, Carcoar	879 16 5	
		24,081 3 3
19 Victoria, No. 40.		
Improving the Navigation of the River Hunter, and the Port of Newcastle ...	5,141 4 1	
Fortifications, Harbour of Port Jackson...	27,576 7 4	
Houses of Parliament	9,517 0 0	
Site for the Sydney Grammar School	5,000 0 0	
Light House at Newcastle	301 19 2	
Survey of the River Hunter	505 2 10	
Steam Dredge for the River Brisbane	57 17 10	
Dam at Hunt's Creek, Parramatta	8,000 0 0	
Supply of Fresh Water to the Township of Gladstone	2,290 3 0	
Fitzroy Dry Dock	7,153 11 6	
Surveys, Experiments, and Preparations for the Extension of Railways ...	16,754 7 10	
Bridge over the Macquarie River, Bathurst	677 6 10	
Bridge over Paddy's River	196 13 6	
		83,171 13 11
19 Victoria, No. 38.		
Sydney University Building Fund, including £20,000, transferred to the Revenue Account in re-payment of that Amount previously charged thereon ...	50,000 0 0	
Sydney Grammar School Building Fund	20,000 0 0	
St. Paul's Affiliated College Building Fund	3,000 0 0	
		73,000 0 0
18 Victoria, No 40, 19 Victoria, No 40, and 20 Victoria, No. 1.		
Expenditure for Railway Works by the Railway Commissioners, viz.:—		
Sydney and Parramatta Railway, including Compensation for Land ...	59,285 13 3	
Liverpool Extension, including Compensation for Land	85,381 17 0	
Hunter River Railway, including Compensation for Land	118,179 12 1	
Remittances for Rails, including Charges for Exchange and Freight ...	67,383 8 3	
Rolling Stock, Locomotive Engines, and Station Sidings	4,870 8 9	
Stores	546 18 6	
Salaries	8,349 5 4	
General Expenditure and Wages	3,980 8 4	
Rent	375 0 0	
Printing and Stationery	168 15 3	
Furniture	82 14 0	
Interest paid to the Commercial Bank upon overdrawn Account ...	500 3 0	
		349,104 3 9
20 Victoria, No. 1.		
Land and Immigration Debentures paid off	48,800 0 0	
Interest on the same, from 1st January to 21st November, 1856	2,139 9 5	
Premium of 1 per cent. on the principal sum of £48,800, allowed to the Holders upon their receiving new Debentures in Payment of Principal and Interest.	488 0 0	
		51,427 9 5
Cash Credit Advances re-paid	.....	182,376 4 1
Balance unadjusted of Remittances to the Colonial Agent General	.....	3,919 2 0
Total Disbursements	..... £	894,961 16 5
Balance at the Credit of the Loans Account on the 31st December, 1856:—		
In the Treasury, Sydney	94,579 9 4	
In the Bank of New South Wales, London Branch	22,387 10 0	
		116,966 19 4
Total... ... ...£		1,011,928 15 9

Note.—The amount of Loans contracted by the Colony to the 31st December, 1856, on the security of the Consolidated Revenue Fund was £2,099,400, of which the particulars will be found stated in Appendix No. 3.

W. C. MAYNE,
Auditor General.

ACCOUNT

OF

GOVERNMENT DEBENTURES

NEGOTIATED IN ENGLAND THROUGH THE

LONDON BRANCH

OF THE

BANK OF NEW SOUTH WALES,

TO THE

31ST DECEMBER, 1856.

APPENDIX No. II.

TO THE

CONSOLIDATED REVENUE FUND ACCOUNT FOR 1856.

STATEMENT shewing the Result of Sales of Government Debentures placed in the hands that Establishment, as ascertained

Description of Debentures.	Amount of Principal.	Rate ₩ cent. at which sold.	Gross Proceeds.	Accrued Interest at date of Sale.	Amount Realized.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Railway Debentures. 18 Victoria, No. 40	137,000 0 0	95	130,150 0 0	1,520 2 8	128,629 17 4
	4,200 0 0	96	4,032 0 0	47 13 7	3,984 6 5
	8,000 0 0	96	7,680 0 0	90 19 2	7,589 0 10
	8,000 0 0	96	7,680 0 0	92 1 1	7,587 18 11
	5,400 0 0	96	5,184 0 0	62 17 6	5,121 2 6
	4,400 0 0	96	4,224 0 0	51 16 8	4,172 3 4
	33,000 0 0	96	31,680 0 0	411 7 5	31,268 12 7
	6,500 0 0	97	6,305 0 0	87 5 2	6,217 14 10
	1,000 0 0	97	970 0 0	13 11 3	956 8 9
	4,000 0 0	97	3,880 0 0	55 17 9	3,824 2 3
	3,400 0 0	97	3,298 0 0	50 15 4	3,247 4 8
	1,000 0 0	97	970 0 0	15 12 4	954 7 8
	1,700 0 0	97	1,649 0 0	27 18 11	1,621 1 1
	700 0 0	97	679 0 0	11 15 10	667 4 2
	4,600 0 0	97	4,462 0 0	78 2 9	4,383 17 3
	4,500 0 0	97	4,365 0 0	77 13 5	4,287 6 7
	5,000 0 0	97	4,850 0 0	89 0 10	4,760 19 2
	2,500 0 0	97	2,425 0 0	44 17 3	2,380 2 9
	6,500 0 0	97	6,305 0 0	117 10 8	6,187 9 4
	1,000 0 0	97	970 0 0	18 7 1	951 12 11
	2,500 0 0	97	2,425 0 0	46 18 4	2,378 1 8
	900 0 0	97	873 0 0	17 2 9	855 17 3
	1,000 0 0	97	970 0 0	19 17 3	950 2 9
	3,200 0 0	97	3,104 0 0	64 0 0	3,040 0 0
	89,000 0 0	95	84,550 0 0	1,731 4 7	82,818 15 5
£	339,000 0 0	....	323,680 0 0	4,844 9 7	318,835 10 5
Public Works Debentures. 18 Victoria, No. 35, and 19 Victoria, No. 40 ..	50,000 0 0	95	47,500 0 0	1,061 12 11	46,438 7 1
	100,000 0 0	95	95,000 0 0	328 15 4	94,671 4 8
	12,800 0 0	par.	12,800 0 0	313 17 4	12,486 2 8
£	162,800 0 0	....	155,300 0 0	1,704 5 7	153,595 14 5
Sewerage Debentures. 17 Victoria, No. 34	11,000 0 0	95	10,450 0 0	229 0 10	10,220 19 2
	20,000 0 0	101	20,200 0 0	172 12 1	20,027 7 11
	14,000 0 0	101	14,140 0 0	122 14 9	14,017 5 3
	5,000 0 0	101	5,050 0 0	45 17 10	5,004 2 2
	5,000 0 0	101	5,050 0 0	47 18 11	5,002 1 1
	2,000 0 0	101	2,020 0 0	20 10 11	1,999 9 1
	4,000 0 0	101	4,040 0 0	50 8 3	3,989 11 9
	36,500 0 0	par.	36,500 0 0	865 0 0	35,635 0 0
£	97,500 0 0	....	97,450 0 0	1,554 3 7	95,895 16 5
Water Debentures. 17 Victoria, No. 35	13,500 0 0	par.	13,500 0 0	319 18 8	13,180 1 4
	37,200 0 0	par.	37,200 0 0	912 3 3	36,287 16 9
£	50,700 0 0	....	50,700 0 0	1,232 1 11	49,467 18 1
Totals.....£	650,000 0 0	....	627,130 0 0	9,335 0 8	617,794 19 4

Note.—Railway Debentures to the amount of £33,300 in addition to the above still remain to be accounted for.

Audit Office, Sydney, New South Wales,
21*st April*, 1857.

of the Bank of New South Wales for negotiation in England, through the London Branch of to the 31st December, 1856.

Net Rate ₩ cent. realized.	Charges. Advances of 90 ₩ cent. Repaid.	Broker's Commission @ ¼ ₩ cent.	Bank Commission @ 1 ₩ cent.	Interest on Treasury Drafts prior to Sale of Debentures.	Total.	Net Balance of Proceeds.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
93 17 9	123,300 0 0	342 10 0	1,370 0 0	.....	125,012 10 0	3,617 7 4
94 17 3	3,780 0 0	10 10 0	42 0 0	.....	3,832 10 0	151 16 5
94 17. 3	7,200 0 0	20 0 0	80 0 0	.....	7,300 0 0	289 0 10
94 16 11	7,200 0 0	20 0 0	80 0 0	.....	7,300 0 0	287 18 11
94 16 8	4,860 0 0	13 10 0	54 0 0	.....	4,927 10 0	193 12 6
94 16 5	3,960 0 0	11 0 0	44 0 0	.....	4,015 0 0	157 3 4
94 15 0	29,700 0 0	82 10 0	330 0 0	.....	30,112 10 0	1,156 2 7
95 13 1	5,850 0 0	16 5 0	65 0 0	.....	5,931 5 0	286 9 10
95 12 10	900 0 0	2 10 0	10 0 0	.....	912 10 0	43 18 9
95 12 0	3,600 0 0	10 0 0	40 0 0	.....	3,650 0 0	174 2 3
95 10 1	3,060 0 0	8 10 0	34 0 0	.....	3,102 10 0	144 14 8
95 8 9	900 0 0	2 10 0	10 0 0	.....	912 10 0	41 17 8
95 7 1	1,530 0 0	4 5 0	17 0 0	4 12 8	1,555 17 8	65 3 5
95 6 3	630 0 0	1 15 0	7 0 0	1 18 1	640 13 1	26 11 1
95 6 0	4,140 0 0	11 10 0	46 0 0	12 10 1	4,210 0 1	173 17 2
95 5 5	4,050 0 0	11 5 0	45 0 0	12 9 5	4,118 14 5	168 12 2
95 4 4	4,500 0 0	12 10 0	50 0 0	13 11 6	4,576 1 6	184 17 8
95 4 1	2,250 0 0	6 5 0	25 0 0	6 15 4	2,288 0 4	92 2 5
95 3 10	5,850 0 0	16 5 0	65 0 0	17 17 9	5,949 2 9	233 6 7
95 3 3	900 0 0	2 10 0	10 0 0	2 14 7	915 4 7	36 8 4
95 2 5	2,250 0 0	6 5 0	25 0 0	6 15 9	2,288 0 9	90 0 11
95 1 11	810 0 0	2 5 0	9 0 0	2 9 0	823 14 0	32 3 3
95 0 3	900 0 0	2 10 0	10 0 0	.....	912 10 0	37 12 9
95 0 0	2,880 0 0	8 0 0	32 0 0	.....	2,920 0 0	120 0 0
93 1 1	80,100 0 0	222 10 0	890 0 0	43 17 9	81,256 7 9	1,562 7 8
.....	305,100 0 0	847 10 0	3,390 0 0	125 11 11	309,463 1 11	9,372 8 6
92 17 6	45,000 0 0	125 0 0	500 0 0	.....	45,625 0 0	813 7 1
94 13 5	90,000 0 0	250 0 0	1,000 0 0	369 17 3	91,619 17 3	3,051 7 5
97 10 11	11,520 0 0	32 0 0	128 0 0	213 0 10	11,893 0 10	593 1 10
.....	146,520 0 0	407 0 0	1,628 0 0	582 18 1	149,137 18 1	4,457 16 4
92 18 4	9,900 0 0	27 10 0	110 0 0	5 8 6	10,042 18 6	178 0 8
100 2 8	18,000 0 0	50 0 0	200 0 0	61 13 6	18,311 13 6	1,715 14 5
100 2 5	12,600 0 0	35 0 0	140 0 0	43 3 5	12,818 3 5	1,199 1 10
100 1 7	4,500 0 0	12 10 0	50 0 0	15 8 5	4,577 18 5	426 3 9
100 0 9	4,500 0 0	12 10 0	50 0 0	15 8 5	4,577 18 5	424 2 8
99 19 5	1,800 0 0	5 0 0	20 0 0	6 3 4	1,831 3 4	168 5 9
99 14 9	3,600 0 0	10 0 0	40 0 0	12 6 8	3,662 6 8	327 5 1
97 12 7	32,850 0 0	91 5 0	365 0 0	580 9 11	33,886 14 11	1,748 5 1
.....	87,750 0 0	243 15 0	975 0 0	740 2 2	89,708 17 2	6,186 19 3
97 12 7	12,150 0 0	33 15 0	135 0 0	214 14 2	12,533 9 2	646 12 2
97 10 11	33,480 0 0	93 0 0	372 0 0	619 3 0	34,564 3 0	1,723 13 9
.....	45,630 0 0	126 15 0	507 0 0	833 17 2	47,097 12 2	2,370 5 11
.....	585,000 0 0	1,625 0 0	6,500 0 0	2,282 9 4	595,407 9 4	22,387 10 0

W. C. MAYNE,
Auditor General

NEW SOUTH WALES.

STATEMENT OF LOANS

SECURED UPON THE

CONSOLIDATED REVENUE FUND

AND OUTSTANDING ON THE

31ST DECEMBER, 1856.

APPENDIX No. III.

TO THE

CONSOLIDATED REVENUE FUND ACCOUNT FOR 1856.

STATEMENT of the Particulars of Loans, (secured, Principal and Interest, upon unpaid on the

SERVICES FOR WHICH LOANS HAVE BEEN CONTRACTED.	PARTICULARS			
	YEAR OF REPAYMENT.		PRINCIPAL AMOUNT OF DEBENTURES ISSUED.	
	At the option of the Government.	At the option of the Lender.	Amount of each Issue.	Total Issues for each Service.
Immigration	1853	1856	20,800 0 0	364,200 0 0
	1853	1857	30,400 0 0	
	1855	1857	100,000 0 0	
	1856	1858	50,000 0 0	
	1857	1859	50,000 0 0	
	1857	1859	60,000 0 0	
	1858	1860	53,000 0 0	
16 VICTORIA, No. 39. Loans to the Sydney Railway Company	12 mths. notice	1873	20,000 0 0	217,500 0 0
	1861	1873	30,000 0 0	
	1862	1874	138,500 0 0	
	1862	1874	11,500 0 0	
	1860	1860	17,500 0 0	
18 VICTORIA, No. 40. Purchase of the Hunter River and Sydney Railway Companies properties	1860	1860	55,000 0 0	233,400 0 0
	1860	1860	175,700 0 0	
	Perma	nent.	2,700 0 0	
Railway Works	1858	1860	3,100 0 0	433,400 0 0
	1860	1860	19,900 0 0	
	1861	1861	38,100 0 0	
	1866	1866	139,000 0 0	
	1871	1871	100,000 0 0	
	1876	1876	100,000 0 0	
	1876	1876	33,300 0 0	
20 VICTORIA, No. 1. Railway Works	1876	1876	203,000 0 0	203,000 0 0
To pay off Land and Immigration Debentures	1876	1876	54,000 0 0	54,000 0 0
18 VICTORIA, No. 35; AND 19 VICTORIA, Nos. 38 AND 40. Permanent Public Works	1860	1860	21,000 0 0	300,200 0 0
	1866	1866	12,800 0 0	
	1876	1876	150,000 0 0	
	1876	1876	116,400 0 0	
17 VICTORIA, No. 34. Sydney Sewerage	3 months notice	1859	10,000 0 0	178,300 0 0
	1860	1860	44,900 0 0	
	1866	1866	97,500 0 0	
	1876	1876	25,900 0 0	
17 VICTORIA, No. 35. Sydney Water Supply	3 months notice	1859	10,000 0 0	115,400 0 0
	1860	1860	18,000 0 0	
	1866	1866	50,700 0 0	
	1876	1876	36,700 0 0	
				£2,099,400 0 0

Audit Office, Sydney, New South Wales,
3rd June, 1857.

the Consolidated Revenue Fund of the Colony of New South Wales,) which remained 31st December, 1856.

OF LOANS.		PARTICULARS OF INTEREST.		
PROCEEDS.		RATE.	ANNUAL AMOUNT.	
Proceeds of each Issue of Debentures.	Total proceeds of Loans for each Service.		On each Loan.	On Total Loan for each Service.
21,086 19 7	381,783 8 7	3¼d. per diem per cent.	2,530 13 4	16,784 13 6½
31,313 5 4		do. do.		
111,190 18 6		do. do.	4,942 14 2	
105,320 17 6		2¾d. do. do.	4,182 5 10	
		do. do.		
60,746 5 0		do. do.	2,509 7 6	
52,125 2 8		3¼d. do. do.	2,619 12 8½	
53,431 13 4	223,936 3 4	3¼d. per diem per cent.	988 10 10	10,662 18 10¼
		do. do.	1,482 16 3	
153,933 10 0		do. do.	6,845 13 0¼	
		2¾d. do. do.	480 19 3¼	
16,571 0 0		3¼d. do. do.	864 19 5¾	
55,000 0 0	224,733 18 8	3¼d. per diem per cent.	2,718 9 9½	11,537 16 6¾
167,033 18 8		do. do.	8,684 6 9¼	
2,700 0 0		5 per cent. per annum	135 0 0	
21,952 0 0	404,494 8 6	3¼d. per diem per cent.	153 4 5¾	21,634 19 10¾
		do. do.	983 11 11¾	
38,100 0 0		do. do.	1,883 3 5¼	
314,472 8 6		5 per cent. per annum	6,950 0 0	
		do. do.	5,000 0 0	
		do. do.	5,000 0 0	
29,970 0 0*		do. do.	1,665 0 0	
199,997 10 0	251,424 19 5	5 per cent. per annum	10,150 0 0	10,150 0 0
51,427 9 5		do. do.	2,700 0 0	2,700 0 0
20,250 0 0	278,658 18 10	3¼d. per diem per cent.	1,037 19 4½	14,997 19 4½
150,977 16 4		5 per cent. per annum	640 0 0	
		do. do.	7,500 0 0	
107,431 2 6		do. do.	5,820 0 0	
10,000 0 0	170,583 1 9	4 per cent. per annum	400 0 0	8,789 5 6¼
42,980 0 0		3¼d. per diem per cent.	2,219 5 6¼	
93,936 19 3		5 per cent. per annum	4,875 0 0	
23,666 2 6		do. do.	1,295 0 0	
10,000 0 0	108,914 18 5	4 per cent. per annum	400 0 0	5,659 13 9
17,380 0 0		3¼d. per diem per cent.	889 13 9	
48,000 5 11		5 per cent. per annum	2,535 0 0	
33,534 12 6		do. do.	1,835 0 0	
2,044,529 17 6	2,044,529 17 6			£102,917 7 6

* Advance of 90 per cent. by the Bank of New South Wales,—no Report of the Sale of these Debentures having reached the Colony at this date.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Schedule A, 18 and 19 Victoriæ, Cap. 54,

IN ACCOUNT WITH THE CONSOLIDATED REVENUE FUND, 24TH NOVEMBER, 1855, TO 31ST DECEMBER, 1856.

Dr. **Cr.**

RECEIPTS.	1855.	1856.	DISBURSEMENTS.	1855.	1856.
To Amount transferred from the Consolidated Revenue Fund	2,143 . 7. 10	19,493 .11 0	By Amount of Payments as per Account of Consolidated Revenue Fund, to 31 December, 1856... ...	2,143 7 10	19,493 11 0
To Balance of the Annual Amount provided by the Schedule A.	153.13.10	2,856. 9. 0	By Balance of Charges on Account of 1856, payable in 1857	... ...	1,779 3 4
			By Balance reverted to the Consolidated Revenue Fund	* 153 13 10	† 1,077 5 8
TOTALS ..... £	2,297 1 8	22,350 0 0	TOTALS ..... £	2,297 1 8	22,350 0 0

* Salary of Judge for Moreton Bay, from 24th November to 31st December, 1855 ..		153 13 10
† Salary of Master in Equity, lapsed from 1st January, 1856, by the Appointment of S. F. Milford, Esq., as Puisne Judge	1,000 0 0	
Salary of Solicitor General, during the vacancy of the Office, from 26th August to 10th September, 1856	43 18 2	
Half Salary of the Private Secretary, from 1st January to 29th February, 1856	33 6 8	
Fractions lost in computing the Salaries, for broken periods, of the Colonial Secretary, Colonial Treasurer, Attorney General, Solicitor General, and Auditor General..	0 0 10	
		1,077 5 8

Audit Office, Sydney, New South Wales,
19th March, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Schedule B, 18 and 19 Victoriæ, Cap. 54.

IN ACCOUNT WITH THE CONSOLIDATED REVENUE FUND, 24TH NOVEMBER, 1855, TO 31ST DECEMBER, 1856.

Dr. Cr.

RECEIPTS.	1855.	1856.	DISBURSEMENTS.	1855.	1856.
To Amount transferred from the Consolidated Revenue Fund	267 14 6	4,532 5 6	By Amount of Payments as per Account of Consolidated Revenue Fund, to 31st December, 1856 ...	267 14 6	4,532 5 6
To Balance of the Annual Amount provided by the Schedule B	1,166 0 6	9,417 14 6	By Balance of Charges on Account of 1856, payable in 1857	.....	1,165 0 1
			By Balance reverted to the Consolidated Revenue Fund	1,166 0 6	8,252 14 5
TOTALS ... ... £	1,433 15 0	13,950 0 0	TOTALS ... ... £	1,433 15 0	13,950 0 0

Audit Office, Sydney, New South Wales,
31st March, 1857.

NOTE.—For particulars see next page.

W. C. MAYNE,
Auditor General.

STATEMENT shewing the Particulars of Pensions provided by Schedule B, annexed to the Act 18 and 19 Victoria, Cap. 54, of the Pensions actually drawn or payable for the period, from the 24th November, 1855, to the 31st December, 1856, and of the amount which has reverted to the Consolidated Revenue Fund for the same period.

Pensions Provided.		Parties.	Period for which Drawn.		Amount Drawn.		Payable in 1857, on account of 1856.	Total Paid and Payable.		Balance reverted to the Consolidated Revenue Fund.		Remarks.
24th November, to 31st December, 1855.	1st January, to 31st December, 1856.				For 1855.	For 1856.		For 1855.	For 1856.	For 1855.	For 1856.	
		Pensions to Judges.										
467 12 9	4,550 0 0	Judges of the Supreme Court	.....	.....	.....	.....	.....	.....	.....	467 12 9	4,550 0 0	
		Pensions to Political Officers.										
205 11 1	2,000 0 0	The Honorable E. Deas Thomson, Esq., C.B., late Colonial Secretary	6 June, 1856	30 Nov., 1856	.....	972 4 5	166 13 4	.....	1 138 17 9	205 11 1	861 2 3	
102 15 6	1,000 0 0	The Honorable C. D. Riddell, Esq., late Colonial Treasurer	"	"	.....	486 2 2	83 6 8	.....	569 8 10	102 15 6	430 11 2	
92 10 0	900 0 0	The Honorable F. L. S. Merewether, Esq., late Auditor General	"	"	.....	437 10 0	75 0 0	.....	512 10 0	92 10 0	387 10 0	
123 6 8	1,200 0 0	The Honorable J. H. Plunkett, Esq., late Attorney General	"	"	.....	583 6 8	100 0 0	.....	683 6 8	123 6 8	516 13 4	
82 4 5	800 0 0	The Honorable W. M. Manning, Esq., late Solicitor General	26 Aug., 1856	2 Oct., 1856	.....	83 17 4	.....	.....	83 17 4	82 4 5	716 2 8	Appointed Attorney General 3rd October, 1856.
		Pensions to Superannuated Officers and Others.										
39 3 1	379 3 4	William Lithgow, Esq., late Auditor General	24 Nov., 1855	30 Sept., 1856	39 3 1	284 7 6	94 15 10	39 3 1	379 3 4	.....	.....	
30 16 8	300 0 0	William Carter, late Registrar General	"	30 Nov., 1856	25 0 0 5 16 8	275 0 0	25 0 0	30 1 8	300 0 0	.....	.....	
20 13 0	200 0 0	J Nicholson, late Harbour Master	"	30 Sept., 1856	20 13 0	150 0 0	50 0 0	20 13 0	200 0 0	.....	.....	
22 19 7	222 10 0	G. B. White, late Surveyor	"	"	22 19 7	166 17 5	55 12 6	22 19 7	222 9 11	.....	0 0 1	
19 3 8	186 13 4	G. W. Newcombe, late Clerk in the Colonial Secretary's Office	"	30 Nov., 1856	15 11 1 3 12 7	171 1 11	15 11 1	19 3 8	186 13 0	.....	0 0 4	
17 4 10	167 0 0	J. Larmer, late Surveyor	"	30 Sept., 1856	17 4 10	125 5 0	41 15 0	17 4 10	167 0 0	.....	.....	
8 3 2	79 0 0	B. P. Griffin, late Clerk in Colonial Treasury	"	"	8 3 2	59 5 0	19 15 0	8 3 2	79 0 0	.....	.....	
7 4 7	70 0 0	J. Warner, late Assistant Surveyor	"	"	7 4 7	52 10 0	17 10 0	7 4 7	70 0 0	.....	.....	
2 17 1	27 13 0	H. M'Kenny late Matron Protestant Orphan School	"	"	2 17 1	20 14 9	6 18 3	2 17 1	27 13 0	.....	.....	
2 10 2	22 0 0	S. M. Burrowes, late Clerk of Petty Sessions, Wollongong	"	30 Nov., 1856	1 16 8 0 8 7	20 3 4	1 16 8	2 5 3	22 0 0	.....	.....	
2 5 3	24 5 6	W. Taylor, late Foreman of Colonial Stores	"	8 June, 1856	2 10 2	10 13 3	.....	2 10 2	10 13 3	.....	13 12 3	Appointed Messenger to the Legislative Council, on 9th June, 1856.
0 15 9	7 12 6	Richard Williams, late Coast Waiter, Customs	"	30 June, 1856	0 15 9	3 16 3	3 16 3	0 15 9	7 12 6	.....	.....	
10 6 7	100 0 0	S. Milcham, late Widow of Mr. Surgeon Milcham	"	30 Sept., 1856	10 6 7	75 0 0	25 0 0	10 6 7	100 0 0	.....	.....	
5 14 0	54 18 0	J. Graves, late Serjeant, Gold Guards	"	"	5 14 0	41 2 0	13 16 0	5 14 0	54 18 0	.....	.....	
3 12 11	35 5 8	W. Galvin, late Messenger, Legislative Council	"	"	3 12 11	26 9 3	8 16 5	3 12 11	35 5 8	.....	.....	
3 1 3	29 13 1	N. Robinson, late Constable, Police, Sydney	"	"	3 1 3	22 4 9	7 8 3	3 1 3	29 13 0	.....	0 0 1	
2 7 6	23 0 0	J. Proctor, late " " "	"	"	2 7 6	17 5 0	5 15 0	2 7 6	23 0 0	.....	.....	
2 7 1	22 16 3	T. Williams, late " " Windsor	"	"	2 7 1	17 2 0	5 14 0	2 7 1	22 16 0	.....	0 0 3	
1 10 11	14 19 9	W. Callaghan, late " " Sydney	"	"	1 10 11	11 4 9	3 14 11	1 10 11	14 19 8	.....	0 0 1	
1 10 9	14 18 3	Edward Wilson, late " " Penrith	"	"	1 10 9	11 3 6	3 14 6	1 10 9	14 18 0	.....	0 0 3	
1 10 7	14 16 6	J. Moore, late Keeper of Supreme Court	"	"	1 10 7	11 2 3	3 14 1	1 10 7	14 16 4	.....	0 0 2	
1 5 10	12 10 0	B. Naughton, late Constable, Police, Sydney	"	30 June, 1856	1 5 10	6 5 0	6 5 0	1 5 10	12 10 0	.....	.....	
0 19 0	9 3 0	B. Nichols, late " "	"	30 Sept., 1856	0 19 0	6 17 0	2 6 0	0 19 0	9 3 0	.....	.....	
17 1 6	188 11 8	Rev. F. Wilkinson, late Colonial Chaplain	"	30 June, 1856	17 1 6	82 13 4	105 18 4	17 1 6	188 11 8	.....	.....	
7 7 6	71 8 6	W. H. Kerr, late Chief Commissioner of Insolvent Estates	"	"	7 7 6	35 14 2	35 14 2	7 7 6	71 8 4	.....	0 0 2	
5 5 9	85 0 0	J. Townshend, late Clerk, Colonial Secretary's Office	"		5 5 9	49 11 8	35 8 4	5 5 9	85 0 0	.....	.....	
.....	52 0 0	F. Gosling, late Clerk, General Post Office, Sydney	1 Jan., 1856	30 June, 1856	.....	26 0 0	26 0 0	.....	52 0 0	.....	.....	
20 13 1	200 0 0	Mrs E. Smith, late Widow of Judge Advocate Bent	24 Nov., 1855	"	20 13 1	100 0 0	100 0 0	20 13 1	200 0 0	.....	.....	
0 19 0	9 3 0	T. Bevan, late Trooper, Mounted Police	"	"	0 19 0	4 11 0	4 12 0	0 19 0	9 3 0	.....	.....	
8 4 5	80 0 0	C. M'Dermott, late Clerk in the Police Office, Sydney	"	"	6 13 4 1 11 1	40 0 0	.....	8 4 5	40 0 0	.....	40 0 0	Deceased.
.....	45 4 10	Christiana Whitehill, Gratuity awarded to her late husband as Tipstaff, Supreme Court	.....	.....	.....	45 4 10	.....	.....	45 4 10	.....	.....	
.....	13 12 6	Maria Feeney, Gratuity as Matron of Gaol at Brisbane, one month's pay for every year of Service	.....	.....	.....	.....	13 12 6	.....	13 12 6	.....	.....	
92 0 1	737 1 4	Balance unappropriated	.....	.....	.....	.....	.....	.....	.....	92 0 1	737 1 4	
1,433 15 0	13,950 0 0		Totals ... ... £		267 14 6	4,532 5 6	1,165 0 1	267 14 6	5,697 5 7	1,166 0 6	8,252 14 5	

Audit Office, Sydney, New South Wales,
31st March, 1857.

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

Schedule C, 18 and 19 Victoriæ, Cap. 54.

In Account with the Consolidated Revenue Fund, 24th November, 1855, to 31st December, 1856.

Dr. Cr.

Receipts.	1855.	1856.	Disbursements.	1855.	1856.
To Amount transferred from the Consolidated Revenue Fund, and apportioned to the undermentioned Communions according to the Census of 1851, viz.:—			By Amount of Payments as per Account of Consolidated Revenue Fund to 31st December, 1856 ...	2,736 1 0	22,357 17 10
Church of England...	1,504 1 8	14,634 6 5	By Amount of Charges on Account of 1855 & 1856, payable in 1857	141 14 7	4,306 18 3
Presbyterian Church	293 4 1	2,852 15 11	By Balance Surplus,—		
Wesleyan Methodist Mission	161 12 5	1,572 10 6	Church of England	.. ..	179 11 2
Roman Catholic Church	918 17 5	8,940 7 2	Presbyterian Church	.....	17 13 11
			Wesleyan Methodist Mission	.....	
			Roman Catholic Church	.....	1,137 18 10
Totals ... ... £	2,877 15 7	28,000 0 0	Totals ... ... £	2,877 15 7	28,000 0 0

Audit Office, Sydney, New South Wales,
19th March, 1857.

W. C. MAYNE,
Auditor General.

SCHEDULE C.

STATEMENT of the Expenditure from the Colonial Treasury of the Amount appropriated for defraying the Expenses of the several Services and Purposes specified in the Schedule C annexed to the Act 18 & 19 Victoriæ, caput 54, in the Year 1856.

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses,	Special Payments out of the Unexpended Balances on 31st December, 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1856.	TOTAL AMOUNT PAID. TOTAL.	TOTAL.
CHURCH OF ENGLAND. *Diocese of Sydney.*		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
The Bishop of Sydney and Metropolitan	The Right Revd. F. Barker, D. D.	1,500 0 0	.....	.....	.....	125 0 0	1,375 0 0	1,500 0 0	
St. Phillip, Sydney	The Venerable Archdeacon W. Cowper	460 0 0	.....	.....	.....	38 6 8	421 13 4	460 0 0	
St. James, do.	Revd. Robert Allwood, B.A.	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
St. Andrew, do.	„ George King	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
St. Lawrence, do.	„ W. H. Walsh, M. A.	203 17 9	.....	.....	.....	20 11 1	183 6 8	203 17 9	
Trinity, do.	„ Forster Ashwin	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
St. Leonard's	„ W. B. Clarke, M. A.	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Camperdown	„ Charles C. Kemp	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Ashfield and Enfield	„ T. H. Wilkinson	150 0 0	.....	.....	.....	12 10 0	137 10 0	150 0 0	
Cook's River	„ Thomas Steel, L.L.D.	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Hunter's Hill and Lane Cove	„ George E. Turner, S.C.L.	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Parramatta	„ R. L. King	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Marsfield	„ William F. Gore	203 17 9	.....	.....	.....	20 11 1	183 6 8	203 17 9	
Prospect	„ Thomas Donkin	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Liverpool	„ C. F. D. Priddle	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Campbelltown	„ Thomas Reddall	203 17 9	.....	.....	.....	20 11 1	183 6 8	203 17 9	
Narellan	„ Thomas Hassall, M. A.	229 3 4	39 0 0	.....	.....	25 11 8	242 11 8	268 3 4	
Camden	„ Edward Rogers	200 0 0	.....	1 11 0	.....	18 4 4	183 6 8	201 11 0	
	Carried forward ..... £	5,150 16 7	39 0 0	1 11 0	.....	447 19 3	4,743 8 4	5,191 7 7	

STATEMENT OF EXPENDITURE UNDER SCHEDULE C.—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	Special Payments out of the Unexpended Balances on 31st December, 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1856.	TOTAL AMOUNT PAID. TOTAL.	TOTAL.
CHURCH OF ENGLAND—*Continued.*		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	5,150 16 7	39 0 0	1 11 0	.....	447 19 3	4,743 8 4	5,191 7 7	
Diocese of Sydney—Continued.									
Mulgoa	Revd. George Vidal	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Windsor	" Henry T. Stiles, M.A.	250 0 0	39 0 0	.....	.....	25 11 8	263 8 4	289 0 0	
Richmond and Kurryjong	" John Elder	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Pitt Town and Wilberforce	" T. C. Ewing	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Lower Hawkesbury	" Thomas Horton	200 0 0	.....	31 2 10	.....	20 8 8	210 14 2	231 2 10	
Sutton Forest and Berrima	" William Stone, B.A.	203 17 9	.....	.....	.....	20 11 1	183 6 8	203 17 9	
Goulburn	" William Sowerby	203 17 9	.....	1 0 5	.....	21 11 6	183 6 8	204 18 2	
Berrima	" J. S. Hassall	187 10 0	.....	1 9 0	.....	18 2 4	170 16 8	188 19 0	
Gunning, Collector	" Robert Cartwright	468 18 11	.....	.....	.....	47 5 7	421 13 4	468 18 11	
Yass	" C. F. Brigstocke	203 17 9	.....	1 0 5	.....	21 11 6	183 6 8	204 18 2	
Queanbeyan	" Edward Smith	203 17 9	.....	1 0 5	.....	21 11 6	183 6 8	204 18 2	
Braidwood	" James Allan	203 17 9	.....	.....	.....	20 11 1	183 6 8	203 17 9	
Wollongong	" Matthew D. Meares, M.A.	250 0 0	39 0 0	.....	.....	25 11 8	263 8 4	289 0 0	
Appin	" Hart D. D. Sparling, B.A.	150 0 0	.....	.....	.....	12 10 0	137 10 0	150 0 0	
Penrith and South Creek	" Elijah Smith	200 0 0	39 0 0	.....	.....	21 8 4	217 11 8	239 0 0	
Mudgee	" James Günther	152 18 4	.....	1 11 0	.....	16 19 4	137 10 0	154 9 4	
Bungonia	" E. B. Proctor	50 0 0	.....	.....	.....	.....	50 0 0	50 0 0	
Denham Court	" G. N. Woodd	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Wellington	" William Watson	60 6 6	.....	.....	.....	10 6 6	50 0 0	60 6 6	
Bathurst	" T. Sharpe	203 19 9	39 0 0	.....	.....	25 8 1	217 11 8	242 19 9	
Kelso	" William Lisle	203 17 9	.....	1 11 0	.....	22 2 1	183 6 8	205 8 9	
Carcoar	" P. P. Agnew ..... succeeded by	70 13 1	.....	3 1 7	.....	23 14 8	50 0 0	73 14 8	
	" H. Tingcombe	133 6 8	.....	.....	18 9 11	18 9 11	133 6 8	151 16 7	
St. John's, Canbury	" P. G. Smith	152 18 4	.....	1 0 5	.....	16 8 9	137 10 0	153 18 9	
Dapto	" W. W. Simpson, M.A.	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Cooma, Maneroo, and Auckland	" Walter Rikey	85 5 7	.....	.....	.....	10 5 7	75 0 0	85 5 7	
St. Mark's, Alexandria	" G. F. McArthur	152 18 4	.....	.....	.....	15 8 4	137 10 0	152 18 4	
	Total, Diocese of Sydney, carried forward £	10,142 18 7	195 0 0	44 8 1	18 9 11	967 4 1	9,433 12 6	10,400 16 7	10,400 16 7

STATEMENT OF EXPENDITURE UNDER SCHEDULE C.—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	Special Payments out of the Unexpended Balances on 31st December, 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1856.	TOTAL AMOUNT PAID. TOTAL.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
CHURCH OF ENGLAND—*Continued.*									
Diocese of Newcastle.	Brought forward	10,142 18 7	195 0 0	44 8 1	18 9 11	967 4 1	9,433 12 6	10,400 16 7	10,400 16 7
Bishop of Newcastle	The Right Rev. Wm. Tyrrell, D.D.	500 0 0	39 0 0	.....	.....	41 13 4	497 6 8	539 0 0	
Gosford	Revd. Alfred Glennie	203 17 9	.....	0 11 8	.....	21 2 9	183 6 8	204 9 5	
Newcastle	" C. P. N. Wilton, M.A.	250 0 0	.....	.....	.....	25 11 8	224 8 4	250 0 0	
East Maitland	" G. K. Rusden, M.A.	200 0 0	39 0 0	.....	.....	21 8 4	217 11 8	239 0 0	
West Maitland	" Robert Chapman.....	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Raymond Terrace.....	" Charles Spencer, M.A. ..... succeeded by	116 13 4	.....	.....	.....	16 13 4	100 0 0	116 13 4	
	" Lovick Tyrrell.....	83 6 8	.....	.....	.....	.....	83 6 8	83 6 8	
Hexham and Alnwick.....	" R. T. Bolton, M. A.	152 18 4	.....	.....	.....	15 8 4	137 10 0	152 18 4	
Scone	" Coles Child	203 17 9	.....	2 1 4	.....	22 12 5	183 6 8	205 19 1	
Paterson	" F. W. Addams.....	200 0 0	.....	2 1 4	.....	18 14 8	183 6 8	202 1 4	
Muswellbrook	" R. G. Boodle, M.A.	203 17 9	.....	3 1 8	.....	23 12 9	183 6 8	206 19 5	
Singleton	" James Blackwood	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Falbrook and Jerry's Plains	" Joseph Cooper.....	203 17 9	.....	2 1 4	.....	22 12 5	183 6 8	205 19 1	
Armidale	" S. Hungerford	101 19 11	.....	.....	.....	10 6 7	91 13 4	101 19 11	
Morpeth, Hinton, and Middlehope	" J. R. Bloomfield	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Port Macquarie.....	" John Cross	203 19 9	.....	.....	.....	20 13 1	183 6 8	203 19 9	
	" Thomas O'Reilly.....	125 0 0	.....	2 11 4	.....	2 11 4	125 0 0	127 11 4	
Clarence River	" A. E Selwyn	85 6 6	.....	.....	.....	10 6 6	75 0 0	85 6 6	
Brisbane.....	" — Yeatman	101 19 11	.....	.....	.....	10 6 7	91 13 4	101 19 11	
Williams River	" W. Toms	.....	.....	.....	.....	.....	.....	.....	
Wollombi	" J. F. R. Whinfield	137 10 0	.....	.....	7 16 2	7 16 2	137 10 0	145 6 2	
Liverpool Plains	" E. Williams	.....	.....	.....	.....	.....	.....	.....	
Darling Downs.....	" B. Glennie	.....	.....	.....	.....	.....	.....	.....	
Black Creek	" Arthur Wayn	.....	.....	.....	.....	.....	.....	.....	
Warialda	" F. R. Kemp	.....	.....	.....	.....	.....	.....	.....	
Morpeth	" J. Moseley	.....	.....	.....	.....	.....	.....	.....	
Burnett and Wide Bay	" T. L. Dodd	.....	.....	.....	.....	.....	.....	.....	
	Total, Diocese of Newcastle....	3,674 5 5	78 0 0	12 8 8	7 16 2	341 10 3	3,431 0 0	3,772 10 3	3,772 10 3
	Carried forward..... £	13,817 4 0	273 0 0	56 16 9	26 6 1	1,308 14 4	12,864 12 6	14,173 6 10	14,173 6 10

STATEMENT OF EXPENDITURE UNDER SCHEDULE C.—*Continued.*

STATION.	NAME.	Salaries.	Allowances. In lieu of Forage for one Horse.	Allowances. For Travelling Expenses.	Special Payments out of the Unexpended Balances on 31st December, 1855.	Total Amount Paid. For the Service of the Year 1855.	Total Amount Paid. For the Service of the Year 1856.	Total Amount Paid. Total.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s d.
Presbyterian Church.	Brought forward	13,817 4 0	273 0 0	56 16 9	26 6 1	1,308 14 4	12,864 12 6	14,173 6 10	14,173 6 10
Pitt-street, Sydney	Revd. James Fullerton, L.L.D.	170 13 0	.....	.....	.....	20 13 0	150 0 0	170 13 0	
St. Andrew's, Sydney	" John Dougall	170 13 0	.....	.....	.....	20 13 0	150 0 0	170 13 0	
Parramatta	" James Coutts	127 19 9	.....	.....	.....	15 9 9	112 10 0	127 19 9	
Windsor	" Matthew Adam	127 19 9	.....	.....	.....	15 9 9	112 10 0	127 19 9	
Campbelltown	" William McKee	127 19 9	.....	.....	.....	15 9 9	112 10 0	127 19 9	
Goulburn	" William Ross	109 4 0	.....	.....	.....	.....	109 4 0	109 4 0	
Wollongong	" Cunningham Atchison	127 19 9	.....	.....	.....	15 9 9	112 10 0	127 19 9	
Maitland	" William Purves	170 13 0	.....	.....	4 4 0	24 17 0	150 0 0	174 17 0	
Paterson	" T. Surton	98 18 0	.....	.....	4 4 0	4 4 0	98 18 0	103 2 0	
Patrick's Plains	" James S. White	127 19 9	.....	.....	2 2 0	17 11 9	112 10 0	130 1 9	
Hinton	" Robert Blain	170 13 0	.....	.....	4 4 0	24 17 0	150 0 0	174 17 0	
Portland Head	" George McFie	127 19 9	.....	.....	10 12 0	26 1 9	112 10 0	138 11 9	
Bathurst	" James B. Laughton	63 19 11	.....	.....	.....	7 14 11	56 5 0	63 19 11	
Port Macquarie	" Edward Holland	127 19 9	.....	.....	.....	15 9 9	112 10 0	127 19 9	
Woolloomooloo	" John McGibbon	127 19 9	.....	.....	0 4 2	15 13 11	112 10 0	128 3 11	
Newcastle	" James Nimmo	127 19 9	.....	.....	4 4 0	19 13 9	112 10 0	132 3 9	
Ipswich	" William L. Nelson	127 19 9	.....	.....	.....	15 9 9	112 10 0	127 19 9	
Paddington	" James Milne	87 0 8	.....	.....	.....	10 10 8	76 10 0	87 0 8	
	Total, Presbyterian Church	2,321 12 1	.....	.....	29 14 2	285 9 3	2,065 17 0	2,351 6 3	2,351 6 3
Wesleyan Methodist Mission.									
Sydney	Revd. Samuel Wilkinson	52 19 9	.....	.....	.....	15 9 9	37 10 0	52 19 9	
	succeeded by								
	" H. H. Gaud	75 0 0	.....	.....	15 7 4	15 7 4	75 0 0	90 7 4	
Parramatta	" William Schofield	70 13 0	.....	.....	.....	20 13 0	50 0 0	70 13 0	
	succeeded by								
	" T. Adams	100 0 0	.....	.....	.....	.....	100 0 0	100 0 0	
West Maitland	" Frederick Lewis	52 19 9	.....	.....	.....	15 9 9	37 10 0	52 19 9	
	succeeded by								
	" W. A. Quick	75 0 0	.....	.....	.....	.....	75 0 0	75 0 0	
Bathurst	" Benjamin Hurst	52 19 9	.....	.....	.....	15 9 9	37 10 0	52 19 9	
	succeeded by								
	" Joseph Oram	75 0 0	.....	.....	15 7 4	15 7 4	75 0 0	90 7 4	
Sydney	" S. Rabone	.....	.....	.....	17 13 6	17 13 6	.....	17 13 6	
	" B. Chapman	.....	.....	.....	15 7 4	15 7 4	.....	15 7 4	
Maitland	" John Watsford	.....	.....	.....	15 7 4	15 7 4	.....	15 7 4	
	" F. Tuckfield	.....	.....	.....	15 7 4	15 7 4	.....	15 7 4	
	Total, Wesleyan Methodist	554 12 3	.....	.....	94 10 2	161 12 5	487 10 0	649 2 5	649 2 5
	Carried forward .... £	16,693 8 4	273 0 0	56 16 9	150 10 5	1,755 16 0	15,417 19 6	17,173 15 6	17,173 15 6

STATEMENT OF EXPENDITURE UNDER SCHEDULE C.—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	Special Payments out of the Unexpended Balances on 31st December, 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1856.	TOTAL AMOUNT PAID. TOTAL.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROMAN CATHOLIC CHURCH.	Brought forward	16,693 8 4	273 0 0	56 16 9	150 10 5	1,755 16 0	15,417 19 6	17,173 15 6	17,173 15 6
Archbishop	Most Revd. John Bede Polding	815 11 2	.....	.....	.....	82 4 6	733 6 8	815 11 2	
Vicar General	Very Revd. Henry G. Gregory	280 6 8	.....	.....	.....	15 8 4	264 18 4	280 6 8	
St. Mary's, Sydney	Revd. John M'Encroe	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
St. Patrick's, Sydney	" John J. Therry	50 0 0	.....	.....	.....	16 13 4	33 6 8	50 0 0	
	succeeded by								
	" Jerome Keating	150 0 0	.....	.....	.....	.....	150 0 0	150 0 0	
St. Benedict's, Sydney	" Theophilus Bourand	50 0 0	.....	.....	.....	16 13 4	33 6 8	50 0 0	
	succeeded by								
	" M. Corish	150 0 0	.....	.....	.....	.....	150 0 0	150 0 0	
Surry Hills	" Daniel M. O'Connell	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Balmain	" Robert Downing	62 10 0	.....	.....	.....	12 10 0	50 0 0	62 10 0	
	succeeded by								
	" J. Therry	87 10 0	.....	.....	.....	.....	87 10 0	87 10 0	
Petersham	" Eugene Luckie	137 10 0	.....	.....	.....	12 10 0	125 0 0	137 10 0	
Ryde	" John M'Clennan	50 0 0	.....	.....	.....	12 10 0	37 10 0	50 0 0	
	succeeded by								
	" J. L. Rocher	100 0 0	.....	.....	.....	.....	100 0 0	100 0 0	
Parramatta	" Nicholas J. Coffey	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Windsor	" Patrick Hallinan	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Penrith	" Michael Brennan	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Hartley	" Luke Hand	50 0 0	.....	.....	.....	12 10 0	37 10 0	50 0 0	
	succeeded by								
	" P. O'Farrell	87 10 0	.....	.....	.....	.....	87 10 0	87 10 0	
Bathurst	" John Grant	200 0 0	.....	1 0 6	.....	17 13 10	183 6 8	201 0 6	
Kelso	" James Phelan	200 0 0	.....	0 12 3	.....	17 5 7	183 6 8	200 12 3	
Carcoar	" Bernard Murphy	200 0 0	.....	1 0 6	.....	17 13 10	183 6 8	201 0 6	
Mudgee	" Calaghan M'Carthy	150 0 0	.....	1 0 6	.....	13 10 6	137 10 0	151 0 6	
Liverpool	" Charles Lovat	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Campbelltown	" James P. Roche	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Appin	" Henry Garnett	66 13 4	.....	.....	.....	16 13 4	50 0 0	66 13 4	
	succeeded by								
	" Luke Hand	133 6 8	.....	.....	.....	.....	133 6 8	133 6 8	
Berrima	" Cornelius Twomey	150 0 0	.....	.....	.....	12 10 0	137 10 0	150 0 0	
	Carried forward	4,570 17 10		3 13 9		392 19 11	4,181 11 8	4,574 11 7	
	Carried forward £	16,693 8 4	273 0 0	56 16 9	150 10 5	1,755 16 0	15,417 19 6	17,173 15 6	17,173 15 6

STATEMENT OF EXPENDITURE UNDER SCHEDULE C.—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	Special Payments out of the Unexpended Balances on 31st December, 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1855.	TOTAL AMOUNT PAID. For the Service of the Year 1856.	TOTAL AMOUNT PAID. TOTAL.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROMAN CATHOLIC CHURCH—*Continued.*	Brought forward	1,6693 8 4	273 0 0	56 16 9	150 10 5	1,755 16 0	15,417 19 6	17,173 15 6	17,173 15 6
	Brought forward	4,570 17 10		3 13 9		392 19 11	4,181 11 8	4,574 11 7	
Goulburn	Revd. Michael Kavanagh	50 0 0	.....	0 12 3	.....	17 5 7	33 6 8	50 12 3	
	succeeded by								
	" R. Walsh	150 0 0	.....	.....	.....	.....	150 0 0	150 0 0	
Queanbeyan	" Richard Walsh	50 0 0	.....	1 0 6	.....	17 13 10	33 6 8	51 0 6	
	succeeded by								
Yass	" M. Kavanagh	150 0 0	.....	.....	.....	.....	150 0 0	150 0 0	
Wollongong	" Patrick Magennis	200 0 0	.....	1 0 6	.....	17 13 10	183 6 8	201 0 6	
Kiama	" Joseph C. Sumner	200 0 0	.....	.....	.....	16 13 4	183 6 8	200 0 0	
Millenderry	" Peter Young	150 0 0	.....	1 2 8	.....	13 12 8	137 10 0	151 2 8	
Brisbane Water	" William X. Johnson	150 0 0	.....	1 2 8	.....	13 12 8	137 10 0	151 2 8	
Newcastle	" William Woolfrey	150 0 0	.....	.....	.....	12 10 0	137 10 0	150 0 0	
Raymond Terrace	" Charles V. Dowling	150 0 0	.....	.....	.....	12 10 0	137 10 0	150 0 0	
East Maitland	" Charles B. Quinn	112 10 0	.....	0 16 6	.....	13 6 6	100 0 0	113 6 6	
West Maitland	" John Kenny	200 0 0	.....	0 16 6	.....	17 9 10	183 6 8	200 16 6	
Singleton	" John T. Lynch	200 0 0	.....	1 0 6	.....	17 13 10	183 6 8	201 0 6	
	" John Rigney	200 0 0	.....	1 0 6	.....	17 13 10	183 6 8	201 0 6	
Macdonald River	" Henry N. Woolfrey	62 10 0	.....	0 16 6	.....	13 6 6	50 0 0	63 6 6	
	succeeded by								
Moreton Bay	" Henry Garnett	87 10 0	.....	.....	.....	.....	87 10 0	87 10 0	
Ipswich	" James Hanly	150 0 0	.....	2 11 6	.....	15 1 6	137 10 0	152 11 6	
Armidale	" William M'Ginty	150 0 0	.....	1 4 4	.....	13 14 4	137 10 0	151 4 4	
Albury	" Timothy M'Carthy	150 0 0	.....	1 2 8	.....	13 12 8	137 10 0	151 2 8	
St. Leonard's	" John Maher	150 0 0	.....	2 9 9	.....	14 19 9	137 10 0	152 9 9	
	" Peter Powell	137 10 0	.....	.....	.....	.....	137 10 0	137 10 0	
	" S. Sheehy	.....	.....	.....	34 0 0	34 0 0	.....	34 0 0	
Total, Roman Catholic Church £		7,570 17 10	.....	20 11 1	34 0 0	685 10 7	6,939 18 4	7,625 8 11	7,625 8 11
TOTAL EXPENDITURE £		24,264 6 2	273 0 0	77 7 10	184 10 5	2,441 6 7	22,357 17 10	.....	24,799 4 5
RECEIPTS.									
Amount appropriated by Schedule C of the Act 18 and 19 Victoriæ, caput 54, for the period from 1st January to 31st December, 1856		.....	.....	.....	.....	.....	.....	28,000 0 0	
Balance at the Credit of Schedule C on 31st December, 1855		.....	.....	.....	.....	.....	.....	2,583 1 2	30,583 1 2
BALANCE AT THE CREDIT OF SCHEDULE C, 31ST DECEMBER, 1856 £									5,783 16 9

Audit Office, Sydney, New South Wales,
19th March, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Schedule A, Part 1.

STATEMENT OF DISBURSEMENTS made, during the Year 1856, out of the Balance remaining at the Credit of SCHEDULE A, PART 1, of the Act 13 & 14 VICTORIÆ, CAP. 59, on the 31st December, 1855.

RECEIPTS.	TOTAL.
Balance remaining in the Colonial Treasury, at the Credit of Schedule A, part 1, on the 31st December, 1855	3,058 12 6
Advances to Public Officers re-paid or adjusted	1,287 14 0
TOTAL... ... ...£	4,346 6 6

DISBURSEMENTS.		TOTAL.
Law Officers of the Crown		107 2 2
Department of the Supreme Court		391 7 6
Department of the Sheriff		149 8 10
Department of the Quarter Sessions		49 13 10
Department of the Court of Requests		99 2 6
Office for Registration of Deeds		10 19 2
Allowances to Witnesses and Jurors, Supreme and Circuit Courts—		
Witnesses	531 6 6	
Jurors	353 4 2	
		884 10 8
Allowances to Witnesses and Jurors, Quarter Sessions—		
Witnesses	99 2 8	
Jurors	58 5 2	
		157 7 10
BALANCE TRANSFERRED TO THE CONSOLIDATED REVENUE FUND		2,496 14 0
TOTAL... ... ...£		4,346 6 6

Audit Office, Sydney, New South Wales,
6th March, 1857.

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

Schedule A, Part 2.

STATEMENT OF DISBURSEMENTS made, during the Year 1856, out of the Balance remaining at the Credit of SCHEDULE A, PART 2, of the Act 13 & 14 VICTORIÆ, CAP. 59, on 31st December, 1855.

RECEIPTS.	AMOUNT.
Balance remaining in the Colonial Treasury, at the Credit of Schedule A, Part 2, on 31st December, 1855	1,560 13 7
Remittances to the Colonial Agent General, re-paid or adjusted	727 2 2
Advances to Public Officers do.	29 0 4
TOTAL ... ...£	2,316 16 1

DISBURSEMENTS.		AMOUNT.
Department of the Colonial Secretary		876 17 9
Department of the Colonial Treasurer		175 4 3
Department of the Auditor General		65 5 7
Department of the Executive Council		2 10 0
Pensions :—		
William Lithgow	55 12 9	
William H. Kerr	46 3 9	
John Nicholson	29 7 0	
Rev. T. Wilkinson	65 11 10	
Mrs. Smith	229 6 11	
Susannah Mileham	14 13 5	
Harriet M'Kenny	4 1 2	
Benjamin P. Griffin	11 11 10	
John Townshend	37 4 3	
William Taylor	3 11 2	
Richard Williams	6 16 9	
William Galvin	5 3 6	
Joseph Moore	2 3 6	
Thomas Williams	3 6 11	
Edward Wilson	2 3 9	
Needham Robinson	4 7 0	
John Proctor	3 7 6	
William Callaghan	2 4 0	
Benjamin Nichols	1 7 0	
Bryan Naughton	1 16 8	
Thomas Bevan	5 18 6	
		535 19 2
BALANCE TRANSFERRED TO CONSOLIDATED REVENUE		660 19 4
TOTAL ... ...£		2,316 16 1

Audit Office, Sydney, New South Wales,
6th March, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

SCHEDULE A, PART 3.

STATEMENT of Disbursements made, during the Year 1856, out of the Balance remaining at the Credit of Schedule A, Part 3, of the Act 13 & 14 Victoriæ, Caput 59, on 31st December, 1855.

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of House Rent.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	CONTINGENT CHARGES.	Special Payments out of the Unexpended Balances on 31st Dec., 1855.	TOTAL.	TOTAL.
CHURCH OF ENGLAND.									
Diocese of Sydney.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Marsfield	Revd. W. F. Gore	12 15 7	.....	.....	.....	.....	.....	12 15 7	
Mudgee	„ J. Günther	9 11 8	.....	.....	13 9 0	.....	44 15 10	67 16 6	
St. Lawrence, Sydney	„ W. H. Walsh, M. A.	12 15 7	.....	.....	.....	.....	.....	12 15 7	
St. Mark's, Alexandria	„ G. F. M'Arthur	9 11 8	.....	.....	.....	.....	44 15 10	54 7 6	
Bathurst	„ T. Sharpe	29 6 11	7 6 9	6 15 0	.....	.....	.....	43 8 8	
Carcor	„ P. P. Agnew	29 6 11	.....	.....	26 18 5	.....	.....	56 5 4	
Hexham	„ R. T. Bolton	9 11 8	.....	.....	.....	.....	.....	9 11 8	
Cooma	„ W. Riky	6 7 9	.....	.....	.....	.....	.....	6 7 9	
Campbelltown	„ T. Reddall	12 15 7	.....	.....	.....	.....	.....	12 15 7	
Goulburn	„ W. Sowerby	12 15 7	.....	.....	19 9 7	.....	.....	32 5 2	
Sutton Forest	„ W. Stone, B. A.	12 15 7	.....	.....	.....	.....	.....	12 15 7	
Yass	„ C. F. Brigstocke	12 15 7	.....	.....	8 19 7	.....	.....	21 15 2	
Collector	„ R. Cartwright	29 7 9	8 16 1	.....	.....	.....	.....	38 3 10	
Braidwood	„ J. Allan	12 15 7	.....	.....	.....	.....	.....	12 15 7	
Queanbeyan	„ Edward Smith	12 15 7	.....	.....	8 19 7	.....	.....	21 15 2	
Kelso	„ W. Lisle	12 15 7	.....	.....	13 9 0	.....	.....	26 4 7	
St. John's, Canbury	„ P. G. Smith	9 11 8	.....	.....	8 19 7	.....	.....	18 11 3	
Wellington	„ W. Watson	39 13 6	.....	.....	.....	.....	.....	39 13 6	
Narellan	„ T. Hassall, M. A.	.....	8 16 1	6 15 0	.....	.....	.....	15 11 1	
Wollongong	„ M. D. Meares, M. A.	.....	8 16 1	6 15 0	.....	.....	30 0 0	45 11 1	
Windsor	„ H. T. Stiles, M. A.	.....	.....	6 15 0	.....	.....	.....	6 15 0	
Penrith and South Creek	„ Elijah Smith	.....	.....	6 15 0	.....	.....	.....	6 15 0	
Camden	„ E. Rogers	.....	.....	.....	13 9 0	.....	.....	13 9 0	
Bungonia	„ J. S. Hassall	.....	.....	.....	12 11 0	.....	.....	12 11 0	
Lower Hawkesbury	„ T. Horton	.....	.....	.....	5 7 2	.....	30 0 0	35 7 2	
Meroo and Louisa Creek and Shoalhaven	„ E. B. Proctor	.....	.....	.....	.....	.....	139 11 8	139 11 8	
Araluen	„ W. Allworth	.....	.....	.....	.....	.....	50 0 0	50 0 0	
Prospect	„ G. N. Woodd	.....	.....	.....	.....	.....	30 0 0	30 0 0	
Dapto	„ W. W. Simpson, M. A	.....	.....	.....	.....	.....	30 0 0	30 0 0	
Sofala	„ H. A. Palmer	.....	.....	.....	.....	.....	26 9 8	26 9 8	
Ashfield	„ T. H. Wilkinson	.....	.....	.....	.....	.....	25 0 0	25 0 0	
Kiama	„ J. Barnier	.....	.....	.....	.....	.....	204 3 6	204 3 6	
	Carried forward ..... £	287 9 9	33 15 0	33 15 0	131 11 11	.....	654 16 6	1,141 8 2	

DISBURSEMENTS UNDER SCHEDULE A, PART 3.—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of House Rent.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	CONTINGENT CHARGES.	Special Payments out of the Unexpended Balances on 31st Dec., 1855.	TOTAL.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
CHURCH OF ENGLAND, *Continued.*									
Diocese of Sydney—Continued.	Brought forward ....£	287 9 9	33 15 0	33 15 0	131 11 11	.....	654 16 6	1,141 8 2	
Balmain	Revd. W. Stack	.....	.....	.....	.....	.....	179 3 6	179 3 6	
Albury	„ H. Elliott	.....	.....	.....	.....	.....	89 11 8	89 11 8	
Surry Hills	„ H. L. King	.....	.....	.....	.....	.....	119 8 10	119 8 10	
Araluen	„ C. H. Rich	.....	.....	.....	.....	.....	50 0 0	50 0 0	
Liverpool	„ C. F. D. Priddle	.....	.....	.....	.....	.....	25 0 0	25 0 0	
Towards the Erection of an Episcopal Residence at Coogee	.....	.....	.....	.....	.....	870 15 0	.....	870 15 0	
Payments made by the Colonial Agent General in England, viz.:—									
Salary to the Right Rev. Dr. Broughton, late Bishop of Sydney	.....	212 10 0	.....	.....	.....	.....	.....	212 10 0	
Half-Salary to the Rev. Robert Allwood	.....	116 13 4	.....	.....	.....	.....	.....	116 13 4	
Half-Salary to the Rev. B. L. Watson	.....	50 0 0	.....	.....	.....	.....	.....	50 0 0	
Charges on Letters Patent appointing the Rev. Dr. Barker, to the Bishopric of Sydney	.....	.....	.....	.....	.....	154 17 4	.....	154 17 4	
Passage Allowance of the Rev. Dr. Barker to this Colony	.....	.....	.....	.....	.....	300 0 0	.....	300 0 0	
	Total, Diocese of Sydney....£	666 13 1	33 15 0	33 15 0	131 11 11	1,325 12 4	1,118 0 6	3,309 7 10	
Diocese of Newcastle.									
Port Macquarie	Revd. J. Cross	29 6 11	8 16 1	.....	.....	.....	.....	38 3 0	
	„ T. O'Reilly	.....	.....	.....	22 8 8	.....	.....	22 8 8	
Armidale	„ S. Hungerford	14 13 5	.....	.....	.....	.....	.....	14 13 5	
Clarence River	„ A. E. Selwyn	14 13 6	.....	.....	.....	.....	100 0 0	114 13 6	
Scone	„ C. Child	12 15 7	.....	.....	17 18 8	.....	.....	30 14 3	
Falbrook and Jerry's Plains	„ J. Cooper	12 15 7	.....	.....	17 18 8	.....	.....	30 14 3	
Gosford	„ A. Glennie	12 15 7	.....	.....	5 8 4	.....	.....	18 3 11	
Brisbane	„ E. K. Yeatman	14 13 5	.....	.....	.....	.....	.....	14 13 5	
Muswellbrook	„ R. G. Boodle, M. A.	12 15 7	.....	.....	26 18 4	.....	.....	39 13 11	
East Maitland	„ G. K. Rusden, M. A.	.....	8 16 1	6 15 0	.....	.....	.....	15 11 1	
Newcastle	„ C. P. N. Wilton, M. A.	.....	.....	6 15 0	.....	.....	.....	6 15 0	
Paterson	„ F. W. Addams	.....	.....	.....	17 18 8	.....	.....	17 18 8	
Wollombi	„ J. F. R. Whinfield	.....	.....	.....	.....	.....	167 3 10	167 3 10	
Liverpool Plains	„ E. Williams	.....	.....	.....	.....	.....	200 0 0	200 0 0	
Warialda	„ F. R. Kemp	.....	.....	.....	.....	.....	200 0 0	200 0 0	
Dungog	„ A. Wayn	.....	.....	.....	.....	.....	66 6 6	66 6 6	
Ipswich	„ J. Mosely	.....	.....	.....	.....	.....	160 0 0	160 0 0	
Black Creek	„ L. Tyrrell	.....	.....	.....	.....	.....	20 0 0	20 0 0	
Darling Downs	„ W. W. Dove	.....	.....	.....	.....	.....	20 0 0	20 0 0	
	„ B. Glennie	.....	.....	.....	.....	.....	113 0 1	113 0 1	
West Maitland	„ J. R. Thackeray	.....	.....	.....	.....	.....	100 0 0	100 0 0	
	Total, Diocese of Newcastle . £	124 9 7	17 12 2	13 10 0	108 11 4	.....	1,146 10 5	1,410 13 6	4,720 1 4
	Carried forward....£	791 2 8	51 7 2	47 5 0	240 3 3	1,325 12 4	2,264 10 11	4,720 1 4	4,720 1 4

DISBURSEMENTS UNDER SCHEDULE A, PART 3,—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of House Rent.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	CONTINGENT CHARGES.	Special Payments out of the Unexpended Balances on 31st Dec., 1855.	TOTAL.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward ....£	791 2 8	51 7 2	47 5 0	240 3 3	1,325 12 4	2,261 10 11	4,720 1 4	4,720 1 4
PRESBYTERIAN CHURCH.									
Sydney	Revd. John Dougall	29 7 0	.....	.....	.....	.....	15 0 0	44 7 0	
	" J. Fullerton, L.L.D.	29 7 0	.....	.....	.....	.....	13 4 0	42 11 0	
Paddington	" J. Milne	14 19 4	.....	.....	.....	.....	48 0 0	62 19 4	
Woolloomooloo	" J. McGibbon	22 0 3	.....	.....	.....	.....	17 15 10	39 16 1	
Maitland	" W. Purves	29 7 0	.....	.....	.....	.....	.....	29 7 0	
Hinton	" R. Blain	29 7 0	.....	.....	.....	.....	.....	29 7 0	
Parramatta	" J. Coutts	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Windsor	" M. Adam	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Pitt Town	" G. McFie	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Bathurst	" J. B. Laughton	11 0 1	.....	.....	.....	.....	.....	11 0 1	
Wollongong	" C. Atchison	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Campbelltown	" W. McKee	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Newcastle	" J. Nimmo	22 0 3	.....	.....	.....	.....	25 9 5	47 9 8	
Singleton	" J. S. White	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Port Macquarie	" Edward Holland	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Ipswich	" W. L. Nelson	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Paddington	" Robert Stewart	.....	.....	.....	.....	.....	50 0 0	50 0 0	
New England	" J. Morrison	.....	.....	.....	.....	.....	75 0 0	75 0 0	
Clerk to the Synod	.....	.....	.....	.....	.....	.....	20 0 0	20 0 0	
	Total, Presbyterian Church ..£	363 9 11	.....	.....	.....	.....	264 9 3	627 19 2	627 19 2
WESLEYAN METHODIST MISSION.									
Sydney	Revd. S. Wilkinson	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Parramatta	" W. Schofield	29 7 0	.....	.....	.....	.....	.....	29 7 0	
West Maitland	" F. Lewis	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Bathurst	" B. Hurst	22 0 3	.....	.....	.....	.....	.....	22 0 3	
Sydney	" S. Rabone	.....	.....	.....	.....	.....	154 17 0	154 17 0	
	" H. H. Gand	.....	.....	.....	.....	.....	134 12 8	134 12 8	
	" B. Chapman	.....	.....	.....	.....	.....	134 12 8	134 12 8	
	" J. Watsford	.....	.....	.....	.....	.....	134 12 8	134 12 8	
Bathurst	" J. Oram	.....	.....	.....	.....	.....	134 12 8	134 12 8	
Maitland	" F. Tuckfield	.....	.....	.....	.....	.....	134 12 8	134 12 8	
Towards liquidating the debt upon Chippendale Chapel and School Room	.....	.....	.....	.....	.....	.....	593 11 2	593 11 2	
	Total, Wesleyan Methodist Mission.£	95 7 9	.....	.....	.....	.....	1,421 11 6	1,516 19 3	1,516 19 3
	Carried forward .....£	1,250 0 4	51 7 2	47 5 0	240 3 3	1,325 12 4	3,950 11 8	6,864 19 9	6,864 19 9

DISBURSEMENTS UNDER SCHEDULE A, PART 3.—*Continued.*

STATION.	NAME.	SALARIES.	ALLOWANCES. In lieu of House Rent.	ALLOWANCES. In lieu of Forage for one Horse.	ALLOWANCES. For Travelling Expenses.	CONTINGENT CHARGES.	Special Payments out of the Unexpended Balances on 31st Dec., 1855.	TOTAL.	TOTAL.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	1,250 0 4	51 7 2	47 5 0	240 3 3	1,325 12 4	3,950 11 8	6,864 19 9	6,864 19 9
ROMAN CATHOLIC CHURCH.									
Archbishop	Most Rev. J. B. Polding	1,384 8 10*	.....	.....	.....	.....	.....	1,384 8 10	
Vicar General	Very. Rev. H. G. Gregory	318 5 2†	.....	.....	.....	.....	.....	318 5 2	
Bathurst	Revd. J. Grant	.....	.....	.....	8 19 6	.....	.....	8 19 6	
Kelso	„ P. Phelan	.....	.....	.....	5 7 9	.....	.....	5 7 9	
Carcor	„ B. Murphy	.....	.....	.....	8 19 6	.....	.....	8 19 6	
Mudgee	„ C. M'Carthy	.....	.....	.....	8 19 6	.....	.....	8 19 6	
Goulburn	„ M. Kavanagh	.....	.....	.....	5 7 9	.....	.....	5 7 9	
Queanbeyan	„ R. Walsh	.....	.....	.....	8 19 6	.....	.....	8 19 6	
Yass	„ P. Magennis	.....	.....	.....	8 19 6	.....	.....	8 19 6	
Kiama	„ P. Young	.....	.....	.....	9 17 4	.....	.....	9 17 4	
Millenderry	„ W. X. Johnson	.....	.....	.....	9 17 4	.....	.....	9 17 4	
Raymond Terrace	„ C. B. Quinn	.....	.....	.....	7 3 6	.....	.....	7 3 6	
East Maitland	„ J. Kenny	.....	.....	.....	7 3 6	.....	.....	7 3 6	
West Maitland	„ J. T. Lynch	.....	.....	.....	8 19 6	.....	.....	8 19 6	
Singleton	„ J. Rigney	.....	.....	.....	8 19 6	.....	.....	8 19 6	
M'Donald River	„ H. Woolfrey	.....	.....	.....	7 3 6	.....	.....	7 3 6	
Moreton Bay	„ J. Hanly	.....	.....	.....	22 8 6	.....	.....	22 8 6	
Ipswich	„ W. M'Ginty	.....	.....	.....	10 15 8	.....	.....	10 15 8	
Albury	„ J. Maher	.....	.....	.....	21 10 3	.....	.....	21 10 3	
Armidale	„ T. M'Carthy	.....	.....	.....	9 17 4	.....	.....	9 17 4	
Repairs to the Presbytery at St. Mary's, Sydney		.....	.....	.....	.....	.....	200 0 0	200 0 0	
Towards the Erection of Presbyteries at: Hartley		.....	.....	.....	.....	.....	100 0 0	100 0 0	
Kincumbar		.....	.....	.....	.....	.....	66 0 0	66 0 0	
Moruya		.....	.....	.....	.....	.....	100 0 0	100 0 0	
Newcastle		.....	.....	.....	.....	.....	66 0 0	66 0 0	
Appin		.....	.....	.....	.....	.....	134 0 0	134 0 0	
East Maitland		.....	.....	.....	.....	.....	66 0 0	66 0 0	
Towards the Erection of Temporary Churches, at: Morpeth		.....	.....	.....	.....	.....	100 0 0	100 0 0	
Prospect		.....	.....	.....	.....	.....	100 0 0	100 0 0	
Richmond		.....	.....	.....	.....	.....	134 0 0	134 0 0	
Sutton Forset		.....	.....	.....	.....	.....	66 0 0	66 0 0	
Towards the Erection of a Church at Irish Town		.....	.....	.....	.....	.....	132 12 5	132 12 5	
	Total, Roman Catholic Church ..... £	1,702 14 0	.....	.....	179 8 11	.....	1,264 12 5	3,146 15 4	3,146 15 4
	TOTAL EXPENDITURE ..... £	2,952 14 4	51 7 2	47 5 0	419 12 2	1,325 12 4	5,215 4 1	.....	10,011 15 1
RECEIPTS.									
Balance of Cash in the Treasury on 31st December, 1855								11,015 8 11	
Amount transferred from the Clergy and School Estates' Revenue								3,011 16 8	
Advances and Remittances on account, adjusted in the foregoing Statement								1,289 0 7	
									15,316 6 2
	BALANCE TRANSFERRED TO THE CONSOLIDATED REVENUE FUND‡							..... £	5,304 11 1

* Including £625 half salary, during absence from the Colony. † Including £56 11s. 10d. half salary, during absence from the Colony. ‡ Subject to the payment of outstanding charges to the same amount.

Audit Office, Sydney, New South Wales,
31st March, 1857.

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

TERRITORIAL REVENUE.

ACCOUNT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1856.

ARREARS OF 1855 AND PREVIOUS YEARS.

TERRITORIAL REVENUE.—ACCOUNT OF RECEIPTS

RECEIPTS.	TOTAL.
REIMBURSEMENT IN AID OF EXPENSES INCURRED BY GOVERNMENT.	
Amount transferred from the Consolidated Revenue Fund in re-payment of Expenses temporarily paid out of the Territorial Revenue in 1855, on account of the Semi-Circular Quay	13,667 7 1
REMITTANCES TO THE COLONIAL AGENT GENERAL, repaid or adjusted	15,421 0 11
ADVANCES TO PUBLIC OFFICERS, repaid or adjusted	8,953 4 2
BALANCE at the CREDIT of the TERRITORIAL REVENUE on 31st December, 1855	39,396 1 9
TOTAL ... ... £	77,437 13 11

Audit Office, Sydney, New South Wales,
31*st January*, 1857.

AND DISBURSEMENTS in the Year 1856.—(ARREARS.)

DISBURSEMENTS.		TOTAL.
SURVEY, SALE, AND MANAGEMENT OF CROWN LANDS.		
Surveyor General	2,078 13 9	
Licensed Surveyors	3,594 8 5	
Examiner of Coal Fields	20 16 10	
Commissioners of Crown Lands	2,585 2 0	
Commission on Land Sales and Collection of Quit Rents, and Expenses of Advertising	1,403 1 9	
Port Curtis	2,084 15 6	
		11,766 18 3
IMMIGRATION.		
Immigration and Quarantine	2,570 10 11	
Bounties on the Introduction of German Immigrants	3,312 0 0	
Construction of Buildings for Immigration Depôt at East Maitland... ...	180 0 0	
Purchase of Bill of Exchange, for Remittance to Land and Immigration Commissioners, under the "Land and Immigration Deposits" Regulations	518 0 0	
		6,580 10 11
LAND AND IMMIGRATION DEBENTURES.		
Amount paid off		500 0 0
INTEREST.		
On Land and Immigration Debentures	6,409 14 10	
On Land and Immigration Deposits	1 11 1	
On Railway Debentures, issued for the purpose of raising Loans to the Sydney Railway Company on the Security of the Territorial Revenue ...	862 2 4	
		7,273 8 3
ABORIGINES.		
Medical Attendance, and other Miscellaneous Expenses		115 10 1
ROADS, STREETS, AND BRIDGES.		
Opening a line of Road from Sydney to Wollombi	51 6 10	
Braidwood to the River Clyde...	3,753 13 7	
George's River to Madden's Plains	1,153 16 4	
Expense of Forming and Fencing the Road from Parramatta-street to Glebe Island	3,017 12 8	
Randwick and Coogee Road	100 0 0	
		8,076 9 5
MISCELLANEOUS EXPENSES.		
Passage of Sir C. A. Fitz Roy, and Suite, in H. M. S. Caliope, to and from Port Curtis, in 1854	183 15 0	
Maintenance of Public Worship at the Gold Fields	218 6 11	
Mineralogical and Geological Survey	521 19 9	
Pensions	141 3 4	
Revenue and Receipts refunded	155 1 10	
Other Miscellaneous Items	546 7 8	
		1,766 14 6
BALANCE OF CASH at the CREDIT of the TERRITORIAL REVENUE, transferred to the CONSOLIDATED REVENUE FUND		41,358 2 6
TOTAL ... ... £		77,437 13 11

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

Clergy and School Lands Revenue.

ACCOUNT OF RECEIPTS AND DISBURSEMENTS IN THE YEAR 1856.

RECEIPTS.	TOTAL.
Collections by the Agent for the Clergy and School Lands	6,130 7 10
BALANCE IN THE TREASURY, ON 31ST DECEMBER, 1855	8,481 11 5
TOTAL... ... ...£	14,611 19 3

DISBURSEMENTS.	AMOUNT.	TOTAL.
EXPENSES OF MANAGEMENT.		
Salary of the Agent	225 0 0	
Office Contingencies	43 14 2	
Commission on Collections...	261 16 3	
Expense of destroying Thistles on Lands near Razorback, Picton.	34 10 0	
		565 0 5
ISSUES FOR CHURCH PURPOSES.		
Salaries of Gaol Chaplains:—Church of England	56 5 0	
Church of Rome...	31 5 0	
Towards the Erection of a Presbyterian Church at Paddington...	286 3 10	
Salary to the Rev. J. Watkins, Wesleyan Minister, for the year 1855	186 2 4	
Towards the Erection of a Roman Catholic Church, at Mudgee..	480 0 0	
Proportions of the Surplus Revenue allotted to the undermentioned Communions and transferred to the Account of Schedule A, part 3, viz.:—		
Church of England 2,418 5 6		
Wesleyan Methodist Mission... ... ... 593 11 2	3,011 16 8	
Ditto transferred to the Consolidated Revenue Fund on Account of the Church of England	154 8 9	
		4,206 1 7
ISSUES FOR SCHOOL PURPOSES.		
National Schools, proportion of the Surplus Revenue for 1855..	... ...	662 15 9
ADVANCES ON ACCOUNT.		
Advances during the Year 1856	832 15 9	
Adjustments do.	50 6 9	
Balance of Advances over Adjustments ...		782 9 0
BALANCE IN THE TREASURY, ON 31ST DECEMBER, 1856 ... £		8,395 12 6
TOTAL ... ... £		14,611 19 3

The Balance of Cash in the Treasury, as above shewn £8,395 12 6
Was liable for outstanding Charges to the amount of 2,829 18 4

Leaving a net Balance of 5,565 14 2

Applicable to Church Purposes 3,975 10 2
School Purposes 1,590 4 0

Audit Office, Sydney, New South Wales,
6th March, 1857.

W. C. MAYNE,
Auditor General.

NEW SOUTH WALES.

COLONIAL AGENT GENERAL.

STATEMENT

OF

RECEIPTS AND EXPENDITURE

FROM 1ST OCTOBER, 1855, TO 30TH SEPTEMBER,

1856.

2

STATEMENT of Receipts and Expenditure by Edward Barnard, Esquire, Colonial Agent to 30th September, 1856, the latest date

RECEIPTS.				TOTAL.		
Amount of Sums remitted from the Colony				44,841	1	4
Drawback on Stationery, shipped by the "Polonaise" in January				658	18	2
Repayment by the East India Company of the expense of forwarding 3 Merino Rams to Madras.				17	9	3
Expenses on Account of the Exploring Expedition to North Australia, repaid from the British Treasury				134	11	8
Proceeds of the Sale of Gold Specimens, forwarded from the Colony to the Paris Exhibition ...				3,530	13	6
Interest on £30,900 Exchequer Bills for 376 days, less Income Tax				1,060	11	11
Sale of Exchequer Bills	7,900	0	0			
Interest..	50	4	0			
	7,950	4	0			
Less Discount £23 14s., and Commission £3 19s.	27	13	0	7,922	11	0
Carried forward ... ... £				58,165	16	10

General, on Account of the Colony of New South Wales, for the period from 1*st October*, 1855, *to which his Accounts have been received.*

EXPENDITURE.	AMOUNT.	TOTAL.
Augmentation of the Salary of His Excellency Sir Charles Augustus Fitz Roy, K. C. B, K. H., from 1st June, 1851, to 19th January, 1855	.....	7,268 16 5
Half Salary of the Honorable E. Deas Thomson, Colonial Secretary, from 26th July, to 5th October, 1855	.....	195 13 0
Half Salary of the Reverend B. L. Watson, Church of England Clergyman, from 1st July, to 30th September, 1855	.....	25 0 0
Half Salary of T. S. Townsend, Esquire, Surveyor, from 11th June, to 10th December, 1855...	100 0 0	
O. Homersham, Esq., Clerk in the Customs' Department, from 6th April, 1855, to 5th May, 1856	87 10 0	
T. H. B. Venour, Esq., Shipping Master, Sydney, from 24th January to 23rd July, 1856	100 0 0	
W. R. Bligh, Esq., Clerk of Petty Sessions, Tamworth, from 1st March to 31st August, 1855	25 0 0	
		312 10 0
Pension to Rev. F. Wilkinson, late Colonial Chaplain, from 1st July, 1855, to 30th June, 1856	165 6 8	
to Mrs. Eliza Smith, late Mrs. Bent, from 1st July, 1855, to 30th June, 1856	200 0 0	
to W. H. Kerr, Esq., late Chief Commissioner of Insolvent Estates, from 1st July, 1855, to 30th June, 1856	71 8 4	
to T. Bevan, late Trooper in the Mounted Police, from 1st July, 1855, to 30th June, 1856	9 3 0	
to J. Townshend, late Clerk in the Colonial Secretary's Office, from 1st December, 1855, to 30th June, 1856, (including £3 16s. arrears).	53 7 8	
to F. Gosling, late Clerk in the General Post Office, Sydney, from 1st January, to 30th June, 1856...	26 0 0	
		525 5 8
to Mrs. Anne Kinchela, Widow of the late Mr. Justice Kinchela, from 1st July, 1855, to 30th June, 1856	100 0 0	
to Mrs. Anne Petrie, daughter of the late Captain Flinders, R. N., for the year 1855	100 0 0	
		200 0 0
Salary of Edward Barnard, Esq., and Allowance for Clerks, Office, &c., from 1st October, 1855, to 30th September, 1856	365 12 6	
Postages, from 1st July, 1855, to 30th June, 1856	8 1 9	
		373 14 3
Stationery for the service of 1856	5,088 13 2	
Freight	292 2 3	
Assurance Premium	118 14 10	
		5,499 10 3
Parliamentary Papers for 1856	16 2 0	
Acts of Parliament, Army and Navy lists...	18 16 9	
Freight, Insurance, and Packing	20 15 6	
		55 14 3
Books supplied to the Library of the Legislative Council...	.....	342 10 7
Leather Mail Bags, Cloth and Gold Lace, for the General Post Office, Sydney...	793 9 6	
Freight and Insurance	34 0 4	
		827 9 10
Stores for the Floating Light, Port Jackson, and Light House, South Head ...	312 12 6	
Freight and Insurance	9 14 0	
		322 6 6
Printing Postage Stamps	27 3 4	
Freight and Insurance	21 1 8	
		48 5 0
Advances on account of Salaries to 5 Teachers engaged for National Schools...	100 0 0	
Passages of 2 National School Teachers and of their Wives, per "Coronella"...	72 2 6	
		172 2 6
Purchase and Freight of Bone Points for the Vaccine Establishments	.....	3 1 0
Articles for the Assay Department, Royal Mint, Sydney Branch	.....	250 0 0
Tents for General Service	.....	827 15 2
Arms, Ammunition, Implements, &c.	.....	1,897 14 5
Passages of Surveyors engaged for the Colony, per "Chowringhee"	.....	1,120 17 9
New Prison Van	175 0 0	
Freight and Insurance	58 11 7	
		233 11 7
Carried forward... ... ... £		20,501 18 2

STATEMENT—Continued.

RECEIPTS—*Continued.*	TOTAL.
Brought forward... ... ...£	58,165 16 10
BALANCE IN HAND, 30TH SEPTEMBER, 1855...	1,973 8 8
TOTAL ... ...£	60,139 5 6

STATEMENT—Continued.

EXPENDITURE—*Continued.*	AMOUNT.	TOTAL.
Brought forward	... ... £	20,501 18 2
Assurance Premium on Ordnance Stores	.....	236 7 9
Assurance Premium on Revolving Light for the Light House, Cape Moreton...	.....	30 7 6
Freight and Insurance of the Pile Driving Machine...	.....	45 8 3
Time Ball £400; Freight and Insurance £23 10s. 2d.	.....	423 10 2
Advance on account of Wages due to the Superintendent of the Light House, Newcastle	.....	109 0 0
Advances on account of Salary to Engineers engaged for the Railway Commissioners' Staff	.....	475 0 0
Articles for a Voltaic Battery for Works at the River Brisbane	.....	54 6 6
Machinery for the Workshops at the Fitz Roy Dry Dock...	.....	2,994 8 0
Land and Immigration Debentures paid off	.....	6,700 0 0
Interest on the following Debentures, viz.:—		
Land and Immigration, from 1st July, 1855, to 30th June, 1856	5,884 3 8	
Railway ... 1st July, 1855, to 30th June, 1856	4,786 1 1	
Water ... 1st January to 30th June, 1856	589 10 8	
Sewerage ... 1st January to 30th June, 1856	99 1 8	
		11,358 17 1
Expense of Medicines supplied for the Exploring Expedition to North Australia	92 1 10	
Allowance to Mrs. Baines, from 1st July, 1855, to 30th June, 1856	50 0 0	
		142 1 10
Imperial Postage collected in the Colony to 31st March, 1854...	.....	856 13 8
Cost of Medals for distribution to Exhibitors at the Paris Exhibition, 1855 ...	.....	269 8 0
Passages of His Excellency Sir Charles A. Fitz Roy and Suite, in H. M. S. "Calliope," when visiting Port Curtis in 1854	.....	183 15 0
Cost of 5 Bill Stamps...	.....	10 0 0
TOTAL EXPENDITURE ... ... £		44,391 1 11
BALANCE IN HAND, 30TH SEPTEMBER, 1856		15,748 3 7
TOTAL... ... ... £		60,139 5 6

Audit Office, Sydney, New South Wales,
26th March, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

SPECIAL RECEIPTS' ACCOUNT.

ACCOUNT of SPECIAL RECEIPTS, and of RE-ISSUES therefrom, by the COLONIAL TREASURER, in the Year 1856.

PARTICULARS.	RECEIPTS.			Re-Issues in the Year 1856.	Balances in the Treasury, on the 31st December, 1856.
	Balances in the Treasury, on the 31st December, 1855.	Receipts. in the Year 1856.	TOTAL.		
Savings' Bank Deposits	60,000 0 0	.....	60,000 0 0	.....	60,000 0 0
Sydney Bethel Union Fund	2,843 15 4	.....	2,843 15 4	2,843 15 4	.....
Sydney Mechanics' School of Arts' Fund	106 4 0	.....	106 4 0	106 4 0	.....
Imperial Postage	5,282 11 11	1,811 18 6	7,094 10 5	865 5 0	6,229 5 5
Fines under the Mercantile Marine Act	10 0 0	.....	10 0 0	.....	10 0 0
Paris Exhibition Commissioners	300 0 0	.....	300 0 0	269 8 0	30 12 0
Shipping Master, Sydney—Seamen's Wages	214 12 7	364 6 6	578 19 1	468 8 2	110 10 11
Immigration Remittances	3,054 1 0	13,701 5 0	16,755 6 0	14,291 8 0	2,463 18 0
Poundage	15,347 17 10	5,132 16 1	20,480 13 11	3,913 17 2	16,566 16 9
Revenue Suspense Account	4,905 9 9	30,138 19 7	35,044 9 4	31,352 18 1	3,691 11 3
Amount taken from William Ramsay, and lodged in the Treasury, pending his trial for horse-stealing	535 5 0	.....	535 5 0	236 0 0	299 5 0
Presbyterian Church Fund	.....	2,538 5 0	2,538 5 0	2,538 5 0	.....
Contractor for the erection of the New Government Printing Office—Security	500 0 0	.....	500 0 0	500 0 0	.....
Contractor for the construction of certain Works for the Defences of the Harbour—Security	500 0 0	.....	500 0 0	.....	500 0 0
Contractor for the erection of Slaughter Houses, Glebe Island—Security	500 0 0	.....	500 0 0	500 0 0	.....
Contractor for the formation of a Road from Glebe Island to the Parramatta Road—Security	500 0 0	.....	500 0 0	500 0 0	.....
Contractor for the construction of certain Works of Defence on Pinchgut Island—Security	.....	250 0 0	250 0 0	.....	250 0 0
Contractor for the erection of the Light House on Cape Moreton—Security	.....	500 0 0	500 0 0	.....	500 0 0
Railway Deposits—Hunter River Railway Company	10 10 0	.....	10 10 0	10 10 0	.....
TOTALS	94,610 7 5	54,437 10 8	149,047 18 1	58,395 18 9	90,651 19 4

Audit Office, Sydney, New South Wales,
19th January, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

POLICE REWARD FUND.

ACCOUNT of Sums received by the Colonial Treasurer, for and in respect of the Police Reward Fund, and of the Appropriation of the same, to the 31st December, 1856.

PARTICULARS.		COLONIAL TREASURER. Dr. £ s. d.	COLONIAL TREASURER. Cr. £ s. d.
To Balance on 31st December, 1855:—			
Cash in the Treasury	£2,731 3 3		
Public Works Loan Debentures	4,000 0 0		
		6,731 3 3	
To Sums received in 1856		2,314 16 11	
By Amount paid—			
As Gratuities on leaving the Police Force, viz.:—			
Benjamin Moore, Sydney Police		.....	104 18 9
Thomas Armstrong, ditto		.....	104 18 9
William Jackman, ditto		.....	29 3 0
Robert Evans, Police, Goulburn		.....	18 6 0
William Farrell, Police, Windsor		.....	13 13 0
Francis Crohan, Police, Wollongong		.....	44 9 8
As Gratuities to the Widows of deceased Constables, viz.:—			
Margaret Wood, widow of Chief Constable Wood of the Maitland Police		.....	67 14 2
Ann Kendall, widow of Chief Constable Kendall of the Penrith Police		.....	35 0 0
Elizabeth Webber, widow of Chief Constable Webber of the Queanbeyan Police		.....	31 5 0
Elizabeth Cooper, widow of Constable Cooper of the Goulburn Police		.....	18 3 0
Ann Lamborn, widow of Serjeant Thomas Lamborn of the Southern Gold Escort		.....	10 13 9
Widow Holohan, residing in Kilkenny, Ireland, in consideration of the services of her late son, who belonged to the Gold Police of this Colony, and was drowned whilst on duty		.....	100 0 0
As Rewards for Meritorious Services in the apprehension of Prisoners, viz.:—			
Edward Murphy, Chief Constable, Tumut...		.....	10 0 0
John Paticel, ditto, Mudgee		.....	5 0 0
Allan Cameron, Constable, Bombala		.....	5 0 0
James M'Connell, Corporal in the Mounted Patrol, Southern Road...		.....	10 0 0
Francis J. Weale, Inspector of D Division, Metropolitan Police ...		.....	7 0 0
Richard Elliott, Serjeant ditto, ditto		.....	5 0 0
Andrew Love, Acting Serjeant ditto, ditto...		.....	3 0 0
Daniel Fitzgerald, Constable ditto, ditto		.....	5 0 0
Expenses incurred in the burial of Trooper Holohan, of the Gold Police		.....	5 0 0
Joseph Samuel Evans, late Chief Constable at Dubbo, remission of pecuniary penalty imposed on him		.....	5 0 0
Amount credited in error to the Police Reward Fund, refunded ...		.....	1 10 0
To Inspector General of Police for Advances made by him to meet the foregoing payments		438 5 1	
By Balances on 31st December, 1856:—			
Cash in the Treasury	£837 13 2		
Public Works Loan Debentures	4,000 0 0		
Railway Debentures to the amount of £4,000, purchased at 98½ per cent., together with £66 17s. accrued Interest on the same, to the date of purchase	4,006 17 0		
		.....	8,844 10 2
		9,484 5 3	9,484 5 3

Audit Office, Sydney, New South Wales,
9th March, 1857.

W. C. MAYNE,
Auditor General.

8—

1857.

NEW SOUTH WALES.

POLICE SUPERANNUATION FUND.

ACCOUNT of Sums received by the Colonial Treasurer, for and in respect of the Police Superannuation Fund, and of the Appropriation of the same, to the 31st December, 1856.

PARTICULARS.		COLONIAL TREASURER. Dr.	COLONIAL TREASURER. Cr.
		£ s. d.	£ s. d.
To Balance on 31st December, 1855 :—			
Cash in the Treasury	£1,312 19 6		
Railway Debentures	1,500 0 0		
Public Works Loan Debentures	2,000 0 0		
		4,812 19 6	
To Sums received in 1856		2,251 12 8	
By Amount of Pension paid :—			
Sergeant Peter Coyle		.....	31 19 0
Constable Owen Laraghy		.....	71 4 6
Constable Charles Hotham		.....	23 18 11
Constable John Marsh		.....	36 12 0
Sergeant William Carroll		.....	21 7 0
Constable William B. Hutchinson		.....	13 14 0
Constable James Shanahan...		.....	79 17 6
Chief Constable Thomas M'Gee		.....	56 5 0
Inspector John Wearin		.....	39 0 5
Inspector Thomas J. Powell		.....	34 6 3
Inspector William Holmes		.....	44 0 10
Chief Constable John M'Alister		.....	41 5 0
Constable John Laidler		.....	3 19 9
Constable John Harris		.....	14 4 4
Constable Alexander Ross		.....	14 4 4
To Inspector General of Police for Advances made by him to meet the foregoing payments		425 18 10	
By Remittance to Colonial Agent General to make payments on account of the Police Superannuation Fund		.....	10 12 4
By Amount of Premium on Bills of Exchange purchased for the same...		.....	0 2 1
By Balance on 31st December, 1856 :—			
Cash in the Treasury	£1,450 9 3		
Railway Debentures	1,500 0 0		
Public Works Loan Debentures	2,000 0 0		
Railway Debentures to the amount of £2,000, purchased at 98½ per cent., together with £33 8s. 6d. accrued Interest on the same to the date of purchase	2,003 8 6		
		.....	6,953 17 9
		7,490 11 0	7,490 11 0

Audit Office, Sydney, New South Wales,
9th March, 1857.

W. C. MAYNE,
Auditor General.

9—

NEW SOUTH WALES.

ASSESSMENT ON SHEEP.

18 Victoria, No. 26, and 19 Victoria, No. 27.

ACCOUNT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1856.

ASSESSMENT ON

STATEMENT of Receipts and Disbursements by the Colonial Treasurer, under

RECEIPTS.

Name of District.	Amount.	Total.
Albert	186 15 0	
Bligh	457 16 5	
Berrima	28 8 9	
Bathurst	410 9 11	
Braidwood	133 7 4	
Brisbane	106 7 7	
Camden and Picton	3 15 8	
Carcoar	271 10 9	
Cassilis	320 8 4	
Clarence River	208 1 5	
Dungog and Port Stephens	75 16 9	
Darling Downs	2,380 13 1	
Goulburn	360 14 9	
Grafton	22 14 5	
Gwydir	564 3 5	
Hartley	65 17 9	
Ipswich	619 19 11	
Lachlan	628 16 1	
Lower Darling	214 7 1	
Liverpool Plains	1,262 5 7	
Leichhardt	459 11 9	
Maranoa	57 17 9	
Maneroo	916 14 0	
Moreton	218 5 8	
Murrumbidgee	1,165 18 5	
Murrurundi	52 17 7	
Muswellbrook	133 6 8	
Mudgee	137 9 5	
Molong	51 5 11	
New England and M'Leay	2,212 15 9	
Orange	87 9 3	
Port Curtis	100 1 7	
Paterson	15 0 6	
Penrith	2 11 11	
Port Macquarie	11 8 4	
Queanbeyan	329 9 5	
Rylstone	191 13 7	
Scone	262 13 11	
Singleton	173 14 1	
Shoalhaven	10 0 9	
Sofala	10 16 0	
Tambaroora	4 2 0	
Wellington	158 18 4	
Windsor	0 11 8	
Wollombi	0 13 4	
Wellington (beyond)	636 3 10	
Wide Bay and Burnett	1,486 9 8	
Yass	229 8 0	
		17,439 19 1
To Amount advanced from the Consolidated Revenue Fund to meet Claims in excess of the Amount of Assessment received during the year 1856.		2,793 3 3
Total £		20,233 2 4

Audit Office, Sydney, New South Wales,
19th January, 1857.

SHEEP ACCOUNT.

the Acts of Council 18 Victoria, No. 26, and 19 Victoria, No. 27, in the Year 1856.

DISBURSEMENTS.

Name of Party Compensated.	Name of District.	Number of Sheep Destroyed.	Total Compensation in each District.	Amount paid in Compensation.	Total.
	Amount of overdraft on 31st December, 1855 ...				16,772 0 0
J. F. Clements	Bathurst	1,599	319 16 0	319 16 0	
Samuel Smith	Carcoar	709	502 16 0	141 16 0	
D. Mackellar		1,805		361 0 0	
James Doherty	Goulburn	1,211	372 4 0	242 4 0	
John Byrne		650		130 0 0	
Mary Hill	Berrima	545	109 0 0	109 0 0	
H. R. Lowe	Camden, Campbelltown, and Picton	20	4 0 0	4 0 0	
Thomas Morris	Lachlan	1,360	272 0 0	272 0 0	
		7,899	.....	.....	1,579 16 0

SALARIES OF INSPECTORS.

Name.	District of which Inspector.	Amount.	
George Appel	Brisbane and Ipswich	80 0 0	
J. Sheppard	Berrima	12 7 3	
W. Mackie	Carcoar	53 10 0	
W. Stanway	Cassilis	47 16 9	
Thomas Lavers	Gloucester and Macquarie	24 11 8	
E. Robins		25 2 8	
F W. Charteris	Goulburn	72 3 6	
Thomas Boyle	Liverpool Plains	216 13 4	
R. Popham	Maneroo	193 10 11	
Samuel Ayres	Mudgee	37 10 0	
J. T. Baker	Murrumbidgee	200 0 0	
J. Tucker		83 6 8	
Donald Gunn		90 9 0	
H. Newcomen	Scone and Murrurundi	80 0 0	
Lewis Markham	New England	200 0 0	
W. Rotton	Patrick's Plains	29 3 4	
H M'Gowan		24 0 11	
T. P Buckley	Queanbeyan	73 6 8	
Francis Sands	Wellington	50 0 0	
Thomas Turner	Yass	75 0 0	
Denis Keffe	Lachlan	165 6 5	
			1,833 19 1

Contingent Charges.

J de Lacey Moffatt	Gwydir	Assessment returned	24 0 0	
J. J. Borthwick	Wide Bay and Burnett	Do. do.	12 8 0	
Messrs. Cheeke and Broadhurst	Gwydir	Penalty returned	10 13 3	
				47 1 3
		Advertisements	0 6 0	0 6 0
		Total ... ... £		20,233 2 4

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

MINT BULLION ACCOUNT.

STATEMENT of Issues and Re-Issues to the Deputy Master of the Royal Mint, from the Balance of Deposits in the Colonial Treasury, at the credit of the Savings' Bank of New South Wales, for the Purchase of Gold Bullion imported into the Mint for Coinage, for the Year 1856.

Particulars.	Colonial Treasurer. Dr. £ s. d.	Colonial Treasurer. Cr. £ s. d.
January, 1856.		
To Balance, Cash in the Treasury on 31 December, 1855	248 19 0	
To Repayments of Coin by the Deputy Master	225,000 0 0	
By Re-Issues to ditto	.....	225,000 0 0
February.		
To Repayments of Coin	228,000 0 0	
By Re-Issues	.....	228,000 0 0
March.		
To Repayments of Coin	80,000 0 0	
By Re-Issues	.....	69,000 0 0
April.		
To Repayments of Coin	70,000 0 0	
By Re-Issues	.....	75,000 0 0
May.		
To Repayments of Coin	35,500 0 0	
By Re-Issues	.....	41,000 0 0
June.		
To Repayments of Coin	127,000 0 0	
By Re-Issues	.....	127,000 0 0
July.		
To Repayments of Coin	56,000 0 0	
By Re-Issues	.....	50,000 0 0
August.		
To Repayments of Coin	73,000 0 0	
By Re-Issues	.....	79,000 0 0
September.		
To Repayments of Coin	79,000 0 0	
By Re-Issues	.....	75,000 0 0
October.		
To Repayments of Coin	75,000 0 0	
By Re-Issues	.....	75,000 0 0
November.		
To Repayments of Coin	70,000 0 0	
By Re-Issues	.....	65,000 0 0
December.		
To Repayments of Coin	101,500 0 0	
By Re-Issues	.....	94,000 0 0
By Balance, Cash in the Treasury on 31 December, 1856	.....	17,248 19 0
£	1,220,248 19 0	1,220,248 19 0

Audit Office, Sydney, New South Wales,
19th January, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Legislative Assembly.

CONSOLIDATED REVENUE FUND.

(RECEIPTS AND DISBURSEMENTS DURING 1856.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Order* from the Honorable the Legislative Assembly, dated 6 February, 1857, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House,—

> "An Acccount of the Receipts of the Consolidated Revenue "Fund of the Colony of New South Wales, (exclusive of "the proceeds of Loans and Advances on account of "Debentures); and also, an Account of the Disbursements, "including all sums paid under the authority of Schedules "A, B, and C, of the Constitution Act, and of other Acts "of the Legislature, from the 1st day of January, 1856, to "31st day of December, 1856.

CONSOLIDATED REVENUE FUND.

No. 1.

AN ACCOUNT of the RECEIPTS of the CONSOLIDATED REVENUE FUND of the COLONY of NEW SOUTH WALES (exclusive of the Proceeds of Loans and Advances on Account of Debentures) from the 1st January to the 31st December, 1856.

HEAD OF REVENUE.	PARTICULARS.	AMOUNT.	TOTAL.
Customs	Duties on Spirits Imported	314,544 6 8	471,401 1 6
	Tobacco Imported	39,056 11 9	
	Ale and Beer	7,762 12 2	
	Wine	24,237 12 8	
	Sugar and Molasses	56,913 18 11	
	Tea	25,489 15 10	
	Coffee, Chocolate, Cocoa, and Chicory	3,387 7 11	
	Currants, Raisins, and other dried Fruits	8 15 7	
Duty on	Spirits Distilled in the Colony	.....	51,074 14 10
Gold	Proceeds of Licenses to dig and search for Gold	.....	30,681 16 8
Gold Escort	Fees for the Conveyance of Gold	.....	4,474 8 10
Mint Receipts	.....	.....	12,556 4 7
Railway Tolls	Balance of Tolls collected by the Railway Commissioners on the Sydney and Parramatta Railway	.....	11,157 4 7
Land Sales	Proceeds of the Sale of Land and Town Allotments	245,488 12 5	245,555 2 5
	Proceeds of the Sale of the Fee Simple Estate in Town Allotments to Leaseholders under old Regulations	66 10 0	
Rents	Lands occupied under the provisions of Her Majesty's Order in Council of 9th March, 1847 :— Within the Settled Districts ..... 7,880 17 10; Beyond the Settled Districts 43,343 13 11	51,224 11 9	63,320 15 5
	Temporary Licenses	141 10 0	
	Quit Rents	1,018 3 5	
	Redemption of Quit Rents	219 10 10	
	Tolls and Ferries	1,705 1 5	
	Wharves	8,439 2 8	
	The Military Canteen, Sydney	449 8 10	
	Government Buildings, Premises, and Quarries	105 2 6	
	Property Escheated to the Crown	18 4 0	
Licenses	To Auctioneers	1,952 5 8	49,711 1 5
	To Retail Fermented and Spirituous Liquors	42,057 12 8	
	Night Licenses to Publicans and for Billiard Tables	3,270 0 0	
	To Distillers and Rectifiers	52 15 3	
	To Hawkers and Pedlers	315 5 4	
	To Pawnbrokers	155 17 0	
	Coach and Dray	14 5 0	
	Slaughtering	63 0 6	
	To Cut Timber, Make Bricks, and Quarry Stone on Crown Lands	1,830 0 0	
Postage	.....	.....	29,458 10 11
Fines and Forfeitures	Sheriff	2,399 12 6	9,713 8 3
	Courts of Petty Sessions.... Within the Settled Districts	2,359 5 6	
	Courts of Petty Sessions.... Beyond the Settled Districts	983 1 11	
	Water Police Court	230 14 0	
	For the unauthorised Occupation of Crown Lands	894 9 1	
	Crown's share of Seizures by the Department of Customs and Inspector of Distilleries	240 3 0	
	Sale of Confiscated and Unclaimed Property	2,606 2 3	
Fees of Office	Colonial Secretary's Office. On Commissions to Public Officers	176 5 0	26,403 5 3
	Colonial Secretary's Office. On Certificates of Naturalization	61 10 6	
	Colonial Secretary's Office. On Copies and Transcripts of Papers	11 2 7	
	Colonial Secretary's Office. On the Preparation of Title Deeds	4,161 0 0	
	The Registrar's Office..... On the Enrolment of Title Deeds	4,382 15 0	
	The Registrar's Office..... All other Fees	2,766 16 4	
	Prothonotary and Registrar	3,205 4 5	
	Master in Equity	813 13 11	
	Curator of Intestate Estates	569 7 5	
	Insolvent Courts	1,428 9 6	
	Sheriff	1,537 1 11	
	Courts of Requests	1,239 15 0	
	Courts of Petty Sessions.... Within the Settled Districts	1,933 11 5	
	Courts of Petty Sessions.... Beyond the Settled Districts	363 15 10	
	Water Police Court	536 19 8	
	Shipping Master's Office	2,814 3 9	
	Steam Navigation Board	242 7 6	
	Court of Claims	146 8 6	
	Registrar General's Office	12 17 0	
	Carried forward.....£	.....	1,005,507 14 8

ACCOUNT of RECEIPTS, &c.—*Continued.*

HEAD OF REVENUE.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward ..... £	.....	1,005,507 14 8
SALE OF GOVERNMENT PROPERTY	Cast Horses and Bullocks	545 11 0	1,341 18 6
	Condemned and Unserviceable Articles and Stores	518 10 9	
	Sale of Maps	21 13 0	
	Surveyors' Equipments	169 3 9	
	Ballast from Cockatoo Island	87 0 0	
REIMBURSEMENTS IN AID OF EXPENSES INCURRED BY GOVERNMENT	For the Treatment of Patients in the Lunatic Asylum	814 4 8	60,962 16 4
	Collections by the Accountant, Government Printing Office	1,666 9 2	
	Contribution by the Commissariat towards the support of Prisoners confined on Cockatoo Island	195 16 0	
	Contribution by the Ordnance Department towards the support of the Gunpowder Magazine, Goat Island	89 7 10	
	For Arms and Accoutrements lost and destroyed by the Police	18 16 6	
	For Work performed by Prisoners in Gaol	2,783 5 6	
	For the hire of the Steam Dedge	94 5 0	
	For Flour supplied to the Inhabitants of Port Curtis	254 11 8	
	For Provisions supplied to the Braidwood and Clyde River Road Party	3 13 4	
	For Stores supplied to the Brisbane Hospital	15 12 0	
	Repayment of Expenses incurred on Account of the Government of Victoria	398 10 6	
	Fees Collected in the Convict Department of Police	13 13 0	
	For the Sale of Electoral Lists	44 4 6	
	For Advertising in the Government Gazette on Account of the Commissariat Department	3 13 4	
	For Military Washing and Barrack Damages	55 13 0	
	For Waste Paper sold at the General Post Office	9 13 6	
	For Advertising Intestate Estates in the London Gazette	20 0 0	
	For the Maintenance of two Children in the Protestant Orphan School	6 10 0	
	Other Reimbursements	3 10 0	
	For the Surveyof Land	472 9 0	
	Payment by W. M. Manning, Esq., in part Reimbursement of claims against the late Registrar of the Supreme Court, satisfied under the provisions of the Act, 13 Victoria, No. 44.	3,000 0 0	
	Repayment by Purchasers of Government Debentures of the Interest accrued thereon at the date of Purchase	4,809 0 3	
	Amount received under the Assisted Immigrants Employment Act, 16 Victoria, No. 42, including £8,297 14s. 9d., the Balance of similar Receipts on the 31st December, 1855, now transferred	20,007 19 3	
	Amount transferred from the Clergy and School Lands' Revenue in repayment of Expenses chargeable thereon for the year 1855	154 8 9	
	Repayment by the City Commissioners of the Interest on Moneys borrowed on account of the Sewerage and Water Works	6,022 9 7	
	Repayment by do. of the cost of Binding Books of Debentures issued on their Account	5 0 0	
	Repayment under the provisions of the second clause of the Act, 19 Victoria, No. 38, of the amount disbursed in the years 1854 and 1855, for the Building Fund of the Sydney University	20,000 0 0	
AMOUNT of Interest which had accrued on the Debentures sold by the Bank of New South Wales in London, and which formed part of the sum realized by their sale		.....	9,335 0 8
MISCELLANEOUS RECEIPTS	Unclaimed Balances of Insolvent Estates	876 9 5	54,362 5 4
	Store Rent of Gunpowder	572 1 7	
	Fees on presenting Private Bills to the Parliament	150 0 0	
	Balance of a Grant issued in 1852 for the construction of a Bridge at Queanbeyan, refunded	296 0 0	
	Fees for Letters of Registration	20 0 0	
	Surcharges recovered	249 18 4	
	Amount recovered in satisfaction of a claim of the Government upon an allotment of Land at Newcastle, upon which is built "The Mechanics' Institute"	350 0 0	
	Interest, at the rate of 4 per cent. per annum, upon the Weekly Minimum Balance of Cash deposited in the Australian Joint Stock Bank on account of the Government, from 1st October to 31st December, 1856	2,027 9 1	
	Balances remaining unexpended upon the following Accounts, as shewn in the separate Statements accompanying and transferred to the Consolidated Revenue Fund, viz.:—		
	Territorial Revenue	41,358 2 6	
	Schedule A, Part 1	2,496 14 0	
	Schedule A, Part 2	660 19 4	
	Schedule A, Part 3	5,304 11 1*	
PILOTAGE	Port Jackson	2,144 1 6	3,551 7 9
	Out Ports	1,407 6 3	
ASSESSMENT ON	Stock	.....	31,387 3 8
ADVANCES ON ACCOUNT REPAID OR ADJUSTED	Repayment of the Amount Advanced to the 31st December, 1855, to meet claims in excess of the Amount of Assessment on Sheep received under the Act 18 Victoria, No. 26	.....	16,772 0 0
		£	1,183,220 6 11

* Subject to the payment of Grants for the Erection of Churches, and other Outstanding Charges, amounting in all to £5,304 11s. 1d.

Audit Office, Sydney, New South Wales,
1st August, 1857.

W. C. MAYNE
Auditor General.

No. 2.

AN ACCOUNT of the DISBURSEMENTS of the COLONY of NEW SOUTH WALES, including all sums paid under the authority of Schedules A, B, and C, of the Constitution Act, and of other Acts of the Legislature, (exclusive of the Expenditure for Loan Services, from the 1st January to the 31st December, 1856.)

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
CIVIL.			
His Excellency the Governor General.			
Annual Provision, 18 and 19 Victoria, Cap. 54	7,000 0 0	.....	
Private Secretary	366 13 4	.....	
Establishment	.....	952 12 3	
Repairs to Government House, and lighting the same with Gas	.....	2,007 12 0	
Cottage in Kitchen Garden, in the Inner Domain	.....	380 0 0	
Casual repairs to Government House	.....	2,257 8 9	
Furniture and Fittings	.....	189 7 2	
Travelling Expenses on public business	.....	239 9 0	
Stores and other Miscellaneous Items	.....	249 17 4	
Stationery	.....	31 19 3	
	7,366 13 4	6,308 5 9	13,674 19 1
The Colonial Secretary.			
Salary, under Schedule A	2,019 18 2	.....	
Salaries and Contingencies of the Department	.....	9,682 17 4	
Repairs to Buildings, Furniture, and Fittings	.....	291 6 8	
	2,019 18 2	9,974 4 0	11,994 2 2
The Colonial Treasurer.			
Salary, under Schedule A	1,262 2 9	.....	
Salaries and Contingencies of the Department	.....	7,933 10 1	
Repairs to Buildings and Furniture	.....	281 11 9	
Stationery	.....	33 16 0	
	1,262 2 9	8,248 17 10	9,511 0 7
Department of Lands and Public Works.			
Salaries and Contingencies	.....	1,348 14 5	
Repairs and Furniture	.....	42 11 0	
			1,391 5 5
The Auditor General.			
Salary, under Schedule A	899 19 11	.....	
Salaries and Contingencies of the Department	.....	6,281 9 2	
Repairs and Furniture	.....	65 2 0	
Stationery	.....	14 10 10	
	899 19 11	6,361 2 0	7,261 1 11
Pensions to Officers of the Government who have been released from Office on political grounds	2,563 0 7	.....	
„ to Superannuated Officers	2,225 10 6	.....	
	4,788 11 1	.....	4,788 11 1
Executive Council.			
Salaries and Contingencies	.....	809 1 0	
			809 1 0
Clerk to the Private Secretary.			
Salary	.....	318 6 8	
			318 6 8
The Government Resident, Moreton Bay.			
His Salary and that of his Clerk	.....	727 1 8	
Postage and Miscellaneous Stores	.....	7 0 8	
			734 2 4
Establishment at Port Curtis.			
Salaries and Allowances	.....	457 14 6	
Buildings	.....	200 0 0	
Stores	.....	24 2 0	
			681 16 6
Legislative Council.			
Salaries and Contingencies	.....	2,185 5 10	
Repairs, Furniture and Miscellaneous Items	.....	103 16 4	
Stationery	.....	219 19 1	
Stores	.....	18 4 7	
			2,527 5 10
Legislative Assembly.			
Salaries and Contingencies	.....	8,579 14 4	
Stationery	.....	55 13 0	
			8,635 7 4
Legislative Council and Assembly.			
Salaries and Contingencies	.....	1,414 17 9	
Fuel	.....	68 2 10	
			1,483 0 7
The General Post Office.			
Salaries, Allowances, and Contingencies	.....	21,897 18 1	
Stores	.....	1,014 9 5	
Furniture, Postage, and Fuel	.....	249 12 8	
Buildings	.....	81 6 10	
Stationery	.....	745 17 10	
			23,989 4 10
Postage Stamp Printing Office.			
Salaries and Contingencies	.....	1,812 4 3	
Repairs and Fuel	.....	11 12 4	
Miscellaneous Stores and Stationery	.....	51 15 0	1,875 11 7
Carried forward ..... £	16,337 5 3	73,337 11 8	89,674 16 11

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
CIVIL—*Continued.*			
Brought forward ..... £	16,337 5 3	73,337 11 8	89,674 16 11
The Port Master.			
Salaries and Contingencies	.....	3,965 5 2	
Stores	.....	100 10 0	
Stationery	.....	7 11 3	
Furniture, Postage, and Fuel	.....	78 8 2	
			4,151 14 7
Pilots, Port Jackson.			
Proportion of Pilotage	.....	2,143 1 3	
Supplementary Allowances	.....	1,027 15 5	
			3,170 16 8
Telegraph Stations.			
Salaries and Contingencies	.....	780 16 0	
Repairs and Fuel	.....	22 16 10	
Stores	.....	69 11 6	
			873 4 4
Light House, South Head.			
Salaries and Contingencies	.....	716 17 10	
Repairs and Fuel	.....	358 1 11	
Stores	.....	4 17 3	
			1,079 17 0
Floating Light, Port Jackson.			
Salaries and Contingencies	.....	741 13 11	
Fuel	.....	14 18 3	
Stores	.....	36 0 6	
			792 12 8
Floating Light, Moreton Bay.			
Salaries and Contingencies	.....	142 16 8	
Stores	.....	302 11 6	
			445 8 2
Light House, Gabo Island.			
Salaries and Contingencies	.....	1,463 19 0	
Stores	.....	6 7 9	
			1,470 6 9
Pilot at Wollongong.			
Salaries and Contingencies	.....	121 19 6	
			121 19 6
Harbour Master, Newcastle.			
Salaries and Contingencies	.....	2,316 15 10	
Stores	.....	68 18 11	
			2,385 14 9
Harbour Master, Moreton Bay.			
Salaries and Contingencies	.....	2,063 7 5	
Stores and Postage	.....	242 19 9	
			2,306 7 2
Pilot at Kiama.			
Salaries	.....	20 19 9	
			20 19 9
Pilot Station, Port Macquarie.			
Salaries and Contingencies	.....	685 1 5	
Stores	.....	6 17 4	
			691 18 9
Pilot Station, Clarence River.			
Salaries and Contingencies	.....	685 4 6	
Stores	.....	15 1 10	
			700 6 4
Pilot Station, Richmond River.			
Salaries and Contingencies	.....	701 12 6	
Stores	.....	58 12 0	
			760 4 6
Pilot Station, Manning River.			
Salaries and Contingencies	.....	226 9 2	
Stores	.....	73 8 2	
			299 17 4
Steam Navigation Board, Moreton Bay.			
Salaries	.....	30 0 0	
			30 0 0
Steam Navigation Board, Sydney.			
Salaries and Contingencies	.....	1,169 10 9	
Postage and Stationery	.....	5 17 8	
			1,175 8 5
Shipping Master, Sydney.			
Salaries and Contingencies	.....	1,830 17 3	
Repairs and Fuel	.....	97 15 4	
Stationery and Stores	.....	21 9 2	
			1,950 1 9
Shipping Master, Newcastle.			
Salaries, Contingencies, and Postage	.....	262 7 1	
			262 7 1
Registrar General.			
Salaries and Contingencies	.....	2,142 1 7	
Repairs, Furniture, Postage, and Fuel	.....	257 14 0	
Stationery, and Miscellaneous Stores	.....	407 5 6	
			2,807 1 1
Colonial Storekeeper.			
Salaries, Allowances, and Contingencies	.....	5,059 18 6	
Stationery, Stores, Repairs, Postage, and Fuel	.....	281 1 6	
			5,341 0 0
Gunpowder Magazine, Goat Island.			
Salaries, Allowances, and Contingencies	.....	460 5 1	460 5 1
Carried forward ..... £	16,337 5 3	104,635 3 4	120,972 8 7

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
CIVIL.—*Continued.*			
Brought forward ..... £	16,337 5 3	104,635 3 4	120,972 8 7
Colonial Architect.			
Salaries and Contingencies	.....	4,286 9 8	
Repairs, Furniture, Postage, and Fuel	.....	196 19 5	
Stationery and Stores	.....	43 7 9	
			4,526 16 10
Observatory.			
Salaries and Contingencies	.....	209 15 10	
			209 15 10
Botanic Gardens, Sydney.			
Salaries, Allowances, and Contingencies	.....	2,419 9 5	
Additions and Improvements	.....	363 16 4	
Stores, Repairs, Postage, and Stationery	.....	141 3 0	
			2,924 8 9
Botanic Gardens, Brisbane.			
Salaries, Allowances, and Contingencies	.....	616 0 0	
Improvements and Additions	.....	542 1 3	
			1,158 1 3
Government Domains and Hyde Park.			
Salaries, Allowances, and Contingencies	.....	1,156 9 7	
Improvements and Repairs	.....	1,864 14 3	
Stores	.....	1 18 0	
			3,023 1 10
Government Printing Office.			
Salaries, Allowances, and Contingencies	.....	11,540 7 2	
Repairs, Furniture, Postage, Fuel	.....	768 11 3	
Buildings	.....	239 10 4	
Paper for Printing	.....	891 4 6	
Stationery and Miscellaneous Stores	.....	199 0 9	
			13,638 14 0
	16,337 5 3	130,116 1 10	
JUDICIAL.			
Their Honors the Judges.			
Salaries	6,472 4 6	1,175 0 0	
			7,647 4 6
The Attorney General.			
Salary	1,499 19 11	.....	
			1,499 19 11
The Solicitor General.			
Salary	956 1 9	.....	
			956 1 9
The Master in Equity and Curator of Intestate Estates and Chief Commissioner of Insolvent Estates	102 15 6	.....	
Salaries and Contingencies of the Department of the Master in Equity	.....	1,624 18 4	
Do. do. of the Insolvent Court	.....	1,079 19 2	
Furniture for Insolvent Court	.....	27 5 3	
			2,834 18 3
Chairman of Quarter Sessions and Commissioner of Court of Requests ..	800 0 0	.....	
Salaries and Contingencies, Court of Requests	.....	2,420 5 2	
Do. do. Courts of Quarter Sessions	.....	5,428 13 4	
Repairs and Furniture	.....	349 16 11	
			8,998 15 5
Law Officers of the Crown.			
Salaries and Contingencies	.....	3,505 15 2	
Repairs and Furniture	.....	232 10 1	
			3,738 5 3
Supreme and Circuit Courts.			
Salaries and Contingencies	.....	6,796 2 7	
Furniture	.....	232 12 6	
			7,028 15 1
Sheriff.			
Salaries and Contingencies	.....	5,320 12 9	
Furniture	.....	83 6 7	
			5,403 19 4
Registration of Deeds.			
Salaries and Contingencies	.....	2,478 4 5	
			2,478 4 5
Moreton Bay Courts.			
Salaries and Contingencies	.....	1,538 14 4	
			1,538 14 4
Coroners.			
Salaries and Contingencies	.....	2,657 16 8	
Postage	.....	5 3 6	
			2,663 0 2
	9,831 1 8	34,956 16 9	
ECCLESIASTICAL.			
Church of England.			
Stipends under Schedule C.	14,173 6 10	.....	
Temporary addition to Stipends, and Allowances in lieu of House Rent, Forage, &c.	.....	8,080 16 9	
			22,254 3 7
Presbyterian Church.			
Stipends under Schedule C.	2,351 6 3	.....	
Temporary addition to Stipends	.....	2,039 9 4	
			4,390 15 7
Wesleyan Methodist Mission.			
Stipends under Schedule C.	649 2 5	.....	
Temporary addition to Stipends	.....	700 0 0	
			1,349 2 5
Carried forward ..... £	17,173 15 6	10,820 6 1	
Carried forward ..... £	26,168 6 11	165,072 18 7	219,235 7 1

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
Brought forward ..... £	26,168 6 11	165,072 18 7	219,235 7 1
ECCLESIASTICAL—*Continued.*			
Brought forward ..... £	17,173 15 6	10,820 6 1	
Church of Rome.			
Stipends under Schedule C.	7,625 8 11	.....	
Temporary additions to Stipends	.....	4,156 7 7	
			11,781 16 6
Clergymen at the Gold Fields.			
Salaries, Allowances, and Contingencies	.....	2,862 13 1	
			2,862 13 1
Jewish Minister.			
Stipend	.....	150 0 0	
			150 0 0
	24,799 4 5	17,989 6 9	
EDUCATIONAL.			
Sydney University Endowment Fund	.....	5,000 0 0	
			5,000 0 0
Sydney Grammar School Endowment Fund	.....	1,125 0 0	
			1,125 0 0
Protestant Orphan School, Parramatta.			
Salaries and Contingencies	.....	3,253 10 10	
Stores	.....	1,323 19 9	
Buildings	.....	782 14 6	
Repairs, Postage, and Stationery	.....	9 10 0	
			5,369 15 1
Roman Catholic Orphan School, Parramatta.			
Salaries and Contingencies	.....	2,975 12 9	
Stores and Postage	.....	722 4 8	
Buildings	.....	151 9 6	
			3,849 6 11
Denominational School Board.			
Church of England Schools	.....	7,960 11 9	
Presbyterian do.	.....	1,609 1 10	
Wesleyan do.	.....	846 11 3	
Roman Catholic do.	.....	5,075 12 10	
Expenses of the Board	.....	660 2 3	
			16,151 19 11
National School Board	.....	18,000 0 0	
			18,000 0 0
Commissioners for Reporting on Education	.....	1,056 0 0	
			1,056 0 0
	.....	50,552 1 11	
MEDICAL.			
Medical Adviser to the Government.			
Salary of a Clerk, Contingencies, and Postage	.....	68 0 9	
			68 0 9
Health Officers and Medical Board.			
Salaries and Contingencies	.....	1,157 8 3	
Stationery	.....	2 8 3	
			1,159 16 6
Vaccine Establishments.			
Salaries	.....	394 13 0	
Postage and Repairs	.....	6 6 3	
			400 19 3
Lunatic Asylum, Tarban Creek.			
Salaries, Allowances, and Contingencies	.....	7,220 16 10	
Stores, Repairs, Furniture, Postage, and Fuel	.....	986 0 2	
Buildings	.....	458 8 9	
Stationery	.....	5 1 6	
			8,670 7 3
Lunatic Asylum, Parramatta.			
Salaries and Contingencies	.....	9,740 9 9	
Stores, Repairs, Postage, and Stationery	.....	626 14 0	
			10,367 3 9
	.....	20,666 7 6	
GOLD FIELDS.			
Gold Fields, Management and Police	.....	18,954 2 9	
Escort Guards	.....	2,143 12 3	
Receiving Department	.....	408 11 2	
Conveyance of Gold Money and Escorts	.....	103 12 10	
Buildings, Stores, and Postage	.....	231 14 5	
Stationery	.....	56 0 0	
			21,897 13 5
SYDNEY BRANCH OF THE ROYAL MINT.			
Salaries, Allowances, and Contingencies	.....	23,702 7 7	
Buildings and Machinery	.....	2,578 16 1	
Repairs and Furniture	.....	159 5 5	
			26,440 9 1
NAVAL AND MILITARY.			
Military Buildings	.....	1,222 13 5	
Repairs and Furniture	.....	74 1 0	
Military and Naval Postage	.....	152 16 9	
Commissariat Postage	.....	23 15 0	
Naval Colonial Allowances	.....	3,596 16 0	
Salaries and Contingencies (Steam Gun-boat "Torch")	.....	384 2 9	
Do. (Steam Gun-boat "Spitfire")	.....	838 8 4	
Salaries, Allowances, and Contingencies of the Military Force stationed in the Colony	.....	17,655 0 3	
Salaries, Allowances, and Contingencies of the Royal Artillery stationed in the Colony	.....	1,070 3 4	
Salaries, Allowances, and Contingencies of the Volunteer Corps	.....	1,721 6 8	
Miscellaneous Stores for the Military	.....	68 6 11	26,807 10 5
Carried forward ..... £	50,967 11 4	329,426 7 8	380,393 19 0

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
Brought forward ..... £	50,967 11 4	329,426 7 8	380,393 19 0
POLICE.			
Establishment of the Inspector General.			
Salaries and Contingencies	.....	3,314 6 4	
Postage, Repairs, Furniture and Fuel	.....	181 7 1	
Furniture and Fuel (Superintendent of Convicts).	.....	38 13 6	
Stationery	.....	24 19 9	
			3,559 6 8
Police, City and District of Sydney.			
Salaries, Allowances, and Contingencies	.....	45,584 11 11	
Stores, Repairs, Furniture, Postage, and Fuel	.....	314 11 8	
			45,899 3 7
Water Police, Sydney.			
Salaries, Allowances, and Contingencies	.....	6,081 19 10	
Stores, Repairs, Furniture, Postage, Fuel, and Stationery	.....	361 10 7	
			6,443 10 5
Police, within the Settled Districts.			
Salaries, Allowances, and Contingencies	.....	59,850 14 0	
Buildings	.....	1,439 19 8	
Stores, and Postage	.....	280 15 2	
			61,571 8 10
Police beyond the Settled Districts.			
Salaries, Allowances, and Contingencies	.....	35,325 4 8	
Buildings, Furniture, Stores, Postage	.....	553 19 7	
			35,879 4 3
Horse Patrol for Roads.			
Salaries, Allowances, and Contingencies	.....	14,216 19 10	
Buildings	.....	915 1 3	
Stores, Repairs, Postage and Fuel	.....	233 15 7	
			15,365 16 8
Native Police.			
Salaries, Allowances, and Contingencies	.....	5,283 10 3	
Stores and Postage	.....	167 9 0	
			5,450 19 3
Court and Watch Houses, Country Districts.			
Buildings	.....	1,826 8 5	
			1,826 8 5
Watch Houses, Sydney.			
Repairs and Fuel	.....	459 8 6	
			459 8 6
Contingencies and Exigencies of the Police Service	.....	229 11 6	
			229 11 6
Stationery for the Police generally	.....	184 16 11	
Clothing do. do.	.....	319 16 5	
			504 13 4
		177,189 11 5	
GAOL AND PENAL.			
Gaol, Sydney.			
Salaries, and Contingencies	.....	7,739 7 7	
Repairs, and Furniture	.....	231 1 4	
Fuel	.....	286 12 11	
			8,257 1 10
Gaol, Parramatta.			
Salaries and Contingencies	.....	5,124 10 6	
Repairs	.....	15 14 0	
			5,140 4 6
Gaol, Bathurst.			
Salaries and Contingencies	.....	3,055 10 9	
Repairs	.....	53 6 0	
Buildings	.....	1,000 6 2	
			4,109 2 11
Gaol, Maitland.			
Salaries and Contingencies	.....	2,764 18 11	
Repairs	.....	1 5 0	
			2,766 3 11
Gaol, Goulburn.			
Salaries and Contingencies	.....	1,937 16 9	
Repairs	.....	15 0 0	
			1,952 16 9
Gaol, Brisbane.			
Salaries and Contingencies	.....	2,071 15 2	
Repairs	.....	8 1 6	
			2,079 16 8
Penal Establishment, Cockatoo Island.			
Salaries, Allowances, and Contingencies	.....	11,717 1 6	
Stores	.....	178 5 10	
Stationery	.....	32 0 3	
			11,927 7 7
Stores for Gaols generally	.....	254 5 4	
Clothing for Convicts at the Gaols and Penal Establishments	.....	962 0 2	
Stationery for Gaols generally	.....	22 8 6	
Postage do.	.....	17 0 0	
			1,255 14 0
		37,488 8 2	
COLONIAL AGENT GENERAL.			
Salary and Allowances	.....	391 10 1	
Postage	.....	15 3 11	406 14 0
Carried forward ..... £	50,967 11 4	544,511 1 3	595,478 12 7

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
Brought forward ..... £	50,967 11 4	544,511 1 3	595,478 12 7
SURVEY, SALE, AND MANAGEMENT OF CROWN LANDS.			
Surveyor General.			
Salaries, Allowances, and Contingencies—including the Lithographic Department	.....	47,693 11 1	
Repairs and Furniture	.....	592 0 2	
			48,285 11 3
Examiner of Coal Fields and Coal Mines.			
Allowance and Contingencies	.....	705 16 0	
			705 16 0
Collector of Royalties on Coal at Newcastle	.....	30 8 11	
			30 8 11
Mineralogical and Geological Survey	.....	29 18 1	
			29 18 1
Commissioners of Crown Lands; viz.:—			
Chief Commissioner—			
Salaries and Contingencies	.....	2,138 6 8	
Furniture and Repairs	.....	15 18 9	
			2,154 5 5
Commissioners Within the Settled Districts.			
Salaries, Allowances, and Contingencies	.....	1,452 10 5	
			1,452 10 5
Commissioners Beyond the Settled Districts.			
Salaries, Allowances, and Contingencies	.....	12,129 9 7	
			12,129 9 7
Commission on Land Sales, and on the Collection of Quit Rents	.....	5,055 17 7	
			5,055 17 7
Court of Claims	.....	87 2 0	
			87 2 0
	.....	69,930 19 3	
IMMIGRATION.			
Remittances to the Land and Emigration Commissioners	.....	70,000 0 0	
Premium on Bills purchased for ditto	.....	1,200 0 0	
			71,200 0 0
Immigration Remittances Refunded	.....	4,198 2 9	
			4,198 2 9
Gratuities to Surgeons Superintendent and Others	.....	6,316 6 6	
			6,316 6 6
Agent for Immigration, Sydney.			
Salaries and Contingencies	.....	7,266 16 7	
Repairs and Furniture	.....	128 17 0	
			7,395 13 7
Immigration Officers, Country Districts.			
Salaries and Contingencies	.....	4,365 13 2	
			4,365 13 2
Quarantine Stations.			
Salaries and Contingencies	.....	1,343 6 7	
			1,343 6 7
Bounties on the Importation of Foreign Immigrants	.....	4,977 0 0	
			4,977 0 0
Commission on Immigration Remittances	.....	108 1 0	
			108 1 0
	.....	99,904 3 7	
ABORIGINES.			
Cost of Medical Attendance, Medicines, Blankets, and other Miscellaneous Items	.....	532 3 1	
			532 3 1
PENSIONS AND RETIRED ALLOWANCES.			
Pension to Lady Forbes,—			
Widow of Sir Francis Forbes, formerly Chief Justice ..	.....	200 0 0	
to Lady Dowling,—			
Widow of Sir James Dowling, late Chief Justice	.....	200 0 0	
to Mrs. Anne Kinchela,—			
Widow of the late Mr. Justice Kinchela	.....	175 0 0	
to Mrs. Anne Petrie,—			
Daughter of the late Captain Flinders, R. N.	.....	100 0 0	
to Madame Leichhardt,—			
Mother of the Late Dr. Ludwig Leichhardt	.....	100 0 0	
to Mr. E. R. Stack,—			
Late Master of the Benevolent Asylum	.....	133 6 8	
			908 6 8
CHARITABLE ALLOWANCES.			
For the support of Free Paupers in the Colonial Public Hospitals	.....	2,145 9 8	
In aid of—			
The Benevolent Society, Sydney	.....	8,573 17 8	
The Sydney Infirmary and Dispensary	.....	700 0 0	
The Benevolent Society, Parramatta	.....	100 0 0	
The Benevolent Society, Tamworth	.....	150 0 0	
The Asylum for Destitute Children, Sydney	.....	1,250 0 0	
The Hospital at Parramatta	.....	245 8 11	
The Hospital at Windsor	.....	199 18 6	
Carried forward ..... £	.....	13,364 14 9	
Carried forward ..... £	50,967 11 4	715,786 13 10	766,754 5 2

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
Brought forward ..... £	50,967 11 4	715,786 13 10	766,754 5 2
CHARITABLE ALLOWANCES—*Continued.*			
Brought forward ..... £	.....	13,364 14 9	
In aid of,—			
The Hospital at Bathurst	.....	198 19 9	
The Hospital at Port Macquarie	.....	82 1 6	
The Hospital at Goulburn	.....	284 10 0	
The Hospital at Yass	.....	186 0 0	
The Hospital at Brisbane	.....	300 0 0	
The Hospital at Maitland	.....	749 2 0	
The Hospital at Armidale	.....	100 0 0	
In aid of the Erection of Buildings,—			
For a Public Hospital at Mudgee	.....	200 0 0	
For a Benevolent Asylum at Penrith	.....	250 0 0	
			15,715 8 0
PUBLIC WORKS AND BUILDINGS.			
The Fitz Roy Dry Dock	.....	1,906 5 4	
„ Dredging Machine	.....	3,183 13 4	
„ Queen's Wharf, at Morpeth	.....	1 6 10	
Attending the Sluices at Cook's River Dam	.....	36 10 0	
Improving the Ballast Wharf at Newcastle	.....	1 0 0	
Converting the Schooner "Bramble" into a Light Ship, for Moreton Bay	.....	763 2 3	
Towards reclaiming the Sand Hills near Sydney	.....	7 18 3	
Towards reclaiming the Sand Hills at Newcastle	.....	117 6 0	
Improving the Navigation of the Rivers Brisbane and Bremer	.....	246 10 6	
Repairing the Woolshed and Roadway, Circular Quay	.....	184 12 0	
Erecting a Light House at Cape Moreton	.....	1,096 18 9	
Apparatus for a Time Ball, including Freight and Insurance	.....	423 10 2	
Fencing the Cemetery at Albury	.....	100 0 0	
Converting a portion of the Old Government Printing Office into a Court of Requests, and Offices for the Inspector of Stamps	.....	620 0 0	
Employment of Prisoners sentenced to hard labour at Darlinghurst Gaol	.....	2,603 4 7	
Employment of Prisoners sentenced to hard labour at Parramatta Gaol	.....	905 1 8	
Employment of Prisoners in the Streets of Brisbane	.....	233 5 4	
Casual Repairs of a Miscellaneous Character	.....	1,089 9 4	
Execution of Criminals	.....	10 10 0	
			13,530 4 4
CONVEYANCE OF MAILS.			
Conveyance of Mails, within and beyond the Settled Districts	.....	42,100 19 8	
Do. Foreign and Coastwise	.....	622 14 6	
Landing and Shipping Mails	.....	47 1 9	
Incidental Expenses connected with the Supervision of Country Post Offices, and Postal Contracts	.....	69 6 0	
Incidental Expenses on the Establishment of Railway Communication with Parramatta	.....	15 3 8	
			42,855 5 7
ROADS, STREETS, AND BRIDGES.			
Constructing, Upholding, and Repairing the Public Roads, Bridges, and Ferries on which Tolls have been established	.....	486 3 11	
Making and Repairing Public Roads and Bridges, on which Tolls are not established, viz.:—			
Great Western Roads	.....	12,517 7 2	
Great Southern Roads	.....	10,038 12 10	
Great Northern Roads	.....	14,751 16 7	
Moreton Bay Roads	.....	8,026 9 0	
Making and Repairing the Main Leading Thoroughfares beyond the Settled Districts	.....	1,569 12 8	
For the Supervision and Repair of the undermentioned Roads, viz.:—			
Western Road, from Parramatta to Bathurst	.....	484 14 5	
Southern Road, from Salt Pan Creek to Goulburn	.....	500 0 0	
Northern Road, from Morpeth to the Gap at Murrurundi	.....	500 0 0	
Moreton Bay Road, from Brisbane to the Gap leading to Drayton	.....	499 16 11	
Road Surveyors' Travelling Expenses	.....	472 10 0	
Road from Bombala to Eden	.....	449 6 6	
Fencing the Road, Point Piper Estate	.....	1,000 0 0	
Lighting the Government Lamps, Sydney	.....	347 15 0	
Repairing the Roadway Circular Quay	.....	98 18 6	
Continuing South Head Road to Watson's Bay	.....	750 0 0	
Repairing the Approaches to Ferries at Brisbane	.....	15 0 0	
Improving the Town of South Brisbane	.....	476 14 0	
Randwick and Coogee Road	.....	396 10 5	
Road from Braidwood to the River Clyde	.....	2,228 8 9	
Road from Sydney to Wollombi, and Ferry over the Hawkesbury	.....	505 16 8	
Road from St. Leonard's to Lane Cove	.....	100 0 0	
Road from Sydney to Illawarra	.....	118 10 0	
Allowance to the Keeper of the Punt, George's River	.....	26 5 0	
Constructing and Repairing Bridges,—			
Over the Yass River	.....	130 16 5	
Near the Menangle Ford	.....	697 12 10	
At the Cowpastures	.....	206 13 10	
At Paddy's River	.....	50 0 0	
Over the Belubula Rivulet Carcoar	.....	533 15 10	
Over the River Jordan at Bathurst	.....	663 19 7	
Over the Macquarie River, Bathurst	.....	23 4 10	
Alignment Posts,—			
For the Streets of the City of Newcastle	.....	22 16 3	
For the Streets of the Town of Ipswich	.....	92 10 0	58,781 17 11
Carried forward ..... £	50,967 11 4	846,669 9 8	897,637 1 0

ACCOUNT of DISBURSEMETS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
Brought forward.....£	50,976 11 4	846,669 9 8	897,637 1 0
GRANTS IN AID OF PUBLIC INSTITUTIONS.			
Australian Museum Endowment Fund	.....	750 0 0	
Towards completing the Interior Fittings of the Australian Museum	.....	1,500 0 0	
In aid of the Sydney Mechanics' School of Arts	.....	200 0 0	
Do. do. Maitland School of Arts	.....	850 4 0	
Do. do. Goulburn Mechanics' Institute	.....	100 0 0	
			3,400 4 0
MISCELLANEOUS.			
Augmentation of the Salary of Sir Charles Augustus Fitz Roy, K.C.B. K.H., late Governor General, from the 1st June, 1851, to 19th January, 1855	.....	7,268 16 5	
In aid of the City Funds	.....	10,000 0 0	
Expenses of taking the Census in 1856	.....	7,039 11 8	
Expense of the Election of Members to serve in the Legislative Assembly, for the City of Sydney and the Sydney Hamlets	.....	940 2 9	
Do. for the Country Districts	.....	1,278 6 11	
Expenses of preparing the Electoral Lists for the City of Sydney and the Sydney Hamlets	.....	1,086 7 9	
Expenses of preparing the Electoral Lists for the Country Districts	.....	1,217 8 10	
Salary of the Secretary to the Returning Officer, Sydney	.....	58 6 8	
Newspapers for Record and for the Secretary of State	.....	44 2 6	
Preparation of an Index to the New South Wales Government Gazette	.....	30 0 0	
Public General Acts, Parliamentary and other Papers	.....	108 13 3	
Binding and Lettering the Public Accounts	.....	87 5 0	
Compilation of Meteorological Tables	.....	114 6 0	
Erecting Pounds, and Allowances to Poundkeepers	.....	78 11 4	
Rent of an Office for the Principal Superintendent of Convicts	.....	350 0 0	
Salary of the Inspector of Weights and Measures	.....	287 10 0	
Stores for do.	.....	23 12 5	
Cost of the Queen's Plate which was run for at Homebush Races on the 31st May, 1856	.....	100 0 0	
Cost of Provisions left at Booby Island for the relief of Shipwrecked Persons	.....	21 6 6	
Expenses of the Illumination and Display of Fireworks on the 7th July, 1856, in celebration of the Restoration of Peace	.....	562 5 0	
For retiring Dishonored Cheques received in payment of Revenue	.....	45 8 0	
Indemnification to Mr. Francis Flanagan for Damages and Expenses incurred in his Magisterial Capacity in the case of "Charman *v* Flanagan"	.....	338 6 6	
Repayment of the Expenses temporarily defrayed out of the Territorial Revenue in 1855, on account of the extension of the Semi-Circular Quay	.....	13,667 7 1	
Premium on Bills of Exchange remitted to meet expenses payable in England, viz.:—			
By the Colonial Agent General, to the amount of £32,288	.....	705 7 11	
By the Land and Emigration Commissioners, to the amount of £14,291 8s.	.....	293 17 1	
By the Bank of New South Wales for Interest on Debentures, payable at their London Branch, to the amount of £5,000	.....	150 0 0	
For numbering Bank Cheques for the use of the Public Departments	.....	22 10 0	
For Advertisements relating to Debentures	.....	46 13 6	
For taking charge of the Stockade and other Buildings at Newcastle	.....	86 1 3	
Law Expenses incurred in an Action against Mr. Downey, Clerk of Works, for Trespass	.....	47 5 8	
Law Expenses incurred by the Bench of Magistrates at Ipswich, in defending their decision in the case of "Ryan *v* Vigors"	.....	37 12 0	
Fees for the preparation of Police and Stamp Bills	.....	21 15 0	
Taking and Transcribing Evidence before the Commissioners of Inquiry into the Government Departments	.....	26 14 0	
Reward to Wm. Skelton for his exertions in rescuing the crew of the "Eleanor Lancaster," wrecked at Newcastle	.....	20 0 0	
Proportion of Average paid on the Invoice value of Goods, shipped by the Colonial Agent General in the "Prince of Wales"	.....	15 8 2	
Miscellaneous Items	.....	40 0 11	
Stationery for Miscellaneous Services	.....	11 12 8	
			46,272 12 9
REPAYMENT OF LOANS.			
Land and Immigration Debentures paid off	.....	10,000 0 0	
			10,000 0 0
CHARGES ON COLLECTIONS.			
Customs.			
Salaries of the Department, from 1st October, 1855, to 31st December, 1856	.....	20,252 13 11	
Contingent Expenses	.....	10,861 2 1	
Salary of the Distillery Clerk, from the 1st December 1855, to 30th November, 1856	.....	200 0 0	
Distilleries.—Cost of Collection.			
Salaries and Allowances, from 1st December, 1855, to 30th November, 1856	.....	2,277 19 5	
Contingencies	.....	60 17 1	
Commission.			
On the Sale of Tolls, Ferries, and Wharves	.....	44 5 2	
Do. Government Property	.....	29 12 9	
On the Collection of Intestate Estates	.....	370 18 2	
Advertising	.....	27 0 0	
Carried forward.....£	.....	34,124 8 7	
Carried forward.....£	50,967 11 4	906,342 6 5	957,309 17 9

ACCOUNT of DISBURSEMENTS, &c.—*Continued.*

HEAD OF EXPENDITURE.	PAID OUT OF THE SCHEDULES.	PAID OUT OF THE CONSOLIDATED REVENUE FUND.	TOTAL.
Brought forward ..... £	50,967 11 4	906,342 6 5	957,309 17 9
CHARGES ON COLLECTIONS.—*Continued.*			
Brought forward ..... £	.....	34,124 8 7	
Miscellaneous.			
Expenses of Letters of Registration granted under the Act of Council, 16 Victoria, No. 24.	.....	11 10 6	
Law Expenses, incurred in the case of the "Queen *v.* Backhouse and Others."	.....	68 12 3	
Law Expenses, incurred in the case of "Lovegrove *v.* Wilson." ..	.....	2 2 0	
Expense of taking charge of Stolen Property	.....	46 0 0	
Fees Paid for the Survey of Vessels tender for a Temporary Magazine for Gunpowder	.....	12 12 0	
Value of Gold Coins taken from the general Circulation of the Colony for Transmission to England	.....	45 0 0	
Expenses incurred in the Transmission of Gold Coin from the Mint to the Bank of New South Wales	.....	45 1 6	34,355 6 10
REVENUE AND RECEIPTS RETURNED.			
Drawbacks and Refund of Duties	.....	35,815 3 11	
Duty on Spirits Distilled in the Colony	.....	253 15 7	
Proceeds of Intestate Estates	.....	319 18 2	
Amount of Postage Stamps received in payment of Revenue	.....	509 0 2	
Fines and Forfeitures	.....	254 13 2	
Escheated Recognizances	.....	60 0 0	
Overpayment by the Sureties of J. W. Mullen, late Chief Clerk, Water Police Office	.....	23 18 7	
Purchase Money of Lands resumed by the Government	.....	483 13 11	
Fees on Deeds erroneously issued	.....	5 0 0	
Overpayments by Clerks of Petty Sessions	.....	19 13 0	
Moiety of Fine imposed for breach of the "Scab in Sheep Act." ..	.....	53 6 8	
Repayment of sums deposited under Immigration Regulations ..	.....	221 10 0	
Surcharges removed	.....	26 0 0	
Assessment on Stock	.....	87 6 6	
Special Bailiff's Fees erroneously paid into the Treasury	.....	6 6 0	
Other Miscellaneous Receipts Refunded	.....	5 14 0	38,144 19 8
INTEREST.			
On Land and Immigration Debentures	.....	18,984 5 1	
On Railway Loan Debentures, formerly secured on the Territorial Revenue	.....	9,510 14 2	
On Railway Debentures, 18 Vict., No. 40.	.....	13,648 0 0	
On Sewerage Debentures	.....	2,125 18 0	
On Water Supply Debentures	.....	1,334 18 3	
On Public Works Loan Debentures	.....	3,095 3 9	
Interest Paid in London by the Bank of New South Wales, including their charge for Commission on the same, viz.:—			
On Sewerage Debentures	.....	276 7 6	
On Public Works Loan Debentures	.....	1,256 5 0	
On Railway Debentures	.....	8,517 7 6	58,748 19 3
ISSUES ON ACCOUNT.			
Amount advanced to meet Claims in excess of the Amount of Assessment received under the Act, 19 Victoria, No. 27 ..	.....	2,793 3 3	
Advances on Account of Salaries to Engineers engaged for the Railway Commissioners' Staff	.....	475 0 0	3,268 3 3
£	50,967 11 4	1,040,859 15 5	1,091,827 6 9

W. C. MAYNE,
Auditor General.

Audit Office, Sydney, New South Wales,
1st August, 1857.

1857.

NEW SOUTH WALES.

Legislative Assembly.

LAND SALES AND ASSESSMENT.

(REVENUE FROM IN THE WESTERN DISTRICTS.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Order* from the Honorable the Legislative Assembly, dated 3 March, 1857, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House:—

"Returns of all Lands sold from 1st of January, 1855, to the "present date, at West and East Molong, Wellington, Dubbo, "Canowindra, and Cowra, together with the amount received "for the same; also, of all moneys received from Licenses, "Leases, and Assessment, in the Pastoral Districts of Wellington "and Bligh; also, of the amount of all Government Expenditure "at each of the abovenamed places during the same period,— "distinguishing each place and district."

LAND SALES AND ASSESSMENT.

No. 1.

RETURN of all Lands Sold from the 1st January, 1855, to the present date, at West and East Molong, Wellington, Dubbo, Canowindra and Cowra; together with the Amount received for the same.

Place.	Quantity Sold.	Amount.
	Acres r. p.	£ s. d.
West Molong	2,774 0 22	4,975 7 7
East Molong	21 0 16	204 8 0
Wellington	35 2 0	353 11 0
Dubbo	275 3 39	1,029 0 8
Canowindra	Nil.	Nil.
Cowra	26 2 31	897 4 6
TOTALS	3,133 1 28	7,459 11 9

In addition to the above, 7,790 acres have been sold under pre-emptive right in the Squatting District of Wellington, the amount derived from which is £8,332, inclusive of the cost of measurement.

RETURN shewing the Amounts received from Licenses and Leases of Crown Lands in the Pastoral Districts of Wellington and Bligh, from 1st January, 1855, to the present date.

Wellington	£4,509 18 10
Bligh	6,211 10 2
	£10,721 9 0

STUART A. DONALDSON.

The Treasury, New South Wales,
18 *March*, 1857.

RETURN shewing the Amount received under the Stock Assessment Act, 19 Vict., No. 26, from 1st January, 1855, to the present date.

District of Bligh	£1,983 12 3
Do. Wellington	1,865 9 10
	£3,849 2 1

STUART A. DONALDSON.

The Treasury, 18 *March*, 1857.

RETURN shewing the Amount received under the Scab in Sheep Act, 19 Vict., No. 27, from 1st January, 1855, to the present date.

District of Bligh	£1,005 19 7
Do. Wellington	1,209 18 9
	£2,215 18 4

STUART A. DONALDSON.

The Treasury, 18 *March*, 1857.

No. 2.

No. 2.

A RETURN exhibiting the Amount of all Government Expenditure at each of the undermentioned Places and Districts from the 1st January, 1855, to 28th February, 1857, so far as can be ascertained from the Accounts in this Office.

Discription of Service.	East and West Molong.	Wellington.	Dubbo.	Canowindra.	Cowra.	District of Wellington.	District of Bligh.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Clergyman, Church of England	.....	216 13 4	.....	.....	.....	.....	.....	.....
Clergyman, Mission, Wellington Valley	.....	50 0 0	.....	.....	.....	.....	.....	.....
Conveyance of Mails	660 16 0	654 5 0	213 2 6	114 5 0	386 17 6	.....	.....	.....
Post Masters' Salaries	44 18 0	48 15 4	24 12 0	21 17 6	24 19 0	.....	.....	.....
Coroners	15 11 0	64 6 3	4 3 0	.....	.....	.....	.....	.....
Police	1,445 11 8	1,758 0 1	1,964 9 7	.....	.....	.....	.....	.....
Police Buildings	6 14 0	4 14 6	12 0 0	.....	.....	.....	.....	.....
Aborigines	.....	15 4 0	.....	.....	.....	.....	.....	.....
Election and Electoral Expenses	.....	39 0 5	2 2 0	.....	.....	.....	.....	.....
Taking the Census	59 0 3	86 15 2	76 2 7	.....	.....	.....	.....	.....
Postage	2 0 0	11 0 0	5 18 11	.....	.....	.....	.....	.....
Inspector of Sheep	.....	131 0 11	.....	.....	.....	.....	.....	.....
Crown Lands Department,—								
Salaries and Buildings	.....	.....	.....	.....	.....	1,882 8 3	.....	.....
Salaries	.....	.....	.....	.....	.....	.....	1,482 3 5	.....
Rent	.....	.....	.....	.....	.....	25 0 0	.....	.....
Commission on Land Sales	0 16 11	216 15 1	4 14 5	.....	.....	.....	.....	.....
Salaries and Allowances to Surveyors*	.....	2,586 11 7	.....	.....	.....	.....	.....	.....
	2,235 7 10	5,883 1 8	2,307 5 0	136 2 6	411 16 6	1,907 8 3	1,482 3 5	14,363 5 2

* Exclusive of payments to Licensed Surveyors, the particulars of which cannot be correctly ascertained in this office.

Audit Office, Sydney, New South Wales,
8 *July*, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Legislative Assembly.

RELIGIOUS ORDINANCES.

(PAYMENTS FROM TREASURY IN SUPPORT OF, DURING 1855-6.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Address* from the Honorable the Legislative Assembly, dated 12 December, 1856, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House,—

"(1.) A Return showing all the Moneys paid from the Public "Treasury of New South Wales, (under whatever Act, "Authority, or Warrant,) for the years 1855 and 1856, "respectively, for the Support of the Ordinances of Religion "within the Colony.

"(2.) That such Return comprise the following particulars, "namely,—the name of each and every Clergyman, Priest, "Deacon, or other Minister of Religion, by whatsoever "appellation or title the same has been usually known, or "distinguished; the particular Locality, or Place, or District, "in which such Clergyman, Priest, or Minister of Religion "has been usually officiating; and the specific and aggregate "sums or amounts of Public Money paid to each and every "such Clergyman, Priest, or Minister; also, the particular "branch or branches of the Public Revenue from which each "and every such payment, or payments, may have been "made."

RELIGIOUS

No.

A RETURN, shewing all the MONEYS paid from the PUBLIC TREASURY of NEW SOUTH WALES for and Station of each Officiating Clergyman or Minister, the Amount paid to each, and the Branch of Public Revenue

NAME.	STATION.	Paid out of the Schedule for Public Worship. Fixed Stipend.	In lieu of Forage.	For Travelling Expenses.	Special Payments out of Surplus.
Church of England.					
Diocese of Sydney.					
Right Rev. F. Barker, D.D.	Bishop of Sydney and Metropolitan	1,499 19 11	.....	.....	.....
Ven. Archdeacon W. Cowper, D.D.	St. Phillip, Sydney	460 0 0	.....	.....	.....
Rev. Robert Alwood, B.A.	St. James, Sydney	171 12 11	.....	.....	.....
„ Oswald J. Howell	St. James, Sydney	8 6 8	.....	.....	.....
„ C. D. F. Priddle	Do. and Liverpool	120 0 3	.....	.....	.....
„ George King	St. Andrew, Sydney	200 0 0	.....	.....	.....
„ W. H. Walsh, M.A.	St. Lawrence, Sydney	200 0 0	.....	.....	.....
„ F. Wilkinson, M.A.	Trinity, Sydney	125 0 0	22 12 6	.....	.....
„ Forster Ashwin	Trinity, Sydney	100 0 0	.....	.....	.....
„ W. B. Clarke, M.A.	St. Leonard's	200 0 0	.....	.....	.....
„ C. C. Kemp	Camperdown	200 0 0	.....	.....	.....
„ T. H. Wilkinson	Ashfield and Enfield	150 0 0	.....	.....	.....
„ Thomas Steel, L.L.D.	Cook's River	200 0 0	.....	.....	.....
„ George E. Turner, S.C.L.	Hunter's Hill and Lane Cove	200 0 0	.....	.....	.....
„ J. Carter	Parramatta	100 0 0	.....	.....	.....
„ R. L. King	Parramatta	100 0 0	.....	.....	.....
„ William F. Gore	Marsfield	200 0 0	.....	.....	.....
„ G. N. Woodd	Prospect and Denham Court	200 0 0	.....	.....	.....
„ Thomas Donkin	Prospect	83 6 8	.....	.....	.....
	Gaol Chaplain, Sydney	.....	.....	.....	.....
„ Thomas Druitt	Liverpool	25 0 0	.....	.....	.....
	Military Chaplain	.....	.....	.....	.....
„ William Stack	Campbelltown and Balmain	100 0 0	.....	.....	179 3 6
„ Thomas Reddall	Campbelltown	100 0 0	.....	.....	.....
„ Thomas Hassall, M.A.	Narellan	250 0 0	45 12 6	.....	.....
„ Edward Rogers	Camden	200 0 0	.....	15 0 0	.....
„ John Troughton	Mulgoa	100 0 0	.....	.....	.....
„ George Vidal	Denham Court and Mulgoa	200 0 0	.....	.....	.....
„ Henry T. Stiles, M.A.	Windsor	250 0 0	45 12 6	.....	.....
„ John Elder	Richmond and Kurryjong	200 0 0	.....	.....	.....
„ T. C. Ewing	Pitt Town and Wilberforce	200 0 0	.....	.....	.....
„ Thomas Horton	Lower Hawkesbury	200 0 0	.....	36 10 0	.....
„ William Stone, B.A.	Sutton Forest and Berrima	200 0 0	.....	.....	.....
„ William Sowerby	Goulburn	200 0 0	.....	10 0 0	.....
„ J. S. Hassall	Bungonia	200 0 0	.....	14 0 0	.....
„ Robert Cartwright	Gunning, Collector	460 0 0	.....	.....	.....
„ C. F. Brigstocke	Yass	200 0 0	.....	10 0 0	.....
„ Edward Smith	Queanbeyan	200 0 0	.....	10 0 0	.....
„ James Allan	Braidwood	200 0 0	.....	.....	.....
„ M. D. Meares, M.A.	Wollongong	250 0 0	45 12 6	.....	.....
„ H. D. D. Sparling, B.A.	Appin	150 0 0	.....	.....	.....
„ Elijah Smith	Penrith and South Creek	200 0 0	45 12 6	.....	.....
„ James Günther	Mudgee	150 0 0	.....	15 0 0	44 15 10
„ William Watson	Wellington	100 0 0	.....	.....	.....
„ Thomas Sharpe	Bathurst	200 0 0	45 12 6	.....	.....
„ William Lisle	Kelso	200 0 0	.....	15 0 0	.....
„ P. P. Agnew	Carcoar	200 0 0	.....	30 0 0	.....
„ P. G. Smith	St. John's, Canbury	89 18 4	.....	10 0 0	.....
„ W. W. Simpson, M.A.	Dapto	200 0 0	.....	.....	.....
„ E. G. Pryce	Cooma, Maneroo, and Auckland	41 13 4	.....	.....	.....
„ Walter Rikey	Cooma, Maneroo, and Auckland	58 6 8	.....	.....	.....
„ G. F. M'Arthur	St. Mark, Alexandria	150 0 0	.....	.....	44 15 10
„ H. S. King	Surry Hills	.....	.....	.....	.....
„ Alfred H. Stephen	Immigrants' Chaplain	.....	.....	.....	.....
„ E. Synge	Chaplain to the Bishop of Sydney	.....	.....	.....	9 13 0
„ Thomas Hayden, B.A.	Immigrants' Chaplain	.....	.....	.....	.....
„ H. A. Palmer	Sofala, Meroo, and Tambaroora	.....	.....	.....	.....
„ W. Coombes	Sofala, Meroo, and Tambaroora	.....	.....	.....	.....
„ E. B. Proctor	Do. and Shoalhaven	.....	.....	.....	.....
„ W. Allworth	Araluen	.....	.....	.....	.....
„ C. H. Rich	Araluen	.....	.....	.....	.....
„ H. Elliott	Albury	.....	.....	.....	.....
„ James Barnier	Kiama	.....	.....	.....	55 16 10
„ B. L. Watson	Balmain	.....	.....	.....	50 0 0
	Carried forward £	9,993 4 9	250 15 0	165 10 0	384 5 0

ORDINANCES.

1.

the Support of the ORDINANCES of RELIGION within the Colony, for the Year 1855, distinguishing the Name from which such payments have been made respectively, so far as can be ascertained from the Accounts in this Office.

Paid out of Territorial Revenue.		Paid out of Clergy and School Estates Revenue.			Paid out of the Ordinary Revenue.			TOTAL.
Fixed Stipend.	In lieu of Forage.	Allowance as Gaol Chaplain.	In lieu of House Rent.	Special Payments out of Surplus.	Fixed Stipend.	In lieu of Forage.	Temporary addition to Stipend.	
.....	.....	.....	.....	.....	.....	.....	.....	1,499 19 11
.....	.....	.....	.....	.....	.....	.....	50 0 0	510 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	221 12 11
.....	.....	.....	.....	.....	.....	.....	.....	8 6 8
.....	.....	.....	.....	25 0 0	.....	.....	50 0 0	195 0 3
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	30 0 0	.....	.....	.....	.....	177 12 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	150 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	12 10 0	.....	.....	.....	.....	.....	112 10 0
.....	.....	12 10 0	.....	.....	.....	.....	50 0 0	162 10 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	} 220 16 8
.....	.....	87 10 0	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	} 116 5 0
.....	.....	.....	.....	.....	.....	.....	91 5 0	
.....	.....	31 5 0	.....	20 16 6	.....	.....	50 0 0	381 5 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	125 0 0
.....	.....	.....	60 0 0	.....	.....	.....	50 0 0	405 12 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	265 0 0
.....	.....	.....	.....	.....	.....	.....	.....	100 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	345 12 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	.....	236 10 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	25 0 0	.....	.....	.....	.....	50 0 0	285 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	264 0 0
.....	.....	.....	60 0 0	.....	.....	.....	.....	520 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	260 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	260 0 0
.....	.....	.....	.....	.....	.....	.....	.....	200 0 0
.....	.....	.....	60 0 0	.....	.....	.....	50 0 0	405 12 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	295 12 6
.....	.....	.....	.....	5 4 2	.....	.....	50 0 0	265 0 0
50 0 0	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	25 0 0	50 0 0	.....	.....	.....	.....	320 12 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	265 0 0
.....	.....	.....	.....	25 0 0	.....	.....	50 0 0	305 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	149 18 4
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	.....	41 13 4
.....	.....	.....	.....	.....	.....	.....	50 0 0	108 6 8
.....	.....	.....	.....	5 4 2	.....	.....	50 0 0	250 0 0
.....	.....	31 5 0	.....	133 6 8	.....	.....	.....	164 11 8
133 6 8*	.....	.....	.....	.....	.....	.....	.....	133 6 8
.....	.....	.....	.....	8 0 7	.....	.....	.....	17 13 7
46 2 2*	.....	.....	.....	.....	10 5 7	.....	10 5 7	66 13 4
179 8 11	.....	.....	.....	.....	20 11 1	.....	25 0 0	225 0 0
19 15 4	.....	.....	.....	.....	20 11 1	.....	.....	40 6 5
145 2 2	.....	.....	.....	100 0 0	.....	.....	.....	245 2 2
179 8 11	26 18 4	.....	.....	.....	20 11 1	3 1 8	50 0 0	280 0 0
.....	.....	.....	.....	50 0 0	.....	.....	.....	50 0 0
.....	.....	.....	.....	100 0 0	.....	.....	50 0 0	150 0 0
.....	.....	.....	.....	144 3 2	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	.....	50 0 0
753 4 2	26 18 4	225 0 0	260 0 0	616 15 3	71 18 10	3 1 8	2,201 10 7	14,952 3 7

* Including Temporary Increase at the rate of £100 per annum.

RETURN No.

NAME.	STATION.	Paid out of the Schedule for Public Worship. Fixed Stipend.	In lieu of Forage.	For Travelling Expenses.	Special Payments out of Surplus.
Church of England.—*Continued.*					
	Brought forward ..... £	9,993 4 9	250 15 0	165 10 0	384 5 0
Diocese of Newcastle.					
Right Rev. W. Tyrrell, D.D.	Bishop of Newcastle	500 0 0	.....	.....	.....
Rev. Alfred Glennie	Gosford	200 0 0	.....	6 0 0	.....
„ C. P. N. Wilton, M.A.	Newcastle	250 0 0	45 12 6	.....	.....
„ G. K. Rusden, M.A.	East Maitland	200 0 0	45 12 6	.....	.....
„ Robert Chapman	West Maitland	200 0 0	.....	.....	.....
„ Charles Spencer, M.A.	Raymond Terrace	200 0 0	.....	.....	.....
„ R. T. Boulton, M.A.	Hexham and Ainwick	150 0 0	.....	.....	.....
„ Coles Child	Scone	200 0 0	.....	20 0 0	.....
„ F. W. Addams	Paterson	200 0 0	.....	20 0 0	.....
„ R. G. Boodle, M.A.	Muswellbrook	200 0 0	.....	30 0 0	.....
„ James Blackwood	Singleton	200 0 0	.....	.....	.....
„ Joseph Cooper	Falbrook and Jerry's Plains	200 0 0	.....	20 0 0	.....
„ S. Hungerford	Armidale	100 0 0	.....	.....	.....
„ J. R. Bloomfield	Morpeth	200 0 0	.....	.....	.....
„ John Cross	Port Macquarie	200 0 0	.....	.....	.....
„ Thomas O'Reilly	Port Macquarie	149 19 11	.....	25 0 0	.....
„ A. E. Selwyn	Clarence River	100 0 0	.....	.....	.....
„ H. O. Irwin	Brisbane	75 0 0	.....	.....	.....
„ E. K. Yeatman	Brisbane	25 0 0	.....	.....	.....
„ J. F. R. Whinfield	Wollombi	75 0 0	.....	.....	.....
„ E. Williams	Liverpool Plains	.....	.....	.....	.....
„ F. R. Kemp	Warialda	.....	.....	.....	.....
„ Arthur Wayn	Dungog	.....	.....	.....	.....
„ J. Mosely	Ipswich	.....	.....	.....	.....
„ Lovick Tyrrell	Black Creek	.....	.....	.....	.....
„ W. W. Dove	Darling Downs	.....	.....	.....	.....
„ B. Glennie	Darling Downs	.....	.....	.....	.....
„ J. R. Thackeray	West Maitland	.....	.....	.....	.....
„ T. L. Dodd	Wide Bay and Burnett	.....	.....	.....	.....
„ H. Tingcombe	Armidale	.....	.....	.....	18 9 11
	£	3,624 19 11	91 5 0	121 0 0	18 9 11
Presbyterian Church.					
Rev. James Fullerton, L.L.D.	Pitt-street, Sydney	200 0 0	.....	.....	13 4 0
„ John Dougall	St. Andrew, Sydney	200 0 0	.....	.....	15 0 0
„ James Coutts	Parramatta	150 0 0	.....	.....	20 0 0
„ Matthew Adam	Windsor	150 0 0	.....	.....	.....
„ William M'Kee	Campbelltown	150 0 0	.....	.....	.....
„ Cunningham Atchison	Wollongong	150 0 0	.....	.....	.....
„ William Purves	Maitland	200 0 0	.....	.....	4 4 0
„ James B. Laughton	Bathurst	75 0 0	.....	.....	.....
„ K. D. Smythe	Bathurst	75 0 0	.....	.....	.....
„ James S. White	Patrick's Plains	150 0 0	.....	.....	2 2 0
„ Robert Blair	Hinton	200 0 0	.....	.....	4 4 0
„ George M'Fie	Portland Head	150 0 0	.....	.....	10 12 0
„ Edward Holland	Port Macquarie	150 0 0	.....	.....	.....
„ John M'Gibbon	Wolloomooloo	150 0 0	.....	.....	18 0 0
„ James Nimmo	Newcastle	150 0 0	.....	.....	29 13 5
„ William L. Nelson	Ipswich	150 0 0	.....	.....	.....
„ James Milne	Paddington	102 0 0	.....	.....	48 0 0
„ Robert Stewart	Paddington	.....	.....	.....	50 0 0
„ J. Morrison	New England	.....	.....	.....	75 0 0
„ T. Stirton	Paterson	.....	.....	.....	4 4 0
„ A. M'Ewan	Sofala	.....	.....	.....	.....
„ A. S. Pennycook	Araluen	.....	.....	.....	.....
„ W. Ross	Goulburn	.....	.....	.....	.....
	£	2,552 0 0	.....	.....	294 3 5
Wesleyan Methodist Mission.					
Rev. Samuel Wilkinson	Sydney	150 0 0	.....	.....	.....
„ William Schofield	Parramatta	200 0 0	.....	.....	.....
„ Frederick Lewis	West Maitland	150 0 0	.....	.....	.....
„ Benjamin Hurst	Bathurst	150 0 0	.....	.....	.....
„ S. Rabone	Sydney	.....	.....	.....	172 10 6
„ H. H. Gaud	Sydney	.....	.....	.....	150 0 0
„ B. Chapman	Sydney	.....	.....	.....	150 0 0
„ J. Watsford	Sydney	.....	.....	.....	150 0 0
„ Joseph Oram	Bathurst	.....	.....	.....	150 0 0
„ J. Tuckfield	Maitland	.....	.....	.....	150 0 0
„ W. J. K. Piddington	Araluen	.....	.....	.....	.....
„ James Somerville	Sofala	.....	.....	.....	.....
„ J. Watkins	Windsor	.....	.....	.....	.....
	£	650 0 0	.....	.....	922 10 6
	Carried forward ..... £	16,820 4 8	342 0 0	286 10 0	1,619 8 10

1.—*Continued.*

Paid out of Territorial Revenue.		Paid out of Clergy and School Estates Revenue.			Paid out of the Ordinary Revenue.			TOTAL.
Fixed Stipend.	In lieu of Forage.	Allowance as Gaol Chaplain.	In lieu of House Rent.	Special Payments out of Surplus.	Fixed Stipend.	In lieu of Forage.	Temporary addition to Stipend.	
753 4 2	26 18 4	225 0 0	260 0 0	616 15 3	71 18 10	3 1 8	2,201 10 7	14,952 3 7
.....	.....	.....	.....	.....	.....	.....	.....	500 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	256 0 0
.....	.....	29 3 4	.....	.....	.....	.....	50 0 0	374 15 10
.....	.....	25 0 0	60 0 0	.....	.....	.....	50 0 0	380 12 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	270 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	245 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	280 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	270 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	150 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	60 0 0	.....	.....	.....	50 0 0	310 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	224 19 11
.....	.....	.....	.....	.....	.....	.....	50 0 0	150 0 0
.....	.....	18 15 0	.....	.....	.....	.....	37 10 0	131 5 0
.....	.....	6 5 0	.....	.....	.....	.....	6 5 0	37 10 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	100 0 0
.....	.....	.....	.....	100 0 0	.....	.....	50 0 0	150 0 0
.....	.....	.....	.....	100 0 0	.....	.....	25 0 0	125 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	25 0 0
.....	.....	.....	.....	100 0 0	.....	.....	25 0 0	125 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	25 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	25 0 0
.....	.....	.....	.....	113 0 1	.....	.....	25 0 0	138 0 1
.....	.....	.....	.....	100 0 0	.....	.....	.....	100 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	50 0 0
.....	.....	.....	.....	6 10 1	.....	.....	.....	25 0 0
.....	.....	79 3 4	120 0 0	519 10 2	.....	.....	1,068 15 0	5,643 3 4
.....	.....	.....	.....	.....	.....	.....	25 0 0	238 4 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	265 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	195 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	254 4 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	125 0 0
.....	.....	.....	.....	.....	.....	.....	.....	75 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	177 2 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	254 4 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	210 12 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	218 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	229 13 5
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	.....	50 0 0
.....	.....	.....	.....	.....	.....	.....	.....	75 0 0
.....	.....	.....	.....	.....	.....	.....	.....	4 4 0
179 7 0	26 18 1	.....	.....	.....	20 13 0	3 1 11	50 0 0	280 0 0
179 7 0	26 18 1	.....	.....	.....	20 13 0	3 1 11	50 0 0	280 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	50 0 0
358 14 0	53 16 2	.....	.....	.....	41 6 0	6 3 10	850 0 0	4,156 3 5
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	222 10 6
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
.....	.....	.....	.....	.....	.....	.....	50 0 0	200 0 0
179 7 0	26 18 1	.....	.....	.....	20 13 0	3 1 11	.....	230 0 0
179 7 0	26 18 1	.....	.....	.....	20 13 0	3 1 11	.....	230 0 0
.....	.....	.....	.....	186 2 4	.....	.....	.....	186 2 4
358 14 0	53 16 2	.....	.....	186 2 4	41 6 0	6 3 10	500 0 0	2,718 12 10
1,470 12 2	134 10 8	304 3 4	380 0 0	1,322 7 9	154 10 10	15 9 4	4,620 5 7	27,470 3 2

RETURN No.

NAME.	STATION.	Paid out of the Schedule for Public Worship. Fixed Stipend.	In lieu of Forage.	For Travelling Expenses.	Special Payments out of Surplus.
	Brought forward ..... £	16,820 4 8	342 0 0	286 10 0	1,619 8 10
Church of Rome.					
Most Rev. J. P. Polding	Archbishop	800 0 0	.....	.....	.....
Very Rev. H. G. Gregory.....	Vicar General.....	150 0 0	.....	.....	.....
Rev. John M'Encroe	St. Mary's, Sydney	200 0 0	.....	.....	.....
„ John J. Therry	St. Patrick's, Sydney.....	200 0 0	.....	.....	.....
„ Joseph Martin	St. Benedict's, Sydney	66 13 4	.....	.....	34 0 0
„ Theophilus Bourand.....	Macdonald River	50 0 0	.....	.....	.....
	St. Benedict's, Sydney	133 6 8	.....	.....	.....
„ Daniel M. O'Connell.....	Surry Hills	200 0 0	.....	.....	.....
„ Robert Downing	Balmain	150 0 0	.....	.....	.....
„ Eugene Luckie	Petersham	150 0 0	.....	.....	.....
„ John M'Lennon.....	Ryde.....	150 0 0	.....	.....	.....
„ Nicholas J. Coffey.....	Parramatta	200 0 0	.....	.....	.....
„ Patrick Hallinan	Windsor	200 0 0	.....	.....	.....
„ Michael Brennan	Penrith.....	200 0 0	.....	.....	.....
„ Luke Hand.....	Hartley.....	150 0 0	.....	.....	.....
„ John Grant.....	Bathurst	200 0 0	.....	10 0 0	.....
„ James Phelan	Kelso	200 0 0	.....	6 0 0	.....
„ Bernard Murphy	Carcoar	200 0 0	.....	10 0 0	.....
„ Calaghan M'Carthy	Mudgee	150 0 0	.....	10 0 0	.....
„ Charles Lovat	Liverpool.....	200 0 0	.....	.....	.....
„ James P. Roche.....	Campbelltown.....	200 0 0	.....	.....	.....
„ Henry Garnett	Appin	200 0 0	.....	.....	.....
„ Cornelius Twomey	Berrima	150 0 0	.....	.....	.....
„ Michael Kavanagh	Goulburn.....	200 0 0	.....	6 0 0	.....
„ Richard Walsh	Queanbeyan.....	200 0 0	.....	10 0 0	.....
„ Patrick Magennis.....	Yass	200 0 0	.....	10 0 0	.....
„ Joseph C. Sumner.....	Wollongong.....	200 0 0	.....	.....	.....
„ Peter Young	Kiama	150 0 0	.....	11 0 0	.....
„ William X. Johnson.....	Mullenderry.....	150 0 0	.....	11 0 0	.....
„ William Woolfrey	Brisbane Water	150 0 0	.....	.....	.....
„ Charles V. Dowling	Newcastle	150 0 0	.....	.....	.....
„ Charles B. Quinn	Raymond Terrace	150 0 0	.....	8 0 0	.....
„ John Kenny	East Maitland	200 0 0	.....	8 0 0	.....
„ John T. Lynch	West Maitland	200 0 0	.....	10 0 0	.....
„ John Rigney	Singleton.....	200 0 0	.....	10 0 0	.....
„ Henry N. Woolfrey	Macdonald River	100 0 0	.....	8 0 0	.....
„ James Hanly.....	Moreton Bay	150 0 0	.....	25 0 0	.....
„ William M'Ginty	Ipswich	150 0 0	.....	12 0 0	.....
„ Timothy M'Carthy	Armidale.....	150 0 0	.....	11 0 0	.....
„ John Maher	Albury.....	150 0 0	.....	24 0 0	.....
„ F. Kums.....	Sotala	.....	.....	.....	.....
„ E. O'Brien	Araluen	.....	.....	.....	.....
„ S. Sheehy	Gaol Chaplain, Sydney.....	.....	.....	.....	34 0 0
„ John Parker	Immigrants' Chaplain	.....	.....	.....	.....
„ Peter M. O'Farrell		.....	.....	.....	.....
„ Daniel Holohan.....	Newcastle Stockade	.....	.....	.....	.....
„ E. Walsh.....	New England	.....	.....	.....	34 0 0
„ J. Quinlivan	Port Macquarie	.....	.....	.....	66 0 0
„ J. Dunne.....	Armidale	.....	.....	.....	34 0 0
	£	7,350 0 0	.....	200 0 0	202 0 0
	Total ..... £	24,170 4 8	342 0 0	486 10 0	1,821 8 10

Audit Office, Sydney, New South Wales,
8th July, 1857.

1.—*Continued.*

Paid out of Territorial Revenue.		Paid out of Clergy and School Estates Revenue.			Paid out of the Ordinary Revenue.			Total.
Fixed Stipend.	In lieu of Forage.	Allowance as Gaol Chaplain.	In lieu of House Rent.	Special Payments out of Surplus.	Fixed Stipend.	In lieu of Forage.	Temporary addition to Stipend.	
1,470 12 2	134 10 8	304 3 4	380 0 0	1,322 7 9	154 10 10	15 9 4	4,620 5 7	27,470 3 2
.....	.....	.....	.....	.....	.....	.....	.....	800 0 0
.....	.....	.....	.....	.....	.....	.....	.....	150 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	12 10 0	.....	.....	.....	.....	.....	113 3 4
.....	.....	.....	.....	.....	.....	.....	.....	208 6 8
.....	.....	.....	.....	.....	.....	.....	25 0 0	
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	25 0 0	.....	.....	.....	.....	25 0 0	250 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	25 0 0	.....	.....	.....	.....	25 0 0	260 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	231 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	235 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	185 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	25 0 0	.....	.....	.....	.....	25 0 0	256 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	235 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	235 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	186 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	186 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	175 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	183 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	233 0 0
.....	.....	25 0 0	.....	.....	.....	.....	25 0 0	260 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	235 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	133 0 0
.....	.....	25 0 0	.....	.....	.....	.....	25 0 0	225 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	187 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	186 0 0
.....	.....	.....	.....	.....	.....	.....	25 0 0	199 0 0
179 8 11	.....	.....	.....	.....	20 11 1	.....	25 0 0	225 0 0
179 8 11	26 18 4	.....	.....	.....	20 11 1	3 1 8	25 0 0	255 0 0
.....	.....	150 0 0	.....	.....	.....	.....	25 0 0	209 0 0
16 13 4*	.....	.....	.....	.....	.....	.....	.....	16 13 4
162 15 6*	.....	.....	.....	.....	10 5 7	.....	10 5 7	183 6 8
.....	.....	16 13 4	.....	.....	.....	.....	.....	16 13 4
.....	.....	.....	.....	.....	.....	.....	.....	34 0 0
.....	.....	.....	.....	.....	.....	.....	.....	66 0 0
.....	.....	.....	.....	.....	.....	.....	.....	34 0 0
538 6 8	26 18 4	304 3 4	.....	.....	51 7 9	3 1 8	985 5 7	9,661 3 4
2,008 18 10	161 9 0	608 6 8	380 0 0	1,322 7 9	205 18 7	18 11 0	5,605 11 2	37,131 6 6

* Including Temporary Increase at the rate of £100 per annum.

W. C. MAYNE,
Auditor General.

No. 2.

A RETURN, shewing all the MONEYS paid from the PUBLIC TREASURY of NEW SOUTH WALES for the Support of the ORDINANCES of RELIGION within the Colony, for the Year 1856, distinguishing the Name and Station of each Officiating Clergyman or Minister, the Amount paid to each, and the Branch of Public Revenue from which such payments have been made respectively, so far as claims on account of the Year 1856 have been satisfied to this date.

NAME.	STATION.	Paid out of the Schedule for Public Worship.				Paid out of the Consolidated Revenue Fund.					TOTAL.
		Fixed Stipend.	In lieu of Forage.	For Travelling Expenses.	Special Payments out of Surplus.	Fixed Stipend.	Allowance as Gaol Chaplain.	In lieu of Forage.	In lieu of House Rent.	Temporary addition to Stipend.	
Church of England.											
Diocese of Sydney.											
Right Rev. F. Barker, D.D.	Bishop of Sydney and Metropolitan	1,500 0 0	.....	.....	.....	.....	10 8 4*	.....	.....	300 0 0	1,810 8 4
Ven. Archdeacon W. Cowper, D.D.	St. Philip, Sydney	460 0 0	.....	.....	.....	.....	.....	.....	.....	116 13 0	576 13 0
Rev. Robert Allwood, B.A.	St. James, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ George King	St. Andrew, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ W. H. Walsh, M.A.	St. Lawrence, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Forster Ashwin	Trinity, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ W. B. Clarke, M.A.	St. Leonard's	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ Charles C. Kemp	Camperdown	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ T. H. Wilkinson	Ashfield and Enfield	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ Thomas Steele, L.L.D.	Cook's River	198 16 0	.....	.....	.....	.....	.....	.....	.....	65 18 4	264 14 4
„ George E. Turner, S.C.L.	Hunter's Hill and Lane Cove	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ R. L. King	Parramatta	200 0 0	.....	.....	.....	.....	25 0 0	.....	.....	66 13 0	291 13 0
„ William F. Gore	Marsfield	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Thomas Donkin	Prospect	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ C. F. D. Priddle	Liverpool	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Thomas Reddall	Campbelltown	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Thomas Hassall, M.A.	Narellan	250 0 0	45 15 0	.....	.....	.....	.....	.....	60 0 0	66 13 0	422 8 0
„ Edward Rogers	Camden	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ George Vidal	Mulgoa	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Henry T. Stiles, M.A.	Windsor	250 0 0	45 15 0	.....	.....	.....	.....	.....	.....	66 13 0	362 8 0
„ John Elder	Richmond and Kurryjong	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ T. C. Ewing	Pitt Town and Wilberforce	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Thomas Horton	Lower Hawkesbury	200 0 0	.....	36 10 0	.....	.....	.....	.....	.....	66 13 0	303 3 0
„ William Stone, B.A.	Sutton Forest and Berrima	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ William Sowerby	Goulburn	200 0 0	.....	.....	.....	.....	25 0 0	.....	.....	66 13 0	291 13 0
„ J. S. Hassall	Bungonia	133 6 8	.....	.....	.....	.....	.....	.....	.....	66 13 4	283 6 8
	Berrima	50 0 0	.....	.....	.....	.....	.....	.....	.....	33 6 8	
„ Robert Cartwright	Gunning, Collector	438 19 6	.....	.....	.....	.....	.....	.....	45 0 0	111 6 4	595 5 10
„ C. F. Brigstocke	Yass	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Edward Smith	Queanbeyan	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ James Allan	Braidwood	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Matthew D. Meares, M.A.	Wollongong	250 0 0	45 15 0	.....	.....	.....	.....	.....	60 0 0	66 13 0	422 8 0
„ Hart D. D. Sparling, B.A.	Appin	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	216 13 0
„ Elijah Smith	Penrith and South Creek	200 0 0	45 15 0	.....	.....	.....	.....	.....	.....	66 13 0	312 8 0
„ James Günther	Mudgee	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	216 13 0
„ E. B. Proctor	Bungonia	66 13 4	.....	.....	.....	.....	.....	.....	.....	22 4 4	88 17 8
„ G. N. Woodd	Denham Court	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ William Watson	Wellington	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....	100 0 0
„ P. P. Agnew	Carcoar	50 0 0	.....	.....	.....	.....	.....	.....	.....	16 13 4	272 18 4
	Gaol, Darlinghurst	.....	.....	.....	.....	.....	56 5 0	.....	.....	.....	
	Immigrants' Chaplain	.....	.....	.....	.....	75 0 0	.....	.....	.....	75 0 0	
„ H. S. King	Gaol, Darlinghurst	.....	.....	.....	.....	.....	31 5 0*	.....	.....	.....	31 5 0
„ Edward Synge	Penal Establishment, Cockatoo Island	.....	.....	.....	.....	.....	52 1 8*	.....	.....	.....	52 1 8
„ John Pendrill		.....	.....	.....	.....	.....	62 10 0*	.....	.....	.....	62 10 0

„ Thomas Sharpe	Bathurst	200 0 0	45 15 0	.....	.....	.....	25 0 0	.....	50 0 0	66 13 0	387 8 0
„ William Lisle	Kelso	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Henry Tingcombe	Carcoar	150 0 0	.....	.....	.....	.....	.....	.....	.....	49 19 9	199 19 9
„ P. G. Smith	St. John's, Canbury	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ W. W. Simpson, M.A.	Dapto	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Walter Riky	Cooma, Mancroo, and Auckland.	75 0 0	.....	.....	.....	.....	.....	.....	.....	49 19 9	124 19 9
„* Thomas Druitt		8 6 8	.....	.....	.....	.....	.....	.....	.....	5 11 1	105 7 9
„ Do.	Military Chaplain	.....	.....	.....	.....	.....	.....	.....	.....	91 10 0	
„ G. F. Macarthur	St. Mark's, Alexandria	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	216 13 0
„ Thomas Hayden	Immigrants' Chaplain	.....	.....	.....	.....	25 0 0	.....	.....	.....	25 0 0	50 0 0
„ William Coombes	Sofala and Meroo	.....	.....	.....	.....	200 0 0	.....	.....	.....	100 0 0	300 0 0
„ Henry A. Palmer	Meroo and Sofala	.....	.....	.....	.....	200 0 0	.....	.....	.....	100 0 0	300 0 0
„ William Allworth	Araluen	.....	.....	.....	.....	33 6 8	.....	5 0 0	.....	16 13 4	55 0 0
„ Charles H. Rich		.....	.....	.....	.....	166 13 4	.....	25 0 0	.....	83 6 8	275 0 0
	£	10,131 2 2	228 15 0	36 10 0	.....	700 0 0	287 10 0	30 0 0	215 0 0	3,896 0 0	15,524 17 2
Diocese of Newcastle.											
Right Rev. W. Tyrrell, D.D.	Bishop of Newcastle	500 0 0	.....	.....	.....	.....	.....	.....	.....	116 13 1	616 13 1
Rev. Alfred Glennie	Gosford	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ C. P. N. Wilton, M.A.	Newcastle	250 0 0	45 15 0	.....	.....	.....	.....	.....	.....	66 13 1	362 8 1
„ G. K. Rusden, M.A.	East Maitland	200 0 0	45 15 0	.....	.....	.....	25 0 0	.....	60 0 0	66 13 0	397 8 0
„ Robert Chapman	West Maitland	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ Charles Spencer, M.A.	Raymond Terrace	100 0 0	.....	.....	.....	.....	.....	.....	.....	33 6 7	133 6 7
„ Lovick Tyrrell		100 0 0	.....	.....	.....	.....	.....	.....	.....	33 6 6	133 6 6
„ R. T. Bolton, M.A.	Hexham and Alnwick	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	216 13 0
„ Coles Child	Scone	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ F. W. Addams	Paterson	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ R. G. Boodle, M.A.	Muswellbrook	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ James Blackwood	Singleton	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 0	266 13 0
„ Joseph Cooper	Falbrook and Jerry's Plains	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Septimus Hungerford	Armidale	100 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	166 13 1
„ J. R. Bloomfield	Morpeth, Hinton, and Middlehope.	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ John Cross	Port Macquarie	200 0 0	.....	.....	.....	.....	.....	.....	60 0 0	66 13 1	326 13 1
„ Thomas O'Reilly		150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ A. E. Selwyn	Clarence River	100 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	200 0 0
„ E. K. Yeatman	Brisbane	100 0 0	.....	.....	.....	.....	25 0 0	.....	.....	66 13 1	191 13 1
„ J. F. R. Whinfield	Wollombi	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
	£	3,700 0 0	91 10 0	.....	.....	.....	50 0 0	.....	120 0 0	1,449 15 10	5,411 5 10
Presbyterian Church.											
Rev. James Fullerton, L.L.D.	Pitt-street, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	266 13 4
„ John Dougall	St. Andrew's, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	266 13 4
„ James Coutts	Parramatta	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ Matthew Adam	Windsor	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ William M'Kee	Campbelltown	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ William Ross	Goulburn	146 14 0	.....	.....	.....	.....	.....	.....	.....	65 4 0	211 18 0
„ Cunningham Atchison	Wollongong	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ William Purves	Maitland	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Thomas Stirton	Paterson	136 8 0	.....	.....	.....	.....	.....	.....	.....	90 18 8	227 6 8
„ James S. White	Patrick's Plains	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	216 13 4
„ Robert Blain	Hinton	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	266 13 4
	Carried forward £	1,833 2 0	.....	.....	.....	.....	.....	.....	.....	922 16 0	2,755 18 0
Carried forward £		15,664 4 2	320 5 0	36 10 0	.....	700 0 0	337 10 0	30 0 0	335 0 0	6,268 11 10	23,692 1 0

* Including Temporary Increase at the rate of £50 per annum.

RETURN No. 2,—*Continued.*

NAME.	STATION.	Paid out of the Schedule for Public Worship.				Paid out of the Consolidated Revenue Fund.					TOTAL.
		Fixed Stipend.	In lieu of Forage.	For Travelling Expenses.	Special Payments out of Surplus.	Fixed Stipend.	Allowance as Gaol Chaplain.	In lieu of Forage.	In lieu of House Rent.	Temporary addition to Stipend.	
Brought forward ..... £		15,664 4 2	320 5 0	36 10 0	.....	700 0 0	337 10 0	30 0 0	335 0 0	6,268 11 10	23,692 1 0
Presbyterian Church.—*Continued.*											
Brought forward ..... £		1,833 2 0	.....	.....	.....	.....	.....	.....	.....	922 16 0	2,755 18 0
Rev. George M'Fie	Portland Head	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	216 13 4
" James B. Laughton	Bathurst	75 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	141 13 4
" K. D. Smythe	Bathurst	37 10 0	.....	.....	.....	.....	.....	.....	.....	.....	37 10 0
" Edward Halland	Port Macquarie	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	216 13 4
" John M'Gibbon	Woolloomooloo	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
" James Nimmo	Newcastle	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
" William L. Nelson	Ipswich	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
" James Milne	Paddington	102 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	202 0 0
" A. M'Ewen	Sofala	.....	.....	.....	.....	200 0 0	.....	30 0 0	.....	100 0 0	330 0 0
" A. S. Pennycook	Araluen	.....	.....	.....	.....	200 0 0	.....	30 0 0	.....	100 0 0	330 0 0
£		2,797 12 0	.....	.....	.....	400 0 0	.....	60 0 0	.....	1,722 16 0	4,980 8 0
Wesleyan Methodist Mission.											
Rev. Samuel Wilkinson	Sydney and Wollongong	37 10 0	.....	.....	150 0 0	.....	.....	.....	.....	125 0 0	312 10 0
" H. H. Gaud	Sydney	112 10 0	.....	.....	.....	.....	.....	.....	.....	75 0 0	187 10 0
" William Schofield	Parramatta	50 0 0	.....	.....	.....	.....	.....	.....	.....	25 0 0	75 0 0
" T. Adams	Parramatta	150 0 0	.....	.....	.....	.....	.....	.....	.....	75 0 0	225 0 0
" Frederick Lewis	West Maitland	37 10 0	.....	.....	.....	.....	.....	.....	.....	25 0 0	62 10 0
" W. A. Quick	West Maitland	112 10 0	.....	.....	.....	.....	.....	.....	.....	75 0 0	187 10 0
" Benjamin Hurst	Bathurst	37 10 0	.....	.....	.....	.....	.....	.....	.....	25 0 0	62 10 0
" Joseph Oram	Bathurst	112 10 0	.....	.....	.....	.....	.....	.....	.....	75 0 0	187 10 0
" James Somerville	Sofala	.....	.....	.....	.....	200 0 0	.....	30 0 0	.....	100 0 0	330 0 0
" W. J. K. Piddington	Araluen	.....	.....	.....	.....	200 0 0	.....	30 0 0	.....	100 0 0	330 0 0
" S. Rabone	Sydney	.....	.....	.....	172 10 6	.....	.....	.....	.....	100 0 0	272 10 6
" J. G. Millard	Sydney	.....	.....	.....	150 0 0	.....	.....	.....	.....	100 0 0	250 0 0
" John Watsford	Sydney	.....	.....	.....	150 0 0	.....	.....	.....	.....	100 0 0	250 0 0
" C. W. Rigg	Camden	.....	.....	.....	150 0 0	.....	.....	.....	.....	100 0 0	250 0 0
" Benjamin Chapman	Newtown	.....	.....	.....	150 0 0	.....	.....	.....	.....	100 0 0	250 0 0
£		650 0 0	.....	.....	922 10 6	400 0 0	.....	60 0 0	.....	1,200 0 0	3,232 10 6
Church of Rome.											
Most Rev. J. B. Polding	Archbishop	800 0 0	.....	.....	.....	.....	.....	.....	.....	124 7 0	924 7 0
Very Rev. Henry G. Gregory	Vicar General	289 18 4	.....	.....	.....	.....	.....	.....	.....	93 5 7	383 3 11
Rev. John M'Encroe	St. Mary's, Sydney	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
" J. J. Therry	St. Patrick's, Sydney, and Balmain	133 6 8	.....	.....	.....	.....	.....	.....	.....	61 2 0	194 8 8
" Jerome Keating	St. Patrick's, Sydney	166 13 4	.....	.....	.....	.....	.....	.....	.....	83 6 8	250 0 0
" Theophilus Bourand	St. Benedict's, Sydney	33 6 8	.....	.....	.....	.....	.....	.....	.....	16 13 4	50 0 0
" Michael Corish	St. Benedict's, Sydney	166 13 4	.....	.....	.....	.....	.....	.....	.....	83 6 8	250 0 0
" Daniel M. O'Connell	Surry Hills	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
" Robert Downing	Balmain and Cockatoo Island	50 0 0	.....	.....	.....	.....	52 1 8*	.....	.....	22 4 5	124 6 1
" Eugene Luckie	Petersham	125 0 0	.....	.....	.....	.....	.....	.....	.....	83 6 8	208 6 8
" J. M'Girr	Petersham	25 0 0	.....	.....	.....	.....	.....	.....	.....	16 13 4	41 13 4

„ John M'Lennan	Ryde	37 10 0	.....	.....	.....	.....	.....	.....	.....	25 0 0	62 10 0
„ J. L. Rocher	Ryde	112 10 0	.....	.....	.....	.....	.....	.....	.....	75 0 0	187 10 0
„ N. J. Coffey	Parramatta	200 0 0	.....	.....	.....	.....	25 0 0	.....	.....	66 13 1	291 13 1
„ Patrick Hallinan	Windsor	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ Michael Brennan	Penrith	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ P. Kenyon	Penal Establishment, Cockatoo Island	.....	.....	.....	.....	.....	72 18 4*	.....	.....	.....	72 18 4
„ Luke Hand	Appin and Hartley	187 10 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	287 10 0
„ P. O'Farrell	Hartley	100 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	200 0 0
	Immigrants' Chaplain	.....	.....	.....	.....	16 13 4	.....	.....	.....	16 13 4	
„ John Grant	Bathurst	200 0 0	.....	.....	.....	.....	25 0 0	.....	.....	66 13 1	291 13 1
„ James Phelan	Kelso	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Bernard Murphy	Carcoar	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Calaghan M'Carthy	Mudgee	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	216 13 1
„ Charles Lovat	Liverpool	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ James P. Roche	Campbelltown	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ Henry Garnett	Appin, Hartley, & M'Donald River	162 10 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	262 10 0
„ Cornelius Twomey	Berrima	150 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	216 13 1
„ Michael Kavanagh	Goulburn and Queanbeyan	200 0 0	.....	.....	.....	.....	8 6 8	.....	.....	66 13 0	274 19 8
„ Richard Walsh	Queanbeyan and Goulburn	200 0 0	.....	.....	.....	.....	16 13 4	.....	.....	66 13 0	283 6 4
„ Patrick Magennis	Yass	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ Joseph C. Sumner	Wollongong	200 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 1	266 13 1
„ Peter Young	Kiama	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ William X. Johnson	Mullinderry	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ William Woolfrey	Brisbane Water	37 10 0	.....	.....	.....	.....	.....	.....	.....	25 0 0	62 10 0
„ Charles V. Dowling	Newcastle	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ Charles B. Quinn	Raymond Terrace	100 0 0	.....	.....	.....	.....	.....	.....	.....	66 13 4	166 13 4
„ John Kenny	East Maitland	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ John T. Lynch	West Maitland	200 0 0	.....	.....	.....	.....	25 0 0	.....	.....	100 0 0	325 0 0
„ John Rigney	Singleton	200 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	300 0 0
„ Henry N. Woolfrey	Macdonald River & Brisbane Water	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ James Hanly	Moreton Bay	150 0 0	.....	.....	.....	.....	25 0 0	.....	.....	100 0 0	275 0 0
„ William M'Ginty	Ipswich	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ John Maher	Albury	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ Peter Powell	St. Leonard's	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
„ Samuel Sheehy	Gaol, Darlinghurst	.....	.....	.....	.....	.....	125 0 0*	.....	.....	.....	125 0 0
„ J. Martin	Raymond Terrace	25 0 0	.....	.....	.....	.....	.....	.....	.....	16 13 4	41 13 4
„ Denis M'Guinn	Sofala	.....	.....	.....	.....	200 0 0	.....	.....	.....	100 0 0	300 0 0
„ Edward O'Brien	Araluen	.....	.....	.....	.....	200 0 0	.....	30 0 0	.....	100 0 0	330 0 0
„ John F. Sheridan	Immigrants' Chaplain	.....	.....	.....	.....	83 6 8	.....	.....	.....	83 6 8	166 13 4
„ Timothy M'Carthy	Armidale	150 0 0	.....	.....	.....	.....	.....	.....	.....	100 0 0	250 0 0
	£	7,602 8 4	.....	.....	.....	500 0 0	375 0 0	30 0 0	.....	3,792 9 5	12,299 17 9
Jewish Minister.											
Rev. Jacob Isaacs	Sydney	.....	.....	.....	.....	100 0 0	.....	.....	.....	.....	100 0 0
„ Herman Hoelzel	Sydney	.....	.....	.....	.....	100 0 0	.....	.....	.....	.....	100 0 0
		.....	.....	.....	.....	200 0 0	.....	.....	.....	.....	200 0 0
TOTAL £		24,881 2 6	320 5 0	36 10 0	922 10 6	2,200 0 0	712 10 0	180 0 0	335 0 0	12,061 1 3	41,648 19 3

* Including Temporary Increase at the rate of £50 per annum.

Audit Office, Sydney, New South Wales,
23 *July*, 1857.

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Legislative Assembly.

GOVERNMENT DEBENTURES.

(RETURN OF NUMBER SOLD TO 13 AUGUST, 1857.)

Ordered by the Legislative Assembly to be Printed, 3 *September,* 1857.

GENERAL SUMMARY of Debentures Sold, &c., by the present Government.

37,980	Sold at par	37,980 0 0
6,200	„ 99½ per cent.....	6,169 9 0
51,300	„ 99 „	50,787 0 0
3,000	„ 98¾ „	2,962 10 0
15,000	„ 98⅝ „	14,793 15 0
71,000	„ 98½ „	69,935 0 0
8,200	„ 98⅛ „	8,046 5 0
44,950	„ 98 „	44,051 0 0
£237,630		£234,724 10 0
100,000	Advance of 90 per cent. by Oriental Bank, pending sale	90,000 0 0
£337,630	TOTALS	£324,724 10 0

The Treasury,
17 *August,* 1857.

STUART A. DONALDSON.

MEMO.—The rate of average per cent. realized on Debentures sold is £98 16s. per cent., nearly

S. A. D.

A RETURN of DEBENTURES Sold in accordance with Notices of 19 January and 3rd February, 1857, with names of Purchasers, &c.

NAME.	AMOUNT.	RATE.	PROCEEDS.
H. M. Joseph	2,200 0 0	98⅛ per cent.	2,158 15 0
Oriental Bank	5,000 0 0	98 „	4,900 0 0
W. Dumaresq & Thomas Barker	3,000 0 0	98 „	2,940 0 0
Edward Hinder	800 0 0	Par	800 0 0
Mort & Co.	9,000 0 0	98 per cent.	8,820 0 0
W. J. Lennon	3,000 0 0	98¾ „	2,962 10 0
Do.	5,000 0 0	98½ „	4,925 0 0
C. Fehrenback	500 0 0	Par	500 0 0
A. Walker	7,000 0 0	99 per cent.	6,930 0 0
B. Mountcastle	100 0 0	Par	100 0 0
W. J. Lennon	1,500 0 0	99 per cent.	1,485 0 0
Js. Ed. Davys	1,000 0 0	Par	1,000 0 0
	£38,100 0 0		£37,521 5 0

SUMMARY.

£2,400	Sold at Par	£2,400 0 0
8,500	„ 99 per cent.	8,415 0 0
3,000	„ 98¾ „	2,962 10 0
5,000	„ 98½ „	4,925 0 0
2,200	„ 98⅛ „	2,158 15 0
17,000	„ 98 „	16,660 0 0
£38,100		£37,521 5 0

Sold 10 *February*, 1857.

A RETURN of DEBENTURES Sold in accordance with Notice of 16 February, 1857, with names of Purchasers, &c.

NAME.	AMOUNT.	RATE.	PROCEEDS.
J. Davies	7,000 0 0	99 per cent.	6,930 0 0
J. E. Graham	2,100 0 0	99 „	2,079 0 0
Jno. Shadforth	700 0 0	99 „	693 0 0
Morehead & Young	15,000 0 0	98⅝ „	14,793 15 0
C. D. Riddell	5,000 0 0	98½ „	4,925 0 0
Thos. Frost	1,000 0 0	98½ „	985 0 0
H. M. Joseph	3,500 0 0	98⅛ „	3,434 7 6
W. J. Lennon	2,500 0 0	98⅛ „	2,453 2 6
Do.	2,500 0 0	98 „	2,450 0 0
J. Milsom, junr.	5,000 0 0	98 „	4,900 0 0
Thos. Barker	1,200 0 0	98 „	1,176 0 0
Thos. Blake	3,000 0 0	98 „	2,940 0 0
	£48,500 0 0		£47,759 5 0

SUMMARY.

£9,800	Sold at 99 per cent.	£9,702 0 0
15,000	„ 98⅝ „	14,793 15 0
6,000	„ 98½ „	5,910 0 0
6,000	„ 98⅛ „	5,887 10 0
11,700	„ 98 „	11,466 0 0
£48,500		£47,759 5 0

Sold 24 *February*, 1857.

A RETURN of Debentures Sold in accordance with Notice of 11 March, 1857, with names of Purchasers, &c.

NAME.	AMOUNT.	RATE.	PROCEEDS.
J Dole	1,000 0 0	Par	1,000 0 0
J. Sandy	200 0 0	99 per cent.	198 0 0
Oriental Bank	50,000 0 0	98½ „	49,250 0 0
Brown & Co.	10,000 0 0	98½ „	9,850 0 0
	£61,200 0 0		£60,298 0 0

SUMMARY.

£1,000	Sold at Par	£1,000
200	„ 99 per cent.	198
60,000	„ 98½ „	59,100
61,200		60,298

Sold 18 *March*, 1857.

A RETURN of Debentures Sold in accordance with Notice of 21 May, 1857, with names of Purchasers, &c.

NAME.	AMOUNT.	RATE.	PROCEEDS.
Hawkesbury Benevolent Society	1,500 0 0	Par	1,500 0 0
Savings Bank, New South Wales	25,000 0 0	„	25,000 0 0
Thos. Barton	100 0 0	„	100 0 0
W. A. Steel	800 0 0	„	800 0 0
Geo. Parker	800 0 0	„	800 0 0
Eliza Connor	900 0 0	„	900 0 0
J. L Tritton	2,000 0 0	99 per cent	1,980 0 0
Do.	1,000 0 0	99½ „	995 0 0
Geo. Lancaster	4,000 0 0	99½ „	3,980 0 0
Buyers and Learmonth	700 0 0	99 „	693 0 0
Thos. Walker	10,000 0 0	99 „	9,900 0 0
Jno. Solomon	5,000 0 0	99 „	4,950 0 0
J. Milsom, Jr.	3,500 0 0	99 „	3,465 0 0
	£55,300 0 0		£55,063 0 0

SUMMARY.

£29,100	Sold at Par	£29,100
5,000	„ 99½ per cent.	4,975
21,200	„ 99 „	20,988
£55,300		55,063

Sold 1 *June*, 1857.

A RETURN of DEBENTURES Sold in accordance with Notice of 26 June, 1857, with the names of the Purchasers, &c.

NAME.	AMOUNT.	RATE.	PROCEEDS.
Police Reward Fund	1,500 0 0	99 per cent.	1,485 0 0
Police Superannuation Fund	1,500 0 0	99 „	1,485 0 0
D. Dunne	100 0 0	Par	100 0 0
D. Peden	100 0 0	„	100 0 0
S. H. Harris	1,200 0 0	99½ per cent.	1,194 0 0
J. & A. Brown	4,000 0 0	99 „	3,960 0 0
J. Sandy	200 0 0	99 „	198 0 0
H. M. Joseph	1,000 0 0	99 „	990 0 0
R. Garrett	400 0 0	Par	400 0 0
	£10,000 0 0		£9,912 0 0

SUMMARY.

£600	Sold at par	£600
1,200	„ 99½ per cent.	1,194
8,200	„ 99 per cent.	8,118
£10,000		£9,912

Sold 4 *July*, 1857.

A RETURN of Debentures Sold in accordance with Notice of 3 August, 1857, with names of Purchasers, &c.

NAME.	AMOUNT.	RATE.	PROCEEDS.
Jno. M'Donald	400 0 0	99 per cent.	396 0 0
W. P. Faithfull	3,000 0 0	99 „	2,970 0 0
R. C. Lethbridge	1,200 0 0	98 „	1,176 0 0
Mort & Co.	10,000 0 0	98 „	9,800 0 0
J. Davis	2,000 0 0	98 „	1,960 0 0
J. Milsom, Jr.	3,000 0 0	98 „	2,940 0 0
	£19,600 0 0		£19,242 0 0

SUMMARY.

£3,400	Sold at 99 per cent.	£3,366
16,200	„ 98 per cent.	15,876
£19,600		£19,242

Sold 13 *August* 1857.

A RETURN of DEBENTURES of the value of £10 each, sold by the Australian Joint Stock Bank, as the Agent for the Government, from the 3rd July to 12th August, 1857, inclusive.

AMOUNTS.	RATE.	PROCEEDS.
4,880	Par	4,880
50	98 per cent.	49
£4,930		£4,929

DEBENTURES issued to the Oriental Bank, to be forwarded to England, for Sale in the London market.

	AMOUNT.	ADVANCE.	
Oriental Bank	£100,000	Agreed—90 per cent. pending the sale in England	£90,000

Issued to the Bank 23 *May*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

GOVERNMENT DEBENTURES.

(DUE DATES OF AND AMOUNTS OF OUTSTANDING.)

Ordered by the Legislative Assembly to be Printed, 16 *December,* 1857.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 15 December, 1857, praying that there be laid upon the Table :—

"A Return of all Debentures issued by the Government of "New South Wales, shewing—

"(1.) The several Due Dates of such Debentures, and

"(2.) The Amount, in one sum, which may fall due in each year "until the whole amount now in issue shall be due."

A RETURN of all DEBENTURES issued by the GOVERNMENT of NEW SOUTH WALES, shewing—(1.) The several Due Dates of such Debentures, and—(2.) The Amount, in one sum, which may fall due in each year, until the whole amount now in issue shall be due.

SERVICES.	YEARS.												TOTALS.
	1858.	1859.	1860.	1861.	1862.	1866.	1871.	1873.	1874.	1876.	1882 or at any time after, at the will of the Government.	Permanent.	
Land and Immigration	100,000	60,000	53,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	213,000
To Retire Land and Immigration Debentures,—20 Vic, No. 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	70,500	.....	.....	70,500
Railways,—18 Vic., No. 40	.....	.....	33,500	27,600	.....	139,000	100,000	.....	.....	133,300	.....	.....	433,400
Railways, Sydney Company	.....	.....	17,500	.....	.....	.....	.....	50,000	150,000	.....	.....	.....	217,500
Railways,—Purchase of Stock	.....	.....	230,700	.....	.....	.....	.....	.....	.....	.....	.....	2,700	233,400
Sydney Sewerage,—17 Vic., No. 34	.....	10,000	44,900	.....	.....	97,500	.....	.....	.....	25,900	6,550	.....	184,850
Sydney Water Works,—17 Vic., No. 35	.....	10,000	18,000	.....	1,000	50,700	.....	.....	.....	36,700	31,000	.....	147,400
Public Works,— { 18 Vic., No. 35 / 19 Vic., Nos. 38 and 40 }	.....	.....	21,000	.....	.....	12,800	.....	.....	.....	266,400	*170,800	.....	471,000
Railways,—20 Vic., No. 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	203,000	.....	.....	203,000
To Retire Land and Immigration Debentures,—20 Vic., No. 16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132,300	.....	132,300
£	100,000	80,000	418,600	27,600	1,000	300,000	100,000	50,000	150,000	735,800	340,650	2,700	2,306,350

* Including £100,000 value of Debentures forwarded to London for sale there; other Debentures issued under the Act 20 Vic., No. 33, for a like sum, but falling due in 1873, have subsequently been sent to replace them.

The Treasury, New South Wales,
11 *December*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

EXPENDITURE CHARGEABLE ON LOANS.

(STATEMENT OF COLONIAL TREASURER UPON PUBLIC WORKS.)

Ordered by the Legislative Assembly to be Printed, 24 *November,* 1857.

EXPENDITURE CHARGEABLE ON LOANS.

STATEMENT of Expenses chargeable on Loans: shewing (1) the amount actually contracted for; (2) the amount for Works of urgency, but for which no obligation has been incurred; and (3) the Amount for Works, the execution of which may be delayed for the present without injury to the Public Service.

Works, &c.	Amounts contracted for.	Amounts for which no obligation has been incurred.	Amounts for works which may be postponed.
17 *Vict.*, 34 & 35.			
Sydney Sewerage	10,575 0 0	.....	.....
Sydney Water Works	63,413 0 0	.....	.....
18 *Vict.*, 35.			
New General Post Office	.....	.....	40,000 0 0
Colonial Store	.....	.....	3,000 0 0
New Water Police Watch House	1,966 13 4	.....	.....
Mounted Patrol Barrack	.....	2,420 0 0	.....
Police Station, South Sydney	410 16 5	.....	.....
Police Station, Newcastle	.....	.....	4,000 0 0
Court and Watch House, Queanbeyan	.....	.....	1,200 0 0
Court House, Ipswich	.....	.....	3,500 0 0
Bridge, Bargo	.....	.....	4,000 0 0
Do. Gunning	.....	3,933 16 8	.....
Do. Queanbeyan	1,771 19 5	.....	.....
Do. Jugiong Creek	.....	4,000 0 0	.....
20 *Vict.*, 1.			
To pay off Debentures	3,000 0 0	.....	.....
19 *Vict.*, 38 & 40.			
Improvements, River Hunter	8,500 0 0	7,000 0 0	10,913 2 11
Gaol at Brisbane	.....	.....	20,000 0 0
Court House, Wollongong	1,450 0 0	.....	.....
Court and Watch House, Wingham	.....	600 0 0	.....
Court House, Deniliquin	.....	600 0 0	.....
Observatory and Time Ball	2,525 11 1	.....	.....
Legislative Council Buildings	.....	1,561 18 0	.....
Site, Light House, Newcastle	189 0 0	.....	.....
Steam Dredge and Punt, River Brisbane	.....	.....	10,327 8 7
St. Paul's College	8,500 0 0	.....	4,000 0 0
Presbyterian College	.....	.....	20,000 0 0
Wesleyan College	.....	5,000 0 0	15,000 0 0
Roman Catholic College	.....	5,000 0 0	15,000 0 0
Carried forward £	102,302 0 3	30,115 14 8	150,940 11 6

EXPENDITURE CHARGEABLE ON LOANS.

Works, &c.	Amounts contracted for.	Amounts for which no obligation has been incurred.	Amounts for works which may be postponed.
Brought forward	102,302 0 3	30,115 14 8	150,940 11 6
20 *Vict.*, 34.			
Railway Extension, including Rails and General Expenses.....	104,000 0 0	.....	97,000 0 0
21 *Vict.*			
To pay off Debentures falling due in 1858....	65,000 0 0	.....	.....
20 *Vict.*, 33.			
Electric Telegraph	36,290 9 1	.....	.....
Defences, Port Jackson	6,497 11 2	.....	.....
Light Houses, Australian Coast	.....	10,000 0 0	.....
Dry Dock, Cockatoo	5,333 0 11	.....	.....
Light House, Newcastle	1,005 16 2	.....	.....
Sydney Infirmary	1,500 0 0	.....	.....
Court House, East Maitland.....	.....	.....	3,500 0 0
Immigration Depôt, Brisbane	590 0 0	.....	.....
Do. Maryborough	250 0 0	.....	.....
Navigation, Rivers Brisbane and Bremer	750 0 0	.....	.....
Electric Telegragh, Brisbane	500 0 0	.....	.....
Bar Entrance, River Mary	500 0 0	.....	.....
Custom House, Moreton Bay	1,500 0 0	.....	.....
Court and Watch House, Maryborough	1,000 0 0	.....	.....
Do. Nanango	500 0 0	.....	.....
Do. Tarrome	500 0 0	.....	.....
Hospital, Ipswich	1,500 0 0	.....	.....
Bridge, Western Suburbs, North Brisbane ..	500 0 0	.....	.....
Bridge, Lockyer's Creek	1,000 0 0	.....	.....
Bridges, other Crossings	1,000 0 0	.....	.....
Roads, Little Liverpool Range.....	1,064 0 0	.....	.....
Road between Maryborough and Brisbane ..	400 0 0	.....	.....
Road between Brisbane and Ipswich	3,000 0 0	.....	.....
Roads, Upper Dawson and Fitz Roy Rivers..	200 0 0	.....	.....
Bridge, Norman's Creek	1,000 0 0	.....	.....
Add—			
Overdraft on Loans Account, temporarily charged against the General Balance in the Joint Stock Bank,.....	66,243 8 4	.....	.....
Totals .....£	403,926 5 11	40,115 14 8	251,440 11 6

The Treasury, Sydney,
17 *November*, 1857.

R. JONES.

1857.

NEW SOUTH WALES.

Legislative Assembly.

Ordered by the Legislative Assembly to be Printed.

RETURN to an *Order* of the Honorable the Legislative Assembly, dated 6th February, 1857, for—

"An Account of the Receipts derived from the sale of "Debentures, and Advances on Account thereof; and also an "Account of all Payments from the Loan Fund, with the "particulars of the various services, from the 1st January, to "the 31st December, 1856."

NOTE.—This Return will also be found as Appendix No. 1 to the Consolidated Revenue Fund Account for 1856.

STATEMENT of Receipts and Disbursements, on Account of Public Works provided

RECEIPTS.	Amount.	Total.
17 Victoria, No. 34.		
Proceeds of Sewerage Debentures to the amount of £25,900, bearing Interest at 5 per cent. per annum, negotiated in the Colony	23,666 2 6	
Proceeds of Sewerage Debentures to the amount of £97,500, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London	93,936 19 3	117,603 1 9
17 Victoria, No. 35.		
Proceeds of Water Supply Debentures to the amount of £36,700, bearing Interest at 5 per cent. per annum, negotiated in the Colony	33,534 12 6	
Proceeds of Water Supply Debentures to the amount of £50,700, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London	48,000 5 11	81,534 18 5
18 Victoria, No. 40.		
Balance of Proceeds of Railway Debentures to the amount of £339,000, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London, after deducting the sum of £225,000, advanced by that Bank in 1855	89,472 8 6	
Amount advanced by the Bank of New South Wales, upon Railway Debentures, to the amount of £33,300, issued to that Bank for negotiation through their London Branch, and not yet accounted for	29,970 0 0	
Proceeds of Railway Debentures issued in payment of the Contractor for the Construction of a portion of the Railway between Newcastle and Maitland..	28,125 0 0	147,567 8 6
18 Victoria, No. 35, and 19 Victoria, Nos. 38 and 40.		
Proceeds of Public Works Debentures to the amount of £116,400, bearing Interest at 5 per cent. per annum, negotiated in the Colony	107,431 2 6	
Proceeds of Public Works Debentures to the amount of £162,800, bearing Interest at 5 per cent. per annum, negotiated through the Agency of the Bank of New South Wales, in London	150,977 16 4	258,408 18 10
20 Victoria, No. 1.		
Proceeds of Debentures to the amount of £203,000, issued for Railway Works, bearing Interest at 5 per cent. per annum, negotiated in the Colony ...	199,997 10 0	
Proceeds of Debentures to the amount of £54,000, issued to pay off Land and Immigration Debentures, and bearing Interest at 5 per cent. per annum ...	51,427 9 5	251,424 19 5
Amount drawn from the Several Banks undermentioned, on Cash Credit Accounts, pending the sale of Debentures, viz.:—		
The Bank of New South Wales	18,577 2 6	
The Commercial Bank	14,129 1 7	
The Bank of Australasia	15,900 0 0	48,606 4 1
Repayment of Moneys advanced to Railway Surveyors		1,424 8 4
Balance of Adjustments over Advances to Public Officers		51,649 18 10
Total Receipts... ... ...£		958,219 18 2
Balance at the Credit of the Loans Account on the 31st December, 1855		53,708 17 7
Total. . ...£		1,011,928 15 9

Audit Office, Sydney, New South Wales,
13th May, 1857.

for by Loans secured on the Consolidated Revenue Fund, in the Year 1856.

DISBURSEMENTS.	Amount.	Total.
17 Victoria, No 34, 18 Victoria, No. 36, and 19 Victoria, No. 42.		
Sewerage of the City of Sydney...	.....	58,675 0 0
17 Victoria, No. 35, 18 Victoria, No. 36, and 19 Victoria, No. 42.		
Supply of Water to the City of Sydney	.....	69,207 0 0
18 Victoria, No. 35.		
Light House, Cape Moreton	3,040 12 3	
Public Abattoir, Glebe Island	7,190 6 10	
New Government Printing Office	2,533 6 8	
Signal House, Newcastle...	182 14 6	
New Water Police Office, Sydney	739 8 9	
Mounted Patrol Barracks and Stables, Sydney	2,896 1 2	
Police Station, Southern end of Sydney	3,241 6 4	
Watch House, Balmain	126 11 8	
Watch House, Newtown	125 18 8	
Court House, Camden	125 0 0	
Public Wharf, Erskine-street	1,000 0 0	
Bridge, Menangle Ford	2,000 0 0	
Bridge over the Belubula Rivulet, Carcoar	879 16 5	
		24,081 3 3
19 Victoria, No. 40.		
Improving the Navigation of the River Hunter, and the Port of Newcastle ...	5,141 4 1	
Fortifications, Harbour of Port Jackson...	27,576 7 4	
Houses of Parliament	9,517 0 0	
Site for the Sydney Grammar School	5,000 0 0	
Light House at Newcastle	301 19 2	
Survey of the River Hunter	505 2 10	
Steam Dredge for the River Brisbane	57 17 10	
Dam at Hunt's Creek, Parramatta	8,000 0 0	
Supply of Fresh Water to the Township of Gladstone	2,290 3 0	
Fitzroy Dry Dock	7,153 11 6	
Surveys, Experiments, and Preparations for the Extension of Railways ...	16,754 7 10	
Bridge over the Macquarie River, Bathurst	677 6 10	
Bridge over Paddy's River	196 13 6	
		83,171 13 11
19 Victoria, No. 38.		
Sydney University Building Fund, including £20,000, transferred to the Revenue Account in re-payment of that Amount previously charged thereon ...	50,000 0 0	
Sydney Grammar School Building Fund	20,000 0 0	
St. Paul's Affiliated College Building Fund	3,000 0 0	
		73,000 0 0
18 Victoria, No 40, 19 Victoria, No 40, and 20 Victoria, No. 1.		
Expenditure for Railway Works by the Railway Commissioners, viz.:—		
Sydney and Parramatta Railway, including Compensation for Land ...	59,285 13 3	
Liverpool Extension, including Compensation for Land	85,381 17 0	
Hunter River Railway, including Compensation for Land	118,179 12 1	
Remittances for Rails, including Charges for Exchange and Freight ...	67,383 8 3	
Rolling Stock, Locomotive Engines, and Station Sidings	4,870 8 9	
Stores	546 18 6	
Salaries	8,349 5 4	
General Expenditure and Wages	3,980 8 4	
Rent	375 0 0	
Printing and Stationery	168 15 3	
Furniture	82 14 0	
Interest paid to the Commercial Bank upon overdrawn Account ...	500 3 0	
		349,104 3 9
20 Victoria, No. 1.		
Land and Immigration Debentures paid off	48,800 0 0	
Interest on the same, from 1st January to 21st November, 1856	2,139 9 5	
Premium of 1 per cent. on the principal sum of £48,800, allowed to the Holders upon their receiving new Debentures in Payment of Principal and Interest.	488 0 0	
		51,427 9 5
Cash Credit Advances re-paid	.....	182,376 4 1
Balance unadjusted of Remittances to the Colonial Agent General	.....	3,919 2 0
Total Disbursements	..... £	894,961 16 5
Balance at the Credit of the Loans Account on the 31st December, 1856:—		
In the Treasury, Sydney	94,579 9 4	
In the Bank of New South Wales, London Branch	22,387 10 0	
		116,966 19 4
Total... ... ...£		1,011,928 15 9

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Legislative Assembly.

PUBLIC WORKS IN SYDNEY & COUNTRY DISTRICTS.

(EXPENDITURE UPON.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Order* of the Honorable the Legislative Assembly, dated 4 November, 1856, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House:—

"(1) A Return of all sums spent on Public Works in the City "of Sydney, and within ten miles of it, from the commencement "of the year 1850 to the 31st December, 1856, shewing the "sums appropriated in each year from the General Revenue "and excluding all the expenses incurred for Railways.

"(2.) A Return of all sums spent on Public Works, during "the same period, in the Country Districts, distinguishing the "amount spent in each District."

PUBLIC WORKS IN SYDNEY

No.

A RETURN of all SUMS of MONEY expended out of the GENERAL REVENUE on PUBLIC
the 1st January, 1850, to the 31st December, 1856, exclusively of the Expenses

PARTICULARS.	1850.	1851.
Government House	156 7 1	48 15 3
Government Stables	174 10 5	25 15 8
Baths attached to Government House	.....	80 0 7
Water Tank do. do.	.....	.....
Jetty, Fort Macquarie	.....	.....
Guard House at the Entrance of the Inner Domain	.....	0 9 0
Road through the Inner Domain to Government House	.....	.....
Cottage, Kitchen Garden, Inner Government Domain	.....	.....
Botanic Gardens (including Director's Residence)	200 6 9	234 10 9
Outer Government Domain (including Gatekeepers' Lodges)	259 7 3	36 19 7
Hyde Park	250 0 0	200 0 0
Enclosing Plantation near the Office of the Colonial Architect	14 10 6	.....
Road from College-street to William-street	.....	28 0 0
Public Museum, including Fittings and Works of Art	1,964 7 10	710 0 0
Reclaiming Sand Hills	.....	.....
Enclosing a Garden and Cricket Ground for the Military	.....	.....
Fencing the Road through the Point Piper Estate	.....	.....
Repairing the Old Botany Road by Randwick and Coogee	.....	.....
Repairing and Fencing the Footpath from the Pilot Station to Watson's Bay	.....	42 10 0
Tide Surveyor's Residence, Watson's Bay	.....	.....
Light House, South Head	.....	135 5 0
Floating Light Vessel	.....	.....
Signal Stations, South Head and Fort Phillip	.....	25 13 9
Time Ball and Apparatus	.....	.....
Defences of Port Jackson	.....	.....
Military Buildings and Offices	.....	327 2 7
Gunpowder Magazine, Goat Island	.....	.....
Rent of Temporary Magazine	.....	.....
Semi-Circular Quay, Sydney Cove	124 1 4	1,040 15 10
Lighting do., and Repairs to Roadway	.....	.....
Bridge over the Tank Stream	.....	.....
Queen's Wharf	.....	.....
Wharf and Gas Lamp, Margaret-place	.....	.....
Gas Lamp, Watermen's Stairs, Pottinger-street	.....	.....
Steam Dredging Machine	594 5 4	605 4 1
Fitz Roy Dock, Cockatoo Island	823 7 0	771 13 10
Civil Engineer's Office	.....	36 0 0
Buildings, Penal Establishment, Cockatoo Island	.....	674 4 4
Water Police Stations	166 17 6	5 2 4
Water Police Office	.....	.....
Dead House, Lower George-street	.....	.....
Shipping Master's Office	.....	.....
Police Office, George-street	26 18 8	95 8 9
Office of Inspector of Weights and Measures	.....	.....
Watch Houses, Sydney	87 11 11	26 16 6
Watch House, Darlinghurst	.....	.....
Do. North Shore	.....	.....
Do. Balmain	.....	.....
Do. Newtown	.....	.....
Carried forward £	4,842 11 7	5,150 7 10

AND COUNTRY DISTRICTS.

1.

WORKS and BUILDINGS in the CITY of SYDNEY, and within 10 Miles of it, in each year from incurred for Railways, so far as can be ascertained from the Accounts in this Office.

1852.	1853.	1854.	1855.	1856.	TOTAL.
158 9 9	582 2 6	1,060 2 6	2,013 3 2	3,853 8 1	7,872 8 4
208 17 1	291 2 5	545 7 6	648 15 11	264 9 7	2,158 18 7
.....	.....	.....	.....	.....	80 0 7
.....	90 13 7	28 0 0	.....	.....	118 13 7
.....	.....	6 0 10	.....	.....	6 0 10
2 0 0	11 5 0	144 12 9	13 13 0	11 9 6	183 9 3
132 0 10	77 9 2	.....	.....	.....	209 10 0
.....	.....	.....	.....	380 0 0	380 0 0
121 11 5	284 17 7	485 8 8	720 16 3	464 5 6	2,511 16 11
267 16 1	162 8 7	363 10 0	821 12 0	387 12 11	2,299 6 5
650 0 0	.....	767 14 2	232 5 10	1,612 14 11	3,712 14 11
.....	.....	.....	.....	.....	14 10 6
153 8 3	39 5 0	27 4 3	.....	.....	247 17 6
80 0 0	820 0 0	.....	.....	.....	3,574 7 10
.....	50 0 0	439 16 3	402 5 6	7 18 3	900 0 0
150 0 0	160 15 7	.....	.....	.....	310 15 7
.....	.....	.....	.....	1,000 0 0	1,000 0 0
.....	.....	.....	.....	396 10 5	396 10 5
.....	.....	.....	.....	.....	42 10 0
.....	.....	1,027 5 7	1,149 1 2	2 11 0	2,178 17 9
13 8 6	987 0 0	.....	485 4 9	255 13 5	1,876 11 8
.....	133 8 0	.....	.....	.....	133 8 0
309 6 3	139 0 0	99 15 0	162 6 2	86 10 9	822 11 11
.....	.....	.....	.....	423 10 2	423 10 2
.....	14 14 8	4,314 10 9	2,995 18 7	12 2 8	7,337 6 8
806 1 8	1,272 8 8	1,412 8 10	1,370 9 4	1,098 5 9	6,286 16 10
301 9 0	517 0 0	448 14 8	.....	.....	1,267 3 8
263 6 3	300 0 0	150 0 0	75 0 0	.....	788 6 3
28 5 6	158 15 8	24,024 6 1	21,275 0 7	362 17 3	47,014 2 3
.....	159 0 0	214 5 11	.....	98 18 6	472 4 5
.....	8 6 6	881 1 10	.....	.....	889 8 4
141 16 3	157 11 4	.....	.....	.....	299 7 7
.....	70 4 7	.....	.....	.....	70 4 7
.....	35 0 0	.....	.....	.....	35 0 0
1,121 3 4	1,285 3 7	3,310 3 3	4,101 5 11	3,183 13 4	14,200 18 10
2,774 10 6	4,038 1 2	7,370 6 9	7,228 18 4	1,906 5 4	24,913 2 11
8 19 7	100 1 9	34 11 6	.....	85 9 6	265 2 4
147 17 3	93 1 0	.....	.....	.....	915 2 7
38 13 3	66 17 0	35 13 7	218 9 11	31 13 4	563 6 11
.....	378 9 6	2,871 10 3	.....	.....	3,249 19 9
.....	.....	200 0 0	321 0 0	.....	521 0 0
.....	.....	37 0 8	9 1 0	88 17 7	134 19 3
32 0 1	184 14 6	274 12 4	101 0 1	53 14 9	768 9 2
.....	150 0 0	287 18 7	.....	.....	437 18 7
41 10 3	0 13 9	1,101 12 0	620 17 5	398 6 3	2,277 8 1
.....	.....	800 0 0	.....	96 10 9	896 10 9
.....	.....	800 0 0	2 4 7	99 7 6	901 12 1
.....	.....	450 0 0	.....	18 9 7	468 9 7
.....	.....	165 0 0	575 12 6	59 7 6	800 0 0
7,952 11 1	12,819 11 1	54,178 14 6	45,544 2 0	16,740 14 1	147,228 12 2

RETURN No.

PARTICULARS.	1850.	1851.
Brought forward ... ... £	4,842 11 7	5,150 7 10
Police Buildings, Kissing Point	.....	.....
Barracks for the Mounted Patrol, Carters' Barracks	.....	20 12 6
Do. do. Longbottom	.....	1 0 0
Do. for the Ordinary Police, Fort Phillip (Iron)	.....	.....
Quarters for the Metropolitan Superintendent of Police	7 6 0	.....
Office of Inspector General of Police	.....	.....
Do. Principal Superintendent of Convicts...	.....	.....
Gaol, Darlinghurst	359 15 6	468 17 4
Employment of Prisoners, Gaol, Darlinghurst	.....	.....
Court House, Darlinghurst	212 6 3	34 11 11
Supreme Court House, King-street, including Offices for the Master in Equity, Insolvent Court, Sheriff, and Registry of Deeds ...	330 13 4	5 16 6 } 270 3 9 }
Law Offices, Macquarie-street	.....	73 15 10
Court of Requests	.....	8 18 4
Bishop's Registry Office	.....	.....
Council Chambers	117 2 10	78 8 3
Offices of the Colonial Secretary, and of the Clerk to the Executive Council	158 17 0	5 16 6
Treasury and Audit Offices	2,772 15 0	879 4 5
Sydney Mint	.....	.....
Quarters, at Dawes' Battery, for the Chief Officer of the Sydney Mint	.....	.....
Custom House, including Portmaster's Offices	.....	7 5 0
Quarters for the Custom House Officer at Botany	81 7 6	.....
Landing Waiter's Box, Circular Quay...	.....	.....
Offices of the Inspectors of Distilleries	.....	.....
Colonial Store, and other Dockyard Buildings...	.....	20 6 0
General Post Office	237 14 1	47 16 8
Old Government Printing Office	.....	8 2 6
Quarters for the Accountant and Foreman of the Government Printing Office	.....	299 0 8
New Government Printing Office	.....	.....
Surveyor General's and Crown Lands Offices	100 12 8	15 9 5
Colonial Architect's Office	55 9 3	9 16 1
Public Abattoir, Glebe Island	.....	.....
Enquiry as to the best means of obtaining a supply of pure water to the City of Sydney	.....	.....
Cook's River Dam	21 16 10	229 16 0
Artesian Well, Darlinghurst	100 5 0	225 0 0
Sydney Infirmary	521 16 5	172 9 4
Lunatic Asylum, Tarban Creek	63 3 0	241 17 2
Lighting the Government Lamps in the streets of Sydney ...	226 5 0	197 10 0
Making and Repairing Cleveland-street, Redfern	.....	.....
Repairs to Long Cove Creek Bridge	.....	.....
Repairs to Annandale Toll Gate	4 0 0	.....
Public Buildings and Offices generally	221 12 5	140 5 6
TOTAL ... ... £	10,435 9 8	8,612 7 6

Audit Office, Sydney, New South Wales,
4th August, 1857.

1,—*Continued.*

1852.	1853.	1854.	1855.	1856.	TOTAL.
7,952 11 1	12,819 11 1	54,178 14 6	45,544 2 0	16,740 14 1	147,228 12 2
.....	42 17 0	.....	.....	123 12 0	166 9 0
17 6 11	181 4 6	758 0 0	1,065 3 0	109 12 0	2,151 18 11
.....	.....	.....	.....	30 0 0	31 0 0
.....	.....	.....	400 0 0	.....	400 0 0
.....	.....	1,356 10 0	477 15 3	.....	1,841 11 3
2 13 4	0 17 11	1 14 6	6 12 0	0 12 6	12 10 3
83 2 3	.....	.....	.....	.....	83 2 3
430 7 4	702 5 0	641 17 9	109 12 0	10 5 3	2,723 0 2
.....	366 11 4	1,769 1 4	2,185 5 8	2,603 4 7	6,924 2 11
268 15 10	225 14 3	142 1 0	652 5 7	158 14 7	1,694 9 5
108 0 3	59 18 7	226 6 8	686 18 10	165 7 7	1,853 5 6
39 5 1	124 2 3	271 1 3	62 5 6	28 9 6	598 19 5
35 11 10	16 11 8	8 10 6	6 4 6	336 16 11	412 13 9
.....	211 0 0	75 0 0	46 7 6	.....	332 7 6
441 10 2	300 6 1	642 1 1	1,233 16 6	54 4 6	2,867 9 5
22 14 4	342 1 0	261 18 5	142 17 10	114 17 3	1,049 2 4
1,673 2 0	1,208 14 2	352 19 11	104 6 2	189 0 3	7,180 1 11
.....	.....	2,992 10 6 20 0 0	19,197 6 2	2,578 16 1 26 4 0	24,814 16 9
.....	.....	.....	361 9 8	120 11 5	482 1 1
10 7 6	149 5 11	292 5 10	397 10 3	82 17 3	939 11 9
.....	.....	.....	.....	.....	81 7 6
.....	.....	.....	100 0 0	.....	100 0 0
.....	57 2 2	3 8 6	82 12 0	133 5 11	276 8 7
6 9 7	378 5 3	89 10 10	0 6 6	103 12 6	598 10 8
265 10 3	1,193 18 11	274 4 1	1,201 8 7	93 0 7	3,313 13 2
73 0 4	77 19 5	18 17 9	9 1 6	1,198 4 3	1,385 5 9
.....	.....	.....	.....	.....	299 0 8
.....	.....	.....	.....	239 10 4	239 10 4
14 7 3	218 0 0	16 5 10	56 4 3	351 19 2	772 18 7
30 11 8	550 2 2	33 5 9	140 15 6	113 8 10	933 9 3
959 0 11	4,307 12 7	3,939 17 1	1,746 14 1	.....	10,953 4 8
627 4 4	122 15 8	.....	4 5 3	.....	754 5 3
30 10 0	24 6 0	3 0 0	300 0 0	36 10 0	645 18 10
250 0 0	.....	.....	.....	.....	575 5 0
.....	.....	.....	.....	.....	694 5 9
507 0 3	2,066 12 5	3,586 13 8	3,534 7 11	621 16 0	10,621 10 5
220 7 6	247 6 1	314 0 0	304 0 0	347 15 0	1,857 3 7
.....	.....	.....	300 0 0	.....	300 0 0
.....	.....	.....	300 0 0	.....	300 0 0
.....	.....	.....	.....	.....	4 0 0
112 1 4	272 9 10	279 19 11	230 17 9	357 12 1	1,614 18 10
14,181 11 4	26,267 11 3	72,549 16 8	80,990 11 9	27,070 14 5	240,108 2 7

W. C. MAYNE,
Auditor General.

No.

A RETURN of all SUMS of MONEY expended out of the GENERAL REVENUE on PUBLIC to the 31st December, 1856, exclusively of the Expenditure incurred for Railways, distinguishing

PARTICULARS.	1850.	1851.
ALBURY.		
Custom House, since converted into a Court House...	.....	.....
Punt for the Ferry over the River Murray	.....	.....
Fencing the Cemetery	.....	.....
Police Buildings	.....	.....
ARMIDALE.—Police Buildings	.....	3 15 0
BATHURST.		
Gaol	168 8 9	.....
Police Buildings	273 6 10	119 10 2
Buildings for the Gold Establishments	.....	.....
Toll House	85 0 0	.....
Bridge over the River Macquarie	.....	.....
Bridges over Jordan Creek	.....	.....
BALRANALD (LOWER DARLING.)—Police Buildings	.....	.....
BERRIMA, INCLUDING BUNGONIA.—Police Buildings	.....	8 10 0
BILLYBONG.—Police Buildings	.....	.....
BINALONG.—Police Buildings	0 6 0	0 17 0
BOMBALA.—Police Buildings	.....	.....
BRISBANE.		
Gaol	126 0 0	.....
Police Buildings	115 0 0	46 14 0
Employment of Prisoners on the Streets of Brisbane	.....	.....
Improving the Town of South Brisbane	.....	.....
Reservoir for Water, North Brisbane	.....	.....
Botanic Gardens	.....	.....
Office of the Government Resident	.....	.....
Custom House	407 15 0	.....
Commissariat Store	.....	.....
Clerk of Works' Office	.....	.....
Post Office	.....	17 17 0
Approaches to the Ferries	.....	.....
Cleveland Jetty	.....	.....
Queen's Wharf	.....	89 10 0
Improving the Navigation of the Rivers Brisbane and Bremer ...	.....	100 0 0
Buoys and Moorings	.....	.....
Light Ship	.....	.....
Light House, Cape Moreton	.....	.....
BLACKHEATH.—Police Buildings	.....	.....
BRAIDWOOD, INCLUDING ARALUEN.—Police Buildings	.....	31 0 0
Buildings for the Gold Establishments	.....	.....
BATHURST.		
Old Female Factory	.....	.....
Diamond Swamp, Police Buildings	.....	.....
Louisa and Ballyquin, Police Buildings...	.....	.....
CAMPBELLTOWN.		
Bridge near the Menangle Ford	.....	.....
Repairs to the Water Reservoir	.....	.....
Police Buildings	6 1 4	5 8 0
CAMDEN, NARRELLAN, AND PICTON.		
Bridge at Bargo	.....	.....
Police Buildings, Camden	13 14 6	.....
Do. Picton...	0 17 0	.....
Do. Bargo	.....	.....
CARCOR, INCLUDING KING'S PLAINS.		
Bridge, Belubula Rivulet	.....	.....
Police Buildings	300 0 0	50 0 0
CASSILIS, MERRIWA.—Police Buildings	.....	.....
COOMA.—Police Buildings	.....	.....
DENILIQUIN.—Police Buildings	.....	.....
DALBY.—Police Buildings	.....	.....
DRAYTON.		
Reservoir for Water	.....	.....
Police Buildings	.....	69 0 0
DUBBO.—Police Buildings	.....	35 0 0
DUNGOG, INCLUDING CLARENCE TOWN.—Police Buildings ...	.....	0 15 0
Carried forward ... ... £	1,496 9 5	577 16 2

2.

WORKS and BUILDINGS in the COUNTRY DISTRICTS, in each year from the 1st January, 1850, the amounts expended in each District, so far as can be ascertained from the accounts in this Office.

1852.	1853.	1854.	1855.	1856.	TOTAL.
.....	.....	.....	1,100 0 0	.....	1,100 0 0
.....	.....	500 0 0	.....	.....	500 0 0
.....	.....	.....	.....	100 0 0	100 0 0
27 0 0	30 0 0	60 0 0	710 0 0	40 0 0	867 0 0
.....	2 1 0	4 0 0	100 18 0	29 5 5	139 19 5
63 1 0	147 11 3	684 0 7	575 11 4	1,000 6 2	2,638 19 1
2 7 6	149 12 0	127 15 6	256 18 10	747 12 8	1,677 3 6
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	85 0 0
.....	.....	902 4 5	2,097 15 7	23 4 10	3,023 4 10
.....	.....	.....	.....	663 19 7	663 19 7
12 12 6	7 0 0	.....	.....	.....	19 12 6
.....	4 10 6	75 12 0	2 0 0	34 14 0	125 6 6
.....	.....	.....	15 0 0	76 3 4	91 3 4
.....	0 5 0	12 10 0	30 0 0	.....	43 18 0
4 15 0	.....	10 0 0	.....	.....	14 15 0
.....	480 0 0	74 4 0	.....	7 15 0	687 19 0
69 12 6	0 10 0	59 6 0	100 16 6	586 1 6	978 0 6
.....	.....	.....	.....	233 5 4	233 5 4
.....	.....	.....	23 0 0	476 14 0	499 14 0
150 0 0	.....	.....	120 0 0	.....	270 0 0
.....	.....	.....	.....	542 1 3	542 1 3
.....	.....	210 6 0	.....	.....	210 6 0
.....	.....	.....	.....	.....	407 15 0
.....	9 12 0	.....	.....	17 0 0	26 12 0
.....	.....	.....	.....	6 1 0	6 1 0
.....	.....	100 0 0	.....	.....	117 17 0
.....	.....	250 0 0	663 2 4	15 0 0	928 2 4
.....	.....	.....	653 17 9	.....	653 17 9
2 2 0	.....	.....	.....	.....	91 12 0
.....	.....	.....	778 7 9	246 10 6	1,124 18 3
141 9 10	260 6 6	.....	.....	.....	401 16 4
.....	.....	.....	593 3 0	763 2 3	1,356 5 3
.....	.....	31 9 7	1,099 17 6	1,096 18 9	2,228 5 10
.....	42 12 0	70 0 0	.....	.....	112 12 0
1 3 8	4 11 0	90 17 3	100 10 0	20 7 6	248 9 5
.....	.....	.....	.....	.....	
.....	.....	.....	.....	29 0 0	29 0 0
.....	6 17 5	.....	.....	.....	6 17 5
.....	.....	.....	.....	19 8 6	19 8 6
.....	.....	17 5 0	688 12 11	711 14 10	1,417 12 9
.....	.....	80 0 0	.....	.....	80 0 0
.....	95 12 9	8 16 8	1 0 0	.....	116 18 9
.....	.....	6 15 0	.....	.....	6 15 0
.....	.....	.....	.....	.....	13 14 6
.....	7 8 4	4 5 0	12 0 0	.....	24 10 4
.....	.....	.....	.....	15 0 0	15 0 0
.....	.....	22 0 0	678 0 0	533 15 10	1,233 15 10
.....	9 15 0	.....	.....	{ 30 0 0 / 338 8 11 }	728 3 11
.....	.....	.....	6 0 0	.....	6 0 0
.....	2 7 6	7 0 0	.....	.....	9 7 6
.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	
200 0 0	.....	.....	.....	.....	200 0 0
.....	0 15 0	.....	.....	.....	69 15 0
.....	8 0 0	2 0 0	12 0 0	.....	57 0 0
.....	0 1 8	0 12 0	375 0 0	32 11 0	408 19 8
674 4 0	1,269 8 11	3,410 19 0	10,793 11 6	8,436 2 2	26,658 11 2

RETURN No.

PARTICULARS.	1850.	1851.
Brought forward ... ... £	1,496 9 5	577 16 2
EDEN.		
Custom House	.....	.....
Police Buildings	0 5 0	.....
GABO ISLAND.		
Light House	148 17 0	27 18 0
Storehouse and Residence for the Superintendent of do. ...	.....	.....
GOLD FIELDS.		
Western Districts.—Police and other Buildings	.....	.....
Northern Districts.— Do.	.....	.....
Southern Districts.— Do.	.....	.....
GOSFORD, (BRISBANE WATER.)—Police Buildings	1 8 0	.....
GOULBURN.		
Gaol	106 8 6	2 14 2
Bridge at Goulburn	.....	.....
Bridge over Paddy's River	.....	.....
Police Buildings	.....	85 1 0
GRAFTON.—Police Buildings	.....	3 14 8
GAYNDAH.—Police Buildings	.....	43 15 8
GUNDAGAI.—Police Buildings	.....	137 12 6
HARTLEY.—Police Buildings	5 0 0	.....
IPSWICH.		
Improving the Streets in the Town of Ipswich	.....	.....
Police Buildings	.....	.....
KELSO.—Police Buildings	.....	.....
MOORNA, LOWER DARLING.—Police Buildings	.....	.....
KIAMA.		
Mooring Chains and Jetty	.....	.....
Police Buildings	87 10 0	.....
MACDONALD RIVER.—Police Buildings	.....	.....
MAITLAND.		
Gaol	996 11 5	46 6 1
Police Buildings	52 5 0	6 5 6
Victoria Bridge over Wallis' Creek	.....	413 1 9
Repairs to old Bridge over do.	28 10 10	10 0 0
Repairs to Anvil Creek Bridge	.....	4 0 0
Repairs to Post Office	.....	.....
Immigration Depôt	.....	.....
MORPETH.		
Police Buildings	10 0 0	.....
Repairs to Queen's Wharf	.....	.....
MACLEAY RIVER.—Police Buildings	1 0 0	3 17 0
MOLONG.—Police Buildings	.....	.....
MOULAMEIN.—Police Buildings	.....	.....
MARYBOROUGH.—Police Buildings	.....	.....
MUDGEE.—Police Buildings	4 10 0	.....
MURRURUNDI.—Police Buildings	2 12 6	1 14 6
MERTON AND MUSWELLBROOK.—Police Buildings	169 16 0	280 5 0
NEWCASTLE.		
Police Buildings	4 19 0	7 1 5
Breakwater	845 17 0	814 18 8
Light House	.....	.....
Signal House	.....	.....
Obelisk	15 10 0	.....
Public Wharf...	.....	46 14 4
Shipping Master's Office	.....	.....
Post Office	.....	.....
Military Buildings	.....	.....
Reclaiming the Sand Hills	.....	.....
ORANGE.—Police Buildings	.....	.....
PARRAMATTA.		
Government House	.....	123 6 1
Domain	.....	.....
Protestant Orphan School	835 11 11	171 3 9
Roman Catholic Orphan School	.....	1,500 0 0
Lunatic Asylum	195 13 8	.....
Gaol	6 16 0	160 9 0
Employment of Prisoners	.....	.....
Carried forward ... ... £	5,015 11 3	4,467 15 3

2.—*Continued.*

1852.	1853.	1854.	1855.	1856.	TOTAL.
674 4 0	1,269 8 11	3,410 19 0	10,793 11 6	8,436 2 2	26,658 11 2
.....	12 5 3	6 9 0	.....	.....	18 14 3
.....	.....	.....	27 10 0	6 5 0	34 0 0
3 12 0	1,338 19 2	1,077 15 4	20 10 7	.....	2,617 12 1
.....	.....	.....	2,052 11 0	.....	2,052 11 0
.....	249 6 9	256 16 10	216 11 0	134 9 0	857 3 7
.....	264 0 0	148 0 0	104 13 4	.....	516 13 4
.....	.....	68 10 0	18 15 0	59 13 6	146 18 6
.....	.....	.....	.....	.....	1 8 0
6 2 0	763 8 0	60 8 0	15 15 6	15 0 0	969 16 2
.....	87 0 0	6,950 3 7	2,736 11 7	.....	9,773 15 2
.....	.....	940 0 0	60 0 0	50 0 0	1,050 0 0
3 10 6	343 5 0	151 10 8	28 16 1	38 14 6	650 17 9
0 9 6	.....	.....	1 3 0	14 2 0	19 9 2
21 9 8	.....	.....	.....	.....	65 5 4
0 15 0	.....	83 6 8	176 10 10	62 15 0	461 0 0
3 4 0	75 0 0	.....	10 10 0	45 0 0	138 14 0
.....	.....	.....	46 3 6	.....	46 3 6
.....	38 19 6	6 0 0	6 14 0	2 6 10	54 0 4
.....	.....	.....	6 0 0	93 7 9	99 7 9
.....	.....	.....	.....	4 6 0	4 6 0
200 0 0	.....	.....	398 10 0	.....	598 10 0
.....	.....	10 0 0	.....	100 0 0	197 10 0
99 4 0	.....	.....	.....	.....	99 4 0
13 1 5	3 13 0	7 13 8	128 0 8	11 15 0	1,207 1 3
0 19 0	89 9 0	22 9 9	8 10 6	2 6 8	182 5 5
1,312 8 6	53 2 0	.....	1 12 5	.....	1,780 4 8
.....	.....	.....	.....	.....	38 10 10
.....	.....	.....	.....	.....	4 0 0
.....	.....	.....	.....	1 7 0	1 7 0
.....	.....	.....	.....	104 0 0	104 0 0
.....	.....	.....	.....	2 13 9	12 13 9
.....	.....	7 11 11	3 12 6	1 6 10	12 11 3
.....	.....	.....	9 13 0	30 0 0	44 10 0
.....	.....	.....	.....	6 14 0	6 14 0
.....	.....	.....	.....	.....	.....
.....	.....	.....	35 17 0	.....	35 17 0
.....	.....	0 15 0	.....	.....	5 5 0
.....	45 2 6	.....	1 14 0	2 2 6	53 6 0
.....	3 11 4	1 18 8	.....	4 13 11	460 4 11
1 14 3	.....	382 18 9	34 9 9	4 17 0	436 0 2
614 12 9	1,449 8 10	44 4 3	32 3 1	.....	3,801 4 7
.....	32 0 0	1,971 8 6	1,571 4 3	.....	3,574 12 9
.....	.....	.....	0 16 0	.....	0 16 0
.....	.....	.....	.....	.....	15 10 0
210 3 6	0 9 6	48 17 10	32 7 7	1 0 0	339 12 9
.....	.....	.....	33 17 9	.....	33 17 9
.....	.....	.....	.....	48 13 0	48 13 0
.....	.....	.....	13 13 3	2 2 0	15 15 3
.....	7 10 0	139 10 2	192 6 5	117 6 0	456 12 7
.....	.....	5 0 0	201 5 0	23 14 6	229 19 6
86 0 4	154 18 3	4 0 0	.....	.....	368 5 6
.....	.....	100 0 0	.....	.....	100 0 0
83 10 0	187 5 9	512 10 0	179 11 11	786 12 6	2,756 5 10
53 7 0	470 0 0	.....	382 2 0	151 9 6	2,556 18 6
.....	.....	256 4 3	.....	34 2 1	486 0 0
94 1 9	60 8 3	525 16 6	102 4 1	15 14 0	965 9 7
.....	230 7 1	305 9 5	258 7 7	905 1 8	1,699 5 9
3,482 9 2	7,228 18 1	17,506 7 9	19,944 5 8	11,319 13 8	68,965 1 8

RETURN No.

PARTICULARS.	1850.	1851.
Brought forward ... ... £	5,015 11 3	4,467 15 3
PARRAMATTA.—*Continued.*		
Police Buildings	6 15 6	25 0 0
Military Buildings	.....	.....
Water Works	100 0 0	100 0 0
Repairs to the Dam	.....	.....
LIVERPOOL.		
Repairs to the Dam	150 0 0	.....
Police Buildings	.....	.....
PATERSON.		
Bridge	.....	.....
Police Buildings.	.....	1 7 8
PATRICK'S PLAINS.—Police Buildings	.....	.....
PENRITH.		
Toll House and Gate...	200 0 0	.....
Second Punt for the Emu Ferry...	.....	.....
Police Buildings	.....	36 0 0
PORT MACQUARIE.—Police Buildings	0 12 6	0 10 0
PORT STEPHENS.—Police Buildings	.....	.....
PORT CURTIS.—Police Buildings	.....	.....
Quarters for the Clerk to the Government Resident	.....	.....
QUEANBEYAN.		
Bridge	.....	.....
Police Buildings	.....	98 0 0
RYLSTONE.—Police Buildings	.....	.....
RAYMOND TERRACE.—Police Buildings	0 12 6	18 17 4
SCONE.—Police Buildings	100 0 0	24 4 0
SHOALHAVEN.		
Improving the Navigation of the Shoalhaven and Crookhaven Rivers	.....	.....
Moorings, Ulladulla Harbour	.....	.....
CASINO.—Police Buildings	.....	.....
TAMWORTH.—Police Buildings	.....	41 2 0
TENTERFIELD.—Police Buildings	.....	.....
TARCUTTA.—Police Buildings	.....	.....
WAGGA WAGGA.—Police Buildings	0 8 0	3 6 0
WARIALDA.—Police Buildings	1 10 0	40 0 0
WARWICK.—Police Buildings	.....	19 5 0
WEE WAA.—Police Buildings	.....	.....
WELLINGROVE.—Police Buildings	.....	.....
WELLINGTON.—Police Buildings	.....	.....
WINDSOR.		
Bridge over the South Creek	50 0 0	1,000 0 0
Military Barracks	.....	.....
Police Buildings	3 18 0	17 15 6
WOLLONGONG.		
Police Buildings	.....	.....
Mooring Chains	.....	30 0 0
WOLLOMBI.—Police Buildings	.....	.....
YASS.		
Bridge over the Yass River	1 17 0	.....
Police Buildings	4 5 3	6 19 4
CLARENCE RIVER.		
Quarters for the Pilot's Crew	.....	.....
Laying down Buoys	.....	.....
ESCORT STATION HOUSES.—Bathurst Road	.....	353 0 0
EIGHTEEN MILE HOLLOW.—Watch House	.....	.....
WALCHA.—Watch House	.....	.....
MURRUMBIDGEE.—Native Police Buildings	.....	.....
JUGIONG.—Police Buildings...	.....	.....
DARLING DOWNS AND LIVERPOOL PLAINS.—Police Buildings, places not stated	.....	.....
SOUTHERN ROAD PATROL.—Police Buildings, places not stated ...	.....	.....
TOTAL... ... ...£	5,635 10 0	6,283 2 11

Audit Office, Sydney, New South Wales,
5th August, 1857.

2.—*Continued.*

1852.	1853.	1854.	1855.	1856.	Total.
3,482 9 2	7,228 18 1	17,506 7 9	19,944 5 8	11,319 13 8	68,965 1 8
24 1 0	136 10 4	27 11 9	344 12 4	.....	564 10 11
.....	.....	.....	8 1 6	118 8 0	126 9 6
.....	.....	2,800 0 0	.....	.....	3,000 0 0
.....	61 3 6	26 0 0	3 0 0	.....	90 3 6
100 0 0	.....	99 13 5	.....	.....	349 13 5
0 10 0	.....	.....	.....	10 12 6	11 2 6
150 0 0	.....	.....	.....	.....	150 0 0
.....	.....	.....	.....	.....	1 7 8
.....	1 1 0	8 14 0	.....	4 10 0	14 5 0
.....	.....	.....	.....	.....	200 0 0
520 0 0	.....	.....	.....	.....	520 0 0
.....	59 0 0	280 14 10	2 2 6	61 15 0	439 12 4
.....	14 1 0	127 6 0	79 10 6	.....	222 0 0
.....	.....	.....	.....	.....	
.....	.....	.....	87 14 2	.....	87 14 2
.....	.....	.....	25 0 0	200 0 0	225 0 0
300 0 0	.....	.....	.....	.....	300 0 0
.....	.....	6 13 9	9 5 10	63 4 0	177 3 7
.....	.....	.....	.....	500 0 0	500 0 0
.....	1 7 0	.....	.....	.....	20 16 10
.....	11 0 0	1 14 0	1 4 0	.....	138 2 0
.....	.....	91 5 0	.....	.....	91 5 0
.....	150 0 0	.....	.....	.....	150 0 0
.....	.....	29 8 0	.....	.....	29 8 0
.....	3 0 0	6 5 0	.....	132 0 0	182 7 0
.....	8 0 0	.....	.....	.....	8 0 0
.....	.....	5 16 6	.....	74 17 6	80 14 0
.....	.....	.....	21 14 9	66 15 0	92 3 9
50 0 0	0 5 0	.....	.....	.....	91 15 0
.....	.....	.....	.....	160 17 9	180 2 9
.....	.....	.....	.....	.....	
.....	3 10 0	.....	40 4 5	1 5 0	44 19 5
.....	40 0 0	4 0 0	1 2 0	3 12 6	48 14 6
700 0 0	.....	500 0 0	.....	.....	2,250 0 0
.....	.....	27 10 0	.....	56 1 8	83 11 8
38 8 0	.....	270 3 1	0 10 6	.....	330 15 1
.....	25 1 0	25 1 0	0 5 10	0 8 0	50 15 10
.....	.....	.....	.....	.....	30 0 0
.....	.....	.....	10 0 0	.....	10 0 0
.....	1,826 19 1	7,743 11 2	105 5 0	130 16 5	9,808 8 8
1 18 0	30 0 0	726 19 6	250 11 6	45 15 0	1,066 8 7
.....	.....	.....	10 3 0	.....	10 3 0
96 5 0	.....	.....	.....	.....	96 5 0
.....	.....	.....	.....	.....	353 0 0
.....	.....	.....	451 3 3	43 8 1	494 11 4
.....	.....	.....	.....	0 12 0	0 12 0
.....	.....	40 0 0	.....	.....	40 0 0
.....	.....	.....	.....	14 11 9	14 11 9
.....	.....	.....	.....	32 7 0	32 7 0
.....	.....	.....	.....	5 17 0	5 17 0
5,463 11 2	9,599 16 0	30,354 14 9	21,395 16 9	13,047 7 10	91,779 19 5

W. C. MAYNE,
Auditor General.

1857.

NEW SOUTH WALES.

Legislative Assembly.

STATEMENT

SHEWING THE

DISTRIBUTION OF SUMS VOTED

ON ACCOUNT OF

ROADS FOR 1857.

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

DISTRIBUTION

OF THE

SUMS VOTED ON ACCOUNT OF ROADS, 1857.

General Direction of Road.		Line of Road.	Length in Miles.	To whom money issued.	Amount Issued. Out of Vote of £42,000.	Amount Issued. Out of Special Vote of £18,000.	Total.	Remarks.
		Main Trunk Line.						
Southern Road.		From Saltpan Creek to Cross Roads	11	Liverpool Road Trust	550 0 0	.....	550 0 0	
		Cross Roads to Cowpasture Bridge	15	Narellan Road Trust	750 0 0	.....	750 0 0	
		Cowpasture Bridge to Goulburn	88	Road Surveyor, Southern Road	4,400 0 0	3,600 0 0	8,000 0 0	
		Ireland's Inn to Saltpan Creek	7½	Sydney Road Trust	375 0 0	.....	375 0 0	
			121½	*Miles, at £50 per mile.* £	6,075 0 0	3,600 0 0	9,675 0 0	
		Secondary Roads (Settled Districts).						
	1	*Goulburn to Yass:—*						
		From Goulburn to Gunning	27½	Road Surveyor, Southern Road	385 0 0	.....	385 0 0	
		Gunning to Yass	27½	Bench of Magistrates, Yass	385 0 0	.....	385 0 0	
	2	*Goulburn to Queanbeyan:—*						
		From Goulburn towards Queanbeyan	30	Surveyor, Southern Road	420 0 0	.....	420 0 0	
		Queanbeyan towards Goulburn	30	Warden, District Council, Queanbeyan	420 0 0	.....	420 0 0	
	3	*Goulburn towards Braidwood:—*						
		From Braidwood to the Junction of the Queanbeyan Road	30	Bench of Magistrates, Braidwood	420 0 0	.....	420 0 0	
	4	*Marulan to Braidwood:—*						
		From Marulan towards Braidwood by Bungonia	35	Surveyor, Southern Road	490 0 0	.....	490 0 0	
		Braidwood towards Marulan	30	Bench of Magistrates, Braidwood	420 0 0	.....	420 0 0	
	5	*From the Cross Roads to Campbelltown*	9	Campbelltown Road Trust	126 0 0	.....	126 0 0	
	6	*Campbelltown to Picton by Menangle:—*						
		From Campbelltown towards Picton by Menangle	5	Campbelltown Road Trust	70 0 0	.....	70 0 0	
		Picton towards Campbelltown	10	Bench of Magistrates, Picton	140 0 0	360 0 0	500 0 0	
	7	*Campbelltown to Appin*	10	Campbelltown Road Trust	140 0 0	.....	140 0 0	
	8	*Appin to Wollongong:—*						
		From Appin towards Wollongong	2	Campbelltown Road Trust	28 0 0	.....	28 0 0	
		Wollongong towards Appin	19	Bench of Magistrates, Wollongong	266 0 0	.....	266 0 0	
	9	*Wollongong to Kiama:—*						
		From Wollongong towards Kiama	10	Bench of Magistrates, Wollongong	140 0 0	.....	140 0 0	
		Kiama towards Wollongong	14	Bench of Magistrates, Kiama	196 0 0	.....	196 0 0	
	10	*Kiama to Shoalhaven*	17	Bench of Magistrates, Shoalhaven	238 0 0	.....	238 0 0	
			306	*Miles, at £14 per mile.*	4,284 0 0	360 0 0	4,644 0 0	
				Carried forward £	10,359 0 0	3,960 0 0	14,319 0 0	

DISTRIBUTION of the SUMS VOTED on ACCOUNT of ROADS, 1857—*Continued.*

General Direction of Road.		Line of Road.	Length in Miles.	To whom money issued.	Amount Issued. Out of Vote of £42,000.	Amount Issued. Out of Special Vote of £18,000.	Total.	Remarks.
				Brought forward ..... £	10,359 0 0	3,960 0 0	14,319 0 0	
		Other Roads (Settled Districts).						
		Bridge over Mount Hunter Creek	....	Bench of Magistrates, Camden	.....	300 0 0	300 0 0	
		Road from Campbelltown to Narellan	....	Campbelltown Road Trust	.....	300 0 0	300 0 0	
		Bringelly Road	....	Messrs. Liddington, Bell, and Lowe	.....	300 0 0	300 0 0	
		Collegdor Road (Horse Flat)	....	Surveyor, Southern Road	.....	500 0 0	500 0 0	
		Cook's River Dam and Roadway	....	Trustees, Cook's River Road	.....	300 0 0	300 0 0	
						1,700 0 0	1,700 0 0	
		Roads Beyond the Settled Districts.						
Southern Road—*Continued.*	1	*Yass to Albury* :—						
		From Yass to Bogolong	22	Bench of Magistrates, Yass	220 0 0	.....	220 0 0	
		Bogolong to Mundarlow	63	Bench of Magistrates, Gundagai	630 0 0	.....	630 0 0	
		Mundarlow to Kyeamba	36	Bench of Magistrates, Wagga Wagga	360 0 0	.....	360 0 0	
		Kyeamba to Albury	60	Bench of Magistrates, Albury	600 0 0	.....	600 0 0	
			181	*Miles, at £10 per mile.* £	1,810 0 0	.....	1,810 0 0	
	2	*Queanbeyan to Eden* :—						
		Queanbeyan to Cooma	71	Bench of Magistrates, Cooma	710 0 0	.....	710 0 0	
		Eden to Bombala	115	Bench of Magistrates, Eden	1,000 0 0	.....	1,000 0 0	The sum of £850 given in addition to the rateable allowance, to make up the entire amount of £2,000, promised on the 18th September, 1856, by the then Secretary for Lands and Public Works (Mr. Murray).
		From same to same	....	Bench of Magistrates, Bombala	1,000 0 0	.....	1,000 0 0	
		Bombala to Cooma	....	Bench of Magistrates, Cooma	200 0 0	.....	200 0 0	
				£	4,720 0 0	.....	4,720 0 0	
		Special Items.						
		For the Black Springs, Great S. Road	....	Bench of Magistrates, Gundagai	500 0 0	.....	500 0 0	
		For Tarcutta Hill, do.	....	Mr. John Gordon, J.P., Wagga Wagga	300 0 0	.....	300 0 0	
		Road from Tumut towards Gundagai	....	Bench of Magistrates, Tumut	300 0 0	.....	300 0 0	
		Bridge at Camden	....	Colonial Architect	120 0 0	.....	120 0 0	
					1,220 0 0	.....	1,220 0 0	
				Total, Southern Road ..... £	16,299 0 0	5,660 0 0	21,959 0 0	

DISTRIBUTION of the SUMS VOTED on ACCOUNT of ROADS, 1857.—*Continued.*

General Direction of Road.		Line of Road.	Length in Miles.	To whom money issued.	Amount Issued. Out of Vote of £42,000.	Amount Issued. Out of Special Vote of £18,000.	Total.	Remarks.
Western Road.		**Main Trunk Line (West).**						
		Parramatta to Eastern Creek	9	Parramatta Road Trust	450 0 0	.....	450 0 0	
		Eastern Creek to Emu Ferry	11	Penrith Road Trust	550 0 0	.....	550 0 0	
		Emu Ferry to Bathurst	84	Surveyor of Western Road	4,200 0 0	3,800 0 0	8,000 0 0	
		From City Boundary to Longbottom Gate	7¾	Sydney Road Trust	387 10 0	.....	387 10 0	
				£	5,587 10 0	3,800 0 0	9,387 10 0	
		Secondary Roads.						
	1	*Bathurst to Frederick's Valley:—*						
		Bathurst towards Frederick's Valley	10	Warden, District Council, Bathurst	140 0 0	.....	140 0 0	
		Remainder of distance	16	Bench of Magistrates, Orange	224 0 0	.....	224 0 0	
	2	*Frederick's Valley to Wellington:—*						
		Frederick's Valley towards Wellington	32	Bench of Magistrates, Orange	448 0 0	.....	448 0 0	
		Wellington towards Frederick's Valley	59	Bench of Magistrates, Wellington	826 0 0	.....	826 0 0	
	3	*Bathurst to Carcoar:—*						
		From Bathurst towards Carcoar	14	Warden, District Council, Bathurst	196 0 0	.....	196 0 0	
		Carcoar towards Bathurst	16	Bench of Magistrates, Carcoar	224 0 0	.....	224 0 0	
	4	*Carcoar to Canowindra*	32	Bench of Magistrates, Carcoar	448 0 0	.....	448 0 0	
	5	*Bowenfels to Mudgee*	68	Surveyor of Western Road	952 0 0	648 0 0	1,600 0 0	
	6	*Parramatta to Windsor:—*						
		Parramatta towards Windsor	12	Parramatta Road Trust	168 0 0	.....	168 0 0	
		Remainder of distance	7	Windsor Road Trust	98 0 0	.....	98 0 0	
				£	3,724 0 0	648 0 0	4,372 0 0	
		Other Roads (Settled Districts).						
		Black Town Road	....	Parramatta Road Trust	.....	300 0 0	300 0 0	Making, with the above sums of £952 and £648, a total of £2,000, promised by Mr. Murray.
		Main street, Mudgee, so far as identical with thoroughfare	....	Bench of Magistrates, Mudgee	.....	400 0 0	400 0 0	
		Road from Parramatta to Tarban Creek Ferry	..	Isaac Shepherd, James Dowling, junior, and E. Drinkwater	.....	140 0 0	140 0 0	
		Richmond to Mudgee Road near Bowenfells	....	Messrs. Cope, Comrie, and Brown	100 0 0	.....	100 0 0	
				£	100 0 0	840 0 0	940 0 0	
		Roads Beyond the Settled Districts. Special Item.						
		Bridge at Molong	....	Bench of Magistrates, Molong	100 0 0	.....	100 0 0	
					100 0 0	.....	100 0 0	
				Total, Western Lines £	9,511 10 0	5,288 0 0	14,799 10 0	

DISTRIBUTION of the SUMS VOTED on ACCOUNT of ROADS, 1857—*Continued.*

General Direction of Road.		Line of Road.	Length in Miles.	To whom money issued.	Amount Issued. Out of Vote of £42,000	Amount Issued. Out of Special Vote of £18,000.	Total.	Remarks.
		Main Trunk Line (North.)						
		From Morpeth to Black Creek	19	Maitland Road Trust	950 0 0	1,000 0 0	1,950 0 0	The sum of £1,000 granted specially for the repair of the Road at Lochinvar.
		Black Creek to the Gap, Murrurundi	86	Surveyor of Northern Road	4,300 0 0	3,700 0 0	8,000 0 0	
				£	5,250 0 0	4,700 0 0	9,950 0 0	
Northern Roads.		Secondary Roads.						
	1	*Newcastle to Maitland:—*						
		From Newcastle towards Maitland	9	Warden Newcastle District Council	126 0 0	.....	126 0 0	
		Remainder of distance	9	Maitland Road Trust	126 0 0	.....	126 0 0	
	2	*Maitland to Paterson:—*						
		From Maitland towards Paterson	8½	Maitland Road Trust	119 0 0	.....	119 0 0	
		Remainder of distance	2½	Warden Paterson District Council	35 0 0	.....	35 0 0	
	3	*Paterson to Gresford*	13	Warden Paterson District Council	182 0 0	100 0 0	282 0 0	
	4	*Singleton to Jerry's Plains*	24	Warden District Council, Patrick's Plains	336 0 0	.....	336 0 0	
	5	*Jerry's Plains to Merton*	13	Bench of Magistrates, Muswellbrook	192 0 0	.....	192 0 0	
	6	*Merton to Merriwa:—*						
		From Merton to Merriwa	35	Bench of Magistrates, Cassilis	490 0 0	.....	490 0 0	
	7	*Merriwa to Cassilis*	30	Bench of Magistrates, Cassilis	420 0 0	.....	420 0 0	
				£	2,026 0 0	100 0 0	2,126 0 0	
		Other Roads (Settled Districts.)						
		From Morpeth to Raymond Terrace	....	Messrs. C. C. Close, J. Taylor and J. A. Portus.	.....	150 0 0	150 0 0	
		Raymond Terrace to Stroud	....	Bench of Magistrates, Raymond Terrace	.....	200 0 0	200 0 0	
		Hinton to Clarence Town	....	Bench of Magistrates, Clarence Town	70 0 0	154 0 0	224 0 0	
		Chichester to Clarence Town	....	Bench of Magistrates, Dungog	350 0 0	.....	350 0 0	
		Hinton Ferry to Paterson	....	Maitland Road Trust	.....	600 0 0	600 0 0	Granted expressly for the Durham side of the Road.
		For Repairs to the Bridge at Muswellbrook	....	Surveyor of Northern Road	.....	75 0 0	75 0 0	
		Roads, District of Brisbane Water to Maitland	....	Warden District Council, Gosford	.....	340 0 0	340 0 0	
		Roads, Macdonald River	....	Police Magistrate, Wollombi	.....	100 0 0	100 0 0	
		Mangrove Creek	....	Warden District Council, Gosford	.....	60 0 0	60 0 0	
					420 0 0	1,679 0 0	2,099 0 0	
		Roads Beyond (Settled Districts.)						
		Murrurundi to Armidale:—						
		For the Road beyond the Gap	....	Surveyor of Northern Road	500 0 0	.....	500 0 0	
		Main Road in the vicinity of Tamworth	....	Bench of Magistrates, Tamworth	330 0 0	.....	330 0 0	
		For the Moonbi Pass	....	Bench of Magistrates, Armidale	600 0 0	.....	600 0 0	
		Road from Walcha to Stroud	....	Manager, Australian Agricultural Company	.....	400 0 0	400 0 0	
		Tenterfield to Grafton	....	Bench of Magistrates, Tenterfield	500 0 0	.....	500 0 0	
		Armidale to Grafton	....	Mr. Com. Bligh and Mr. J. C. Walker, J. P.	500 0 0	.....	500 0 0	
					2,430 0 0	400 0 0	2,830 0 0	
				Total, Great Northern Road.. £	10,126 0 0	6,879 0 0	17,005 0 0	

DISTRIBUTION of the SUMS VOTED on ACCOUNT of ROADS, 1857—Continued.

General Direction of Road.	Line of Road.	Length in Miles.	To whom money issued.	Amount Issued. Out of Vote of £42,000.	Amount Issued. Out of Special Vote of £18,000.	Total.	Remarks.
	Main Trunk Line (Moreton Bay). From Brisbane to the Gap leading to Drayton	87	Road Surveyor, Moreton Bay	4,350 0 0	.....	4,350 0 0	
	Secondary Road. From Ipswich to Spicer's Creek	45	Government Resident, Moreton Bay	630 0 0	.....	630 0 0	
	Roads Beyond Settled Districts. From Ipswich to Warwick		Bench of Magistrates, Warwick	500 0 0	.....	500 0 0	
			Total, Moreton District £	5,480 0 0	.....	5,480 0 0	

RECAPITULATION.

	Out of Vote of £42,000.	Out of Special Vote of £18,000.	Total.
SOUTHERN LINES:—			
1. Main Trunk Line	6,075 0 0	3,600 0 0	9,675 0 0
2. Secondary Thoroughfares	4,284 0 0	360 0 0	4,644 0 0
3. Beyond the Settled Districts	4,720 0 0	.....	4,720 0 0
4. Special Appropriations	1,220 0 0	1,700 0 0	2,920 0 0
Total, Southern Lines	16,299 0 0	5,660 0 0	21,959 0 0
WESTERN LINES:—			
1. Main Trunk Line	5,587 10 0	3,800 0 0	9,387 10 0
2. Secondary Thoroughfares	3,724 0 0	648 0 0	4,372 0 0
3. Beyond the Settled Districts	100 0 0	.....	100 0 0
4. Special Appropriations	100 0 0	840 0 0	940 0 0
Total, Western Lines	9,511 10 0	5,288 0 0	14,799 10 0
NORTHERN LINES:—			
1. Main Trunk Line	5,250 0 0	4,700 0 0	9,950 0 0
2. Secondary Thoroughfares	2,026 0 0	100 0 0	2,126 0 0
3. Beyond the Settled Districts	2,430 0 0	400 0 0	2,830 0 0
4. Special Appropriations	420 0 0	1,679 0 0	2,099 0 0
Total, Northern Lines	10,126 0 0	6,879 0 0	17,005 0 0
MORETON BAY LINES:—			
1. Main Trunk Line	4,350 0 0	.....	4,350 0 0
2. Secondary Thoroughfares	630 0 0	.....	630 0 0
3. Beyond the Settled Districts	500 0 0	.....	500 0 0
Total, Moreton Bay Lines	5,480 0 0	.....	5,840 0 0
General Totals £	41,416 10 0	17,827 0 0	59,243 10 0
Balance £	583 10 0	173 0 0	756 10 0

SUPPLEMENTARY ESTIMATE

OF THE

EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES.

FOR

1857.

Sydney:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

No. II.—EXECUTIVE AND LEGISLATIVE.

Legislative Council.						
Increase to the Salary of the Assistant Doorkeeper, from £110 to £120				10	0	0
Assistant Messenger, at £110, from 1 April				82	10	0
Allowance to President's Messenger, at 3s.				54	15	0
One extra Copying Clerk, at £150, from 1 January to 31 March				37	10	0
Three extra Messengers, at £110 each, do.				82	10	0
Books and Periodicals for the Reading Room				300	0	0
Bookbinding				60	0	0
						627 5 0
Legislative Assembly.						
To raise the Salary of the Clerk of the Assembly, from £700 to £800				100	0	0
To meet the difference between six months' and ten months' salary to the following Persons, viz:—						
Three extra Copying Clerks, for 4 months, at £175 ...				175	0	0
Five extra Messengers, do. at £110 ...				183	6	8
One extra Messenger, 6 months, at £110				55	0	0
						513 6 8
Legislative Council and Assembly.						
Library.						
Assistant Librarian, at £200, from 14 April				142	15	6
To provide Books for the Library, a further sum				150	0	0
Fuel, £8; Sperm Candles, £22				30	0	0
Stationery, £18; Bookbinding, £50...				68	0	0
Incidental Expenses				15	0	0
Refreshment Room.						
Two additional Servants, at 6s. 9d. each, for 6 months				123	3	8
						528 19 2
Executive Council.						
Extra Clerk, at £150, from 23 February				127	13	6
Allowance to the Government Short-hand Writer, for transcript of evidence taken in the case of the Australian Agricultural Company against the Newcastle Coal and Copper Company ...				21	12	9
						149 6 3

No. III.—THE PRINCIPAL SECRETARY.

Principal Secretary.						
Amount of deficiency in Salaries after deducting 25 per cent. on the amount authorised for 1856:—						
Chief Clerk, ...				80	0	0
Clerk, 1st class				50	0	0
Do. 2nd class				25	0	0
Do do.				25	0	0
Do. 3rd class				15	0	0
Additional Clerical Assistance during the Session of Parliament, and at other times as required				120	0	0
						315 0 0
Registrar General.						
Second Messenger, at 5s. 9d. per diem				104	18	9
Extra Clerical Assistance required in the Registry Office of the Supreme Court	150	0	0			
Salaries of the Registrar of Deeds and Messenger ...	226	3	4			
				376	3	4
						481 2 1
Postmaster General.						
Increase to the Salaries of Stampers and Sorters, and Openers and Tiers of Bags, from £124 to £132, each 9				72	0	0
Railway Guard, Northern Line, at £150, from 16 April				106	5	0
Forage for a Horse for the Letter Carrier, at Newcastle, at 2s. per diem				36	10	0
Conveyance of Supplementary Mails to Melbourne, for transmission by the English Mail Steamers				300	0	0
						514 15 0
Protestant Orphan School.						
School Books and Stationery, a further sum of...						25 0 0
Roman Catholic Orphan School, Parramatta.						
Additional Cook...						20 0 0
Carried forward ... ... £						3,174 14 2

Brought forward ... ... £					3,174	14	2
No. III.—THE PRINCIPAL SECRETARY—*continued.*							
IMMIGRATION.							
Sydney.							
Clerks, at £225 and £150 2	375	0	0				
To provide additional Clerical Assistance	200	0	0				
Brisbane.							
Wardsman	30	0	0				
Provisions	1,500	0	0				
Fuel and Light	75	0	0				
Other Contingencies	250	0	0				
					2,430	0	0
POLICE—SYDNEY.							
To indemnify Captain McLerie, Inspector General, for costs and damages in an action brought against him in the Supreme Court, as Metropolitan Superintendent of Police	183	10	6				
Additional sums required for the payment of Police Officers who had been engaged in England, viz.—							
Inspectors at 7d. each, from 1 February ... 4	38	19	4				
Serjeants at 2s. 3d. each—							
from 1 January 3	123	3	9				
1 February 10	66	7	6				
1 April 9	278	8	9				
					690	9	10
POLICE—COUNTRY DISTRICTS.							
Wollombi—Allowance to Police Magistrate for the Keep of a Horse to enable him to attend at the Court of Petty Sessions, St. Alban's, M'Donald River	20	0	0				
Do. to Clerk of Petty Sessions, for same purpose ...	20	0	0				
Eden—Two additional Ordinary Constables, at 5s. 6d. each ...	200	15	0				
Moama—Provisions for the Chief and three Ordinary Constables, at 2s. 3d....	164	5	0				
To provide for the additional expense occasioned by giving an improved scale of Provisions to Confines in Watchhouses, not under special punishment for proved offences	200	0	0				
Employment of Detective Police for the suppression of crime in the Interior	250	0	0				
					855	0	0
GOLD GUARDS.							
Allowance to 3 Serjeants and 9 Constables, when absent on duty at night, at 3s. each					250	0	0
NATIVE POLICE—NORTHERN DISTRICTS.							
Arms and Ammunition	258	0	0				
Saddlery and Accoutrements...	442	0	0				
					700	0	0
GAOL, PARRAMATTA.							
Messenger, at 3s. 3d.	59	6	3				
To purchase religious books for the use of Roman Catholic Prisoners confined in Parramatta Gaol	28	2	9				
					87	9	0
OBSERVATORY.							
Allowance for House Rent, to the Astronomer...					165	0	0
LUNATIC ASYLUM, PARRAMATTA.							
Allowance in lieu of Quarters, to the Dispenser, from 10 November, 1856, at 1s. 6d. per diem					28	19	0
MILITARY.							
Allowance to the Acting Barrack-Serjeant at Newcastle, at 1s. per diem	18	5	0				
Allowance to the Assistant Commissary General, for the additional trouble and responsibility imposed by the transfer to him of the payment of the Colonial Pay and Allowances of the Military Force, from 1 April, at £100, per annum	75	0	0				
Deficiency in the amount voted for Provisions for the Royal Artillery 155 0 0							
Water for the Detachment at Fort Phillip 46 0 0							
Furniture and other Supplies for the New Barracks, at Dawes' Battery 1,000 0 0							
	1,201	0	0				
					1,294	5	0
Carried forward ... ... £					9,675	17	0

Brought forward ... ... £					9,675	17	0
No. III.—THE PRINCIPAL SECRETARY—*Continued.*							
GRANTS IN AID OF PUBLIC INSTITUTIONS.							
In aid of the Mechanics' Institution, Singleton, on condition of an equal amount being raised by private subscriptions			100	0	0		
In aid of the Maitland Mechanics' Institute, same condition ...			500	0	0		
For building a Mechanics' School of Arts, Goulburn, same condition (Resolution of Assembly)			1,000	0	0		
						1,600	0	0
CHARITABLE ALLOWANCES.							
For the completion of the Bethel Union Church in Sydney Cove, for the use of Seamen of all Nations, upon condition that an equal amount be raised by private contributions			1,000	0	0		
In aid of the Singleton and Patrick's Plains Benevolent Society—an equal amount being raised by private subscriptions			100	0	0		
In aid of the Hospital, Mudgee, same condition ...	100	0	0				
Outfit for the Hospital	200	0	0				
			300	0	0		
						1,400	0	0
MISCELLANEOUS.							
Naval and Military Postage						200	0	0
No. IV.—ADMINISTRATION OF JUSTICE.							
MISCELLANEOUS.							
Clerk to the Secretary to the Crown Law Officers, at £200, from 12 May			127	8	4		
To indemnify Gilbert Eliott, Esquire, for the payment of costs incurred in defending an action brought against him while in the discharge of his official duties as Sheriff of the Colony			228	15	7		
						356	3	11
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.							
TREASURY.							
To raise the Salary of the Secretary, from £650 to £800			150	0	0		
To meet claims for the repayment to the undermentioned Persons of the following sums lodged by them in the Treasury, in 1853, viz.:—							
John Sullivan...	6	15	0				
Patrick Kennedy	20	0	0				
			26	15	0		
						176	15	0
CUSTOMS.							
Gratuity to A. Edenborough, late Locker in the Customs, for the loss of his appointment, from ill health...			130	0	0		
Landing Waiter at Morpeth, from £275 to £300			25	0	0		
Lockers, Sydney, at £185, from 1 June .. 3	323	15	0				
Acting do., do., at £165, do. ... 8	770	0	0				
	1,093	15	0				
Less—Estimated saving on the amount voted for allowances to Extra Tide Waiters... ...	1,000	0	0				
			93	15	0		
						248	15	0
GUNPOWDER MAGAZINE.							
Compensation to the Importers of certain quantities of blasting powder which had been stored by Government in the Floating Magazine, "Lady Mary," and there damaged by leakage in the deck of the vessel						185	10	8
COLONIAL STOREKEEPER.							
Rental upon Stores deposited in Private Warehouses, and hire of extra labor			1,000	0	0		
To provide Standard Weights and Measures, in accordance with the Act of Council, 16 Vict., No. 34, a further sum			472	0	0		
						1,472	0	0
STEAM NAVIGATION BOARD, BRISBANE.							
Engineer Surveyor			10	0	0		
Shipwright do.			10	0	0		
Secretary			10	0	0		
						30	0	0
Carried forward ... ... £						15,345	1	7

Brought forward ... ... £				15,345	1	7
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE—*Continued.*						
PORT MASTER.						
Occasional hire of a Crew for His Excellency the Governor General's Barge:—						
Coxswain, at £2 a month (6 months)...	18	0	0			
Crew, at £2 „ „ 8	96	0	0			
New Barge	50	0	0			
				164	0	0
BEACON LIGHT, NEWCASTLE.						
Keeper of the Light, at £8 a month...	96	0	0			
Coals for the Beacon	240	0	0			
				336	0	0
FLOATING LIGHT, MORETON BAY.						
Mooring Chains, Anchors, &c., to secure the "Rose" when replaced in her position				335	0	0
MISCELLANEOUS.						
For the Maintenance and Conveyance of Shipwrecked Seamen in distress	200	0	0			
Premiums on Bills of Exchange purchased for remittance to England	2,500	0	0			
For the employment of the Steam Dredge	1,500	0	0			
Compensation to Mrs. Elizabeth Wynter, in lieu of the commission received by E. D. Day, Esq., for superintending the Sale of Crown Lands on the 17th January, 1854, and which ought to have been paid to the representatives of the late W. Wynter, Esq.	100	0	0			
				4,300	0	0
No. VI.—THE SECRETARY FOR LANDS AND PUBLIC WORKS.						
GOLD FIELDS.						
To raise the Salary of the Clerk of Petty Sessions, Sofala, to that of Sub-Commissioner of Crown Lands				100	0	0
COMMISSION on Sales of Land, Rents of Offices, Advertising, &c.				4,000	0	0
PUBLIC WORKS.						
Cost of placing two Lights at Newcastle, so as to show, when in line, the fairway into or out of the Harbor	400	0	0			
Enclosure of Sand Hills, Newcastle	66	0	0			
Laying down Water Pipes to Government House	86	11	2			
To complete the repairs to the Roadway and Dam over Cook's River	400	0	0			
For the repairs of the Dam at Parramatta	300	0	0			
For making Landing-places for the accommodation of Passengers across the Ferry between North Brisbane and Kangaroo Point ...	100	0	0			
PUBLIC BUILDINGS.						
For the erection of a Watch House between Maitland and Singleton	450	0	0			
For the erection of a Court and Watch House, Cassilis	750	0	0			
For the erection of Watch Houses at South Gundagai and Jugiong...	900	0	0			
Additions and Repairs to Court House, Brisbane	850	0	0			
Purchase of Buildings for Police purposes at Louisa Creek	250	0	0			
For the erection of a Court and Watch House, West Kempsey, the further sum of	250	0	0			
For the completion of the Watch House, Collector	24	0	0			
Repairs and Alterations, Commissariat Stores, Sydney	3,363	3	3			
For Fixing Steam Engine, Government Printing Office	300	0	0			
ROADS AND BRIDGES.						
For the repair of Roads and Bridges generally (Resolution of Assembly)	18,000	0	0			
For the construction of a Causeway at Falbrook	700	0	0			
For the formation of detour of the Northern Road at Murulla ...	500	0	0			
	27,689	14	5			
Carried forward ... ... £				24,580	17	0

Brought forward ... ... £		24,580 1 7
No. VI.—THE SECRETARY FOR LANDS AND PUBLIC WORKS.		
Brought forward £27,689 14 5		
SURVEYOR GENERAL AND CHIEF COMMISSIONER OF CROWN LANDS.		
Salary of Clerk and Draughtsman, Moreton Bay, from 1st August to 31st December, at £200	83 6 8	
Two Additional Troopers for Commissioner of the Wide Bay and Leichhardt District	285 10 0	
BOTANIC GARDEN, SYDNEY.		
Wages of two men employed in January last, in laying down silt in Botanic Garden	18 18 0	
		28,077 9 1
No. VII.—AUDITOR GENERAL.		
Difference between £900, the salary provided in Schedule A, and that of £1,000 per annum, notified to the present Auditor General, on his appointment, as attached to the office		100 0 0
TOTAL ... ... £		52,757 10 8

The Treasury, New South Wales,
13th August, 1857.

STUART A DONALDSON.

ESTIMATES

OF THE

PROBABLE EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR THE YEAR

1858.

SYDNEY:

PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

ABSTRACT of the Sums required to defray the estimated EXPENSES of the GOVERNMENT of NEW SOUTH WALES, in the Year 1858, and of those apppropriated for the like purpose, in 1857.

	Provided for 1857.	Proposed for 1858.
I. SCHEDULES (A, B, and C) to SCHEDULE (1), of 18 & 19 Vict, Cap. 54:—		
Provided by the Constitutional Act...	57,950 0 0	57,950 0 0
Provided by Colonial Acts	.....	2,350 0 0
Additional Expenditure	15,061 14 8	15,161 14 8
	73,011 14 8	75,461 14 8
II. EXECUTIVE and LEGISLATIVE	16,975 9 9	19,335 7 3
III. The PRINCIPAL SECRETARY	555,689 18 1	624,261 8 0
IV. ADMINISTRATION of JUSTICE	38,537 15 6	42,551 2 0
V. The TREASURER and SECRETARY for FINANCE and TRADE	99,559 7 8	96,793 13 7
VI. The SECRETARY for LANDS and PUBLIC WORKS:—		
Chargeable upon the Revenue of the Year ...	187,364 10 3	244,286 18 10
To be provided for by Loan	107,717 18 11	50,500 0 0
	295,082 9 2	294,786 18 10
VII. The AUDITOR GENERAL...	5,302 0 0	5,042 0 0
	1,084,158 14 10	1,158,232 4 4
To pay off Debentures	130,400 0 0	100,000 0 0
Interest on Outstanding Debentures, and proposed New Loans ...	120,000 0 0	130,000 0 0
Endowment of the University of Sydney, 14 Vict., No. 31 ...	5,000 0 0	5,000 0 0
Endowment of the Australian Museum, 17 Vict., No. 2... ...	1,000 0 0	1,000 0 0
Endowment of the Sydney Grammar School, 18 Vict.	1,500 0 0	1,500 0 0
Endowment for the Salary of the Principal of St. Paul's College, 18 Vict., No. 37	....	500 0 0
	257,900 0 0	238,000 0 0
TOTAL ... ... £	1,342,058 14 10	1,396,232 4 4

The Treasury, New South Wales,
13th August, 1857.

STUART A. DONALDSON.

NEW SOUTH WALES.

ESTIMATES OF EXPENDITURE,

1858.

DETAILED.

ESTIMATES, 1858.

I.

Schedules (A, B, and C) to Schedule (1),

18 & 19 Victoriæ, Caput 54.

SUMMARY.

PAGE.					To be Voted.
8	Schedule (A)			23,000 0 0	
8	Provided by the Schedule	20,550 0 0			
8	Provided by Colonial Acts	2,350 0 0			
				22,900 0 0	100 0 0
8	Schedule (B)			9,400 0 0	
9	Pensions to be Voted			... ...	733 6 8
10	Schedule (C):—				
10	Church of England			20,239 4 2	
10	Presbyterian			4,385 6 8	
10	Wesleyan Methodist Mission			2,572 10 6	
11	Roman Catholic Church			11,383 6 8	
11	Clergymen at the Gold Fields			3,548 0 0	
11	Jewish Minister			200 0 0	
				42,328 8 0	
	Provided by the Schedule			28,000 0 0	14,328 8 0
	Proposed Additional Expenditure			£	15,161 14 8

The Treasury New South Wales.
13*th August*, 1857.

STUART A. DONALDSON,

No. I.—Schedules.

SCHEDULE A.	Amount in Schedule.	Provided by Colonial Acts.	Amount to be voted.
His Excellency the Governor General ...	7,000 0 0		
The Chief Justice	2,000 0 0	600 0 0	
The three Judges, at £2,000, each	4,500 0 0	1,500 0 0	
Colonial Secretary	2,000 0 0		
Colonial Treasurer	1,250 0 0	250 0 0	
Auditor General	900 0 0	.....	100 0 0
Attorney General	1,500 0 0		
Solicitor General	1,000 0 0		
Governor's Private Secretary	400 0 0		
Amount provided by the Schedule ...	20,550 0 0		
Amount provided by Colonial Acts		2,350 0 0	
Amount to be voted ... ... £			100 0 0

SCHEDULE B.		
Pensions.		
To Officers of the Government, who, on Political grounds, retired, or were released, from Office, viz. :—		
Edward Deas Thomson, C.B., late Colonial Secretary	2,000 0 0	
Campbell D. Riddell, late Colonial Treasurer	1,000 0 0	
Francis L. S. Merewether, late Auditor General	900 0 0	
John H. Plunkett, Q.C., late Attorney General	1,200 0 0	
William M. Manning, Q. C., late Solicitor General...	800 0 0	
		5,900 0 0
To the Undermentioned Pensioners, according to the Scale and Rates fixed by the Superannuation Act of the Imperial Parliament 4 and 5 Gul. IV., Cap. 24, viz. :—		
William Lithgow, late Auditor General	379 3 4	
William Carter, late Registrar General	300 0 0	
John Nicholson, late Harbour Master	200 0 0	
George Boyle White, late Surveyor	222 10 0	
George William Newcombe, late Clerk in the Colonial Secretary's Office	186 13 4	
James Larmer, late Surveyor	167 0 0	
Benjamin P. Griffin, late Clerk in the Colonial Treasury	79 0 0	
James Warner, late Assistant Surveyor	70 0 0	
Merion M. Moriarty, late Port Master	115 16 1	
Carried forward	1,720 2 9	
Carried forward ... ... £		5,900 0 0

No. I.—Schedules.

SCHEDULE B.—continued.

Pensions—continued.

Brought forward...	1,720	2	9	5,900	0	0
Harriett McKenny, late Matron, Protestant Orphan School ...	27	13	0			
William Taylor, late Clerk of Petty Sessions, Wollongong	24	5	6			
Samuel Moore Burrowes, late Foreman, Colonial Stores	22	0	0			
Richard Williams, late Coast Waiter, Customs	7	12	6			
Susannah Mileham, Widow of Surgeon Mileham	100	0	0			
James Graves, late Serjeant, Gold Guard	54	15	0			
William Galvin, late Messenger, Legislative Council	35	5	8			
Michael Doyle, late Messenger, Treasury	48	2	9			
Colin Mackenzie, late Clerk in the Supreme Court...	37	10	0			
Nicholas Leader, late Clerk in the Court of Requests	66	5	10			
Thomas S. Townsend, late Surveyor...	137	11	2			
J. J. Galloway do.	101	2	4			
Robert Ormiston, late Clerk of Petty Sessions, Sydney	99	18	5			
Needham Robinson, late Constable, Police, Sydney...	29	13	1			
John Proctor, late Constable, Police, Sydney	23	0	0			
Thomas Williams, late Constable, Police, Windsor	22	16	3			
William Callaghan, late Constable, Police, Sydney	14	19	9			
Edward Wilson, late Constable, Police, Penrith	14	18	3			
Joseph Moore, late Keeper of the Supreme Court House	14	16	6			
Bryan Naughton, late Constable, Police, Sydney	12	10	0			
Benjamin Nichols, late Constable, Police, Sydney	9	2	6			
Revd. Frederick Wilkinson, late Colonial Chaplain...	188	11	8			
William Henry Kerr, late Chief Commissioner of Insolvent Estates.	71	8	6			
John Townshend, late Clerk in the Colonial Secretary's Office ...	85	0	0			
Francis Gosling, late Clerk in the General Post Office	52	0	0			
Mrs. Smith, Widow of Judge Advocate Bent	200	0	0			
Thomas Bevan, late Trooper, Mounted Police	9	2	6			
	3,230	3	11			
Amount reserved to meet further claims under the Imperial Act ...	269	16	1			
				3,500	0	0
Amount provided by the Schedule ... ... £				9,400	0	0

Pensions to be Voted.

Lady Forbes, Widow of Sir Francis Forbes, formerly Chief Justice...	200	0	0			
Lady Dowling, Widow of Sir James Dowling, late Chief Justice ...	200	0	0			
Mrs. Anne Kinchela, Widow of the late Mr. Justice Kinchela ...	100	0	0			
Mr. E. R. Stack, late Master of the Benevolent Asylum, Sydney ...	133	6	8			
Mrs. Anne Petrie, Daughter of the late Captain Flinders, R.N. ...	100	0	0			
				733	6	8
Total ... ... £				733	6	8

No. I.—Schedules.

SCHEDULE C.

Public Worship.

CHURCH OF ENGLAND.

Diocese of Sydney.					
Towards the Salary of the Bishop of Sydney and Metropolitan ...		*1,800	0	0	
Archdeacon of Cumberland		576	13	4	
Clergymen, at £316 13 4	3	950	0	0	
Do. at £300 0 0	8	2,400	0	0	
Do. at £266 13 4	23	6,133	6	8	
Do. at £250 0 0	4	1,000	0	0	
Do. at £216 13 4	3	650	0	0	
Clergyman		200	0	0	
Do.		166	13	4	
					13,876 13 4
Allowance in lieu of Forage for one Horse each, to five Clergymen, at 2s. 6d. per diem		228	2	6	
Do., in lieu of House Rent; one at £50, and two at £60 each, per annum		170	0	0	
					398 2 6
Total, Diocese of Sydney ... ... £					14,274 15 10
Diocese of Newcastle.					
Bishop of Newcastle		616	13	4	
Clergyman		316	13	4	
Clergymen, at £300 0 0	2	600	0	0	
Do. at £266 13 4	11	2,933	6	8	
Do. at £250 0 0	2	500	0	0	
Clergyman		216	13	4	
Do.		200	0	0	
Clergymen, at £166 13 4	2	333	6	8	
					5,716 13 4
Allowance in lieu of Forage for one Horse each, to two Clergymen, at 2s. 6d. per diem		91	5	0	
Do. in lieu of House Rent; two at £60 each...		120	0	0	
Do. for the maintenance of two boatmen on the River Hawkesbury		36	10	0	
					247 15 0
Total, Diocese of Newcastle... ... ... £					5,964 8 4
Total ... ... £					20,239 4 2

PRESBYTERIAN CHURCH.

Minister		300	0	0	
Ministers, at £266 13 4	3	800	0	0	
Do. at £250 0 0	8	2,000	0	0	
Do. at £216 13 4	5	1,083	6	8	
Do.		202	0	0	
					4,385 6 8
Total ... ... £					4,385 6 8

WESLEYAN METHODIST MISSION.

Minister		300	0	0	
Ministers, at £250	8	2,000	0	0	
Minister		272	10	6	
					2,572 10 6
Total ... ... £					2,572 10 6

* It is understood that, with the Revenue from Bishopthorpe, the Salary of the Metropolitan will be £2,000 a year.

No. I.—Schedules.

SCHEDULE C.—continued.

Public Worship—continued.

ROMAN CATHOLIC CHURCH,

Archbishop		933 6 8	
Vicar General...		400 0 0	
Clergymen, at £300	11	3,300 0 0	
Do. at £266 13 4	9	2,400 0 0	
Do. at £250	14	3,500 0 0	
Do. at £216 13 4	3	650 0 0	
			11,183 6 8
Allowances for Travelling Expenses			200 0 0
Total ... . £			11,383 6 8

CLERGYMEN AT THE GOLD FIELDS.

Western Gold District.			
Church of England Clergymen, at £300	2	600 0 0	
Presbyterian Minister		300 0 0	
Wesleyan Minister		300 0 0	
Roman Catholic Clergyman		300 0 0	
			1,500 0 0
Allowance in lieu of Forage for one horse, each, to the Presbyterian and Wesleyan Ministers		60 0 0	
Forage for four Horses		570 0 0	
			630 0 0
Total, Western District			2,130 0 0
Southern Gold District.			
Church of England Clergyman		300 0 0	
Presbyterian Minister		300 0 0	
Wesleyan Minister		300 0 0	
Roman Catholic Clergyman		300 0 0	
			1,200 0 0
Allowance in lieu of Forage to the Church of England, Presbyterian, and Wesleyan Ministers, at £30, each		90 0 0	
Forage for one Horse...		128 0 0	
			218 0 0
Total, Southern District			1,418 0 0
Total ... ... £			3,548 0 0

JEWISH MINISTER.

Minister			200 0 0
Total ... ... £			200 0 0

RECAPITULATION:—

Church of England—		
Diocese of Sydney	14,274 15 10	
Diocese of Newcastle	5,964 8 4	
		20,239 4 2
Presbyterian Church		4,385 6 8
Wesleyan Methodist Mission		2,572 10 6
Roman Catholic Church		11,383 6 8
Clergymen at the Gold Fields		3,548 0 0
Jewish Minister		200 0 0
		£42,328 8 0
Provided by the Schedule		28,000 0 0
Proposed Additional Expenditure		£14,328 8 0

II.

Executive and Legislative.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857.	
				Increase.	Decrease.
14	His Excellency the Governor General	2,088 9 9	2,316 9 9	228 0 0	
15	Legislative Council	4,825 0 0	5,264 15 0	439 15 0	
15	Legislative Assembly	6,712 0 0	7,017 0 0	305 0 0	
16	Legislative Council and Assembly ...	2,327 0 0	3,529 15 6	1,202 15 6	
16	Executive Council	1,023 0 0	1,207 7 0	184 7 0	
	£	16,975 9 9	19,335 7 3	2,359 17 6	
	Increase, compared with 1857 ... ... £			2,359 17 6	

The Treasury, New South Wales,
13th August, 1857.

STUART A. DONALDSON

No. II.—Executive and Legislative.

His Excellency the Governor General.

Salaries.					
Private Secretary (provided in Schedule.)					
Aide-de-Camp, at 9s. 6d. per diem	173	7	6		
Clerk to Private Secretary	315	0	0		
Messenger	71	9	7		
Mounted Orderlies—					
Serjeant, at 3s. 8½d. per diem	67	13	6		
Corporal, at 2s. 8½d. „	49	8	7		
Troopers, at 1s. 8½d. „ 3	93	10	7		
				770	9 9
Contingencies.					
Travelling Expenses of His Excellency the Governor General ...	500	0	0		
Provisions for the Orderlies	74	0	0		
Forage for seven Horses	511	0	0		
Fuel and Light...	26	0	0		
Stationery	48	0	0		
Postage...	117	0	0		
Clothing and Saddlery for the Orderlies, and Mail Bags	120	0	0		
Incidental Expenses	150	0	0		
				1,546	0 0
Total ... ... £				2,316	9 9

Note.—The rates proposed for the Aide-de-Camp and Orderlies are exclusive of the Military Allowances.

No. II.—Executive and Legislative.

Legislative Council.

Salaries.

President		1,200 0 0		
Chairman of Committees		500 0 0		
Clerk of the Council		700 0 0		
Clerk Assistant		500 0 0		
First Clerk		400 0 0		
Second Clerk		300 0 0		
Third Clerk		250 0 0		
Usher of the Black Rod		400 0 0		
Chief Messenger		150 0 0		
Doorkeeper		120 0 0		
Assistant Messenger		110 0 0		
President's Messenger, at 3s. per diem		54 15 0		
				4,684 15 0

Contingencies.

Extra Copying Clerks, at £150 each (6 months)	2	150 0 0	
Extra Messengers, £110 (do.)	3	165 0 0	
Fuel and Light		70 0 0	
Sperm Candles, £50; Gas Light, £40		90 0 0	
Stationery, £30; Postage, £15		45 0 0	
Stores, £10; Incidental Expenses, £50		60 0 0	
			580 0 0
Total		£	5,264 15 0

Legislative Assembly.

Salaries.

Speaker		1,200 0 0	
Chairman of Committees		500 0 0	
Clerk of Assembly		800 0 0	
Clerk Assistant		600 0 0	
Second Clerk Assistant		400 0 0	
Serjeant-at-Arms		400 0 0	
Clerk of Records		400 0 0	
Clerk of Printing Branch		300 0 0	
Clerk of Select Committees		300 0 0	
Copying Clerk		250 0 0	
Clerk in charge of printed Papers		250 0 0	
Principal Messenger		150 0 0	
Principal Doorkeeper		120 0 0	
Assistant Messengers, at £110	2	220 0 0	
			5,890 0 0

Contingencies.

Extra Copying Clerks, at £175 each (6 months)	2	175 0 0	
Extra Messengers, at £110 (do.)	4	220 0 0	
Stationery, £55; Bookbinding, £125		180 0 0	
Postage		25 0 0	
Fuel		100 0 0	
Sperm Candles, £167; Gas Light, £45		212 0 0	
Stores		15 0 0	
Incidental Expenses		200 0 0	
			1,127 0 0
Total		£	7,017 0 0

No. II.—Executive and Legislative.

Legislative Council and Assembly.

Salaries.

Principal Short-hand Writer...	550	0	0	
First Assistant Short-hand Writer	400	0	0	
Second do. do.	300	0	0	
Librarian	300	0	0	
Assistant do.	200	0	0	
Steward and Housekeeper	225	0	0	
Assistant do.	64	0	0	
Watchman	110	0	0	
House Servant	110	0	0	
Female Servant	54	0	0	
				2,313 0 0

Contingencies.

Library.				
Fuel, £16 5s.; Sperm Candles, £43 15s.	60	0	0	
Books, Periodicals, &c., £450; Binding, £50	500	0	0	
Insurance of Books, £21; Stationery, £35	56	0	0	
Incidental Expenses	30	0	0	
Refreshment Room.				
Servants, at 6s. 9d. each (6 months) 3	184	15	6	
Fuel and Light, £36; Sperm Candles, £40	76	0	0	
Incidental Expenses	10	0	0	
Lithographing Plans and explanatory Documents, printing the same, and other contingent expenses	300	0	0	
				1,216 15 6
Total ... ... £				3,529 15 6

Executive Council.

Salaries.

Clerk of the Council	600	0	0	
Clerk, 2nd class	300	0	0	
Clerk, 4th class	150	0	0	
Messenger	110	0	0	
Officekeeper	18	0	0	
				1,178 0 0

Contingencies.

Stationery, £11; Fuel and Light, £8 7s.	19	7	0	
Incidental Expenses	10	0	0	
				29 7 0
Total ... . £				1,207 7 0

III.

The Principal Secretary.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

PAGE.	DEPARTMENT.	1857.	1858.	COMPARED WITH 1857. INCREASE.	COMPARED WITH 1857. DECREASE.
18	Principal Secretary	5,810 17 6	6,293 13 9	482 16 3	
18	Government Resident, Moreton Bay.	980 0 0	983 0 0	3 0 0	
19	Registrar General	6,490 0 0	6,021 0 0	.....	469 0 0
	Postal—				
20	Post Office	22,999 0 0	25,887 0 0	2,888 0 0	
20	Conveyance of Mails	59,950 0 0	72,050 0 0	12,100 0 0	
20	Educational—				
	National Schools	20,000 0 0	.....		
	Denominational Schools ...	17,350 0 0	.....	12,650 0 0	
	General Education	.....	50,000 0 0		
21	Protestant Orphan School ...	4,454 9 4	4,928 14 4	474 5 0	
21	Roman Catholic Orphan School	3,721 4 0	3,988 4 0	267 0 0	
22	Immigration...	106,469 0 0	109,154 0 0	2,685 0 0	
	Police—				
23	Sydney Judicial	3,365 0 0	3,004 5 0	.....	360 15 0
23	Water	3,841 15 10	3,909 4 4	67 8 6	
24	Metropolitan	20,782 14 1	21,265 7 6	482 13 5	
25	Horse Patrol	3,676 7 11	3,964 2 11	287 15 0	
25	District	3,504 17 11	3,504 17 11		
25	Police Magistrates	6,353 15 0	7,119 7 6	765 12 6	
26	Clerks of Petty Sessions ...	12,670 12 6	13,365 12 6	695 0 0	
28	Chief Constables	9,870 0 0	10,150 0 0	280 0 0	
29	District Constables	4,676 11 3	4,904 13 9	228 2 6	
30	Detectives, Bathurst	.....	553 13 9	553 13 9	
30	Ordinary Constables	37,044 9 2	38,048 4 2	1,003 15 0	
31	Contingencies	17,665 3 9	18,870 7 6	1,205 3 9	
32	Horse Patrol, Country Districts	12,025 3 9	12,025 3 9		
32	General Service	2,500 0 0	2,500 0 0		
33	Native Police...	16,519 16 4	17,696 18 4	1,177 2 0	
34	Gold Guards and Conveyance.	6,524 12 0	8,749 15 0	2,225 3 0	
	Gaol and Penal—				
35	Inspector of Prisons	.....	800 0 0	800 0 0	
35	Sydney	8,387 11 3	8,387 11 3		
35	Parramatta	4,964 13 9	4,655 0 0	.....	309 13 9
36	Bathurst	3,537 18 9	3,063 18 9	.....	474 0 0
36	Maitland	2,862 18 9	2,954 18 9	92 0 0	
37	Goulburn	2,160 16 3	1,778 6 3	.....	382 10 0
37	Brisbane	2,369 19 9	2,223 18 9	.....	146 1 0
38	Cockatoo Island	12,395 17 6	12,716 17 6	321 0 0	
39	Government Printing and Bookbinding Department	11,747 10 0	12,537 10 0	790 0 0	
39	Observatory	1,000 0 0	1,343 14 0	343 14 0	
	Medical—				
40	Health Officers, and Medical Board	1,164 15 0	1,161 15 0	.....	3 0 0
40	Vaccine	443 0 0	490 0 0	47 0 0	
41	Lunatic Asylums	22,600 0 0	25,438 9 5	2,838 9 5	
40	Port Curtis Establishment	1,250 0 0	700 0 0	.....	550 0 0
42	Military—Two Companies	10,103 0 6	10,730 9 9	627 9 3	
43	General Service	9,008 11 3	8,799 19 7	.....	208 11 8
44	Royal Artillery	7,871 14 2	9,001 14 6	1,130 0 4	
44	Volunteer Corps	.....	3,103 15 0	3,103 15 0	
45	Grants in aid of Public Institutions.	850 0 0	400 0 0	.....	450 0 0
45	Charitable Allowances	13,834 13 4	12,336 3 6	.....	1,498 9 10
	Colonial Agent	1,500 0 0	.....	.....	1,500 0 0
46	Aborigines	2,000 0 0	2,000 0 0		
46	Municipal Institutions	.....	45,000 0 0	45,000 0 0	
46	Miscellaneous	26,391 6 6	5,700 0 0	.....	20,691 6 6
	£	555,689 17 1	624,261 8 0	95,614 18 8	27,043 7 9
	Deduct decrease			27,043 7 9	
	Increase compared with 1857 ... ... £			68,571 10 11	

The Treasury, New South Wales,
13th August, 1857.

STUART A. DONALDSON.

No. III.—Principal Secretary.

Principal Secretary.

Salaries.					
Principal Secretary (provided in Schedule.)					
Under Secretary		800	0	0	
Chief Clerk		630	0	0	
Clerks of the second class, at £375	2	750	0	0	
Do.		335	0	0	
Do.		315	0	0	
Clerks of the third class		245	0	0	
Clerks, fourth class, at £175, each	5	875	0	0	
Clerk of Records (first class)...		400	0	0	
Blue Book and Statistics—					
Clerk of the first class		550	0	0	
Do. third do.		230	0	0	
Messenger, at 5s. 8d. per diem		103	8	4	
Do. at 6s. 9d.		123	3	9	
Officekeeper, at 3s. 4d.		60	16	8	
Watchman, at 5s.		91	5	0	
					5,508 13 9
Contingencies.					
Stationery, £200; Postage, £75		275	0	0	
Fuel and Light, £100; Incidental Expenses, £30		130	0	0	
Newspapers for Record and for the Secretary of State		50	0	0	
Preparing an Index to the New South Wales *Government Gazette*		30	0	0	
Public General Acts, Parliamentary Papers, Annual Army List, and Royal Calendar		50	0	0	
Extra Clerical Assistance during the Session of Parliament, and at other times as required		250	0	0	
					785 0 0
Total ... ... £					6,293 13 9

Government Resident, Moreton Bay.

Salaries.					
Government Resident (without Commission)		700	0	0	
Clerk of third class		200	0	0	
					900 0 0
Contingencies.					
In lieu of Forage, and for Travelling Expenses		50	0	0	
Fuel, Light, and Water		8	0	0	
Postage		15	0	0	
Stationery		10	0	0	
					83 0 0
Total ... ... £					983 0 0

No. III.—Principal Secretary.

Registrar General.

Salaries.					
Registrar General		700	0	0	
Registration of Births and Deaths' Branch:—					
Clerk of third class		215	0	0	
Do.		200	0	0	
Clerks, fourth class, at £150	2	300	0	0	
Messenger and Office Keeper		120	0	0	
Registration of Deeds' Branch:—					
Clerk of second class		350	0	0	
Clerks of third class, at £200	2	400	0	0	
Clerks, of fourth class, at £175	3	525	0	0	
Book Porter, or Office Messenger		100	0	0	
					2,910 0 0
Contingencies.					
Allowances to District Registrars		2,500	0	0	
Fuel and Light		36	0	0	
Freight and Carriage of Books and Forms		50	0	0	
Postage		150	0	0	
Stationery		100	0	0	
Stores		25	0	0	
Additional Clerical Assistance, and Unforeseen Expenses		250	0	0	
					3,111 0 0
Total ... ... £					6,021 0 0

No. III.—Principal Secretary.

Post Office Department.

Salaries.

Postmaster General		950	0	0	
Secretary and Cashier		530	0	0	
Superintendent of the Letter Branch		530	0	0	
Accountant		530	0	0	
Clerks of second class, at £375, each	3	1,125	0	0	
Clerk of second class		375	0	0	
Do. do.		315	0	0	
Do. do.		300	0	0	
Do. of third class		260	0	0	
Do. do.		245	0	0	
Do. do., at £230, each	3	690	0	0	
Do. do., at £215, each	4	860	0	0	
Clerks of fourth class, at £175, each	5	875	0	0	
Do do.	3	525	0	0	
Stampers and Sorters, Openers and Tyers of Bags, at £132	5	660	0	0	
Newspaper Sorters, at £132	4	528	0	0	
Do.	2	264	0	0	
Sydney Letter Carriers, at £132, each	15	1,980	0	0	
Landing and Shipping Officer		200	0	0	
Boatmen, at £132, each	4	528	0	0	
Mail Boy, at 30s. a week		78	0	0	
Principal Messenger		120	0	0	
Messengers, at £108, each	2	216	0	0	
Office Keeper		52	0	0	
Night Watchman		84	0	0	
Guards on Northern Line, at £150, each	6	900	0	0	
Railway Guards (Southern and Northern) at £150 ...	2	300	0	0	
Country Letter Carriers, at £120, each	7	840	0	0	
Do.		120	0	0	
Country Postmasters		6,400	0	0	
Sub-Postmasters		300	0	0	
Inspectors for the supervision of Contracts and Post Offices (including Travelling Expenses)	2	1,000	0	0	
					22,680 0 0

Contingencies.

Temporary Extra Clerks and Sorters		500	0	0	
Extra Assistance in sorting English Mails		200	0	0	
Uniforms for Letter Carriers, Boatmen, and Guards		125	0	0	
Forage and Farriery for two Horses		200	0	0	
Allowance for Forage to the Letter Carriers at Parramatta, West Maitland, Bathurst, and Newcastle		150	0	0	
Six Iron Pillar Letter Boxes, for the Interior		150	0	0	
Fuel		162	0	0	
Stationery, £422; Stores, £878; Postage, £100		1,400	0	0	
Incidental Expenses		320	0	0	
					3,207 0 0
Total ... ... £					25,887 0 0

Conveyance of Mails.

Within and Beyond the Settled Districts		40,000	0	0	
Gratuities for Ship Mails, Foreign and Coastwise		1,700	0	0	
Landing and Shipping Mails, including Porterage		150	0	0	
Incidental Expenses in connexion with Railways		200	0	0	
Contribution by the Colony of New South Wales, towards Postal Steam Communication with England...		30,000	0	0	
Total ... ... £					72,050 0 0

General Education.

For the support of Primary Schools, and Incidental Expenses of the Board of General Education, including the Allowances to Teachers and Contingencies ...					50,000 0 0
Total ... ... £					50,000 0 0

No. III.—Principal Secretary.

Protestant Orphan School, Parramatta.

(100 Boys, 100 Girls.)

Matron	163	6	8		
Master	93	6	8		
Surgeon	73	6	0		
Schoolmaster	120	0	0		
First Teacher	70	0	0		
Second Teacher	60	0	0		
Infirmary Nurse	50	0	0		
Nurse to the Children	25	0	0		
First Laundress	25	0	0		
Second Laundress	25	0	0		
Female Servant for Boys	25	0	0		
Nurse to younger Boys	30	0	0		
Gardener	35	0	0		
Baker	44	0	0		
Needlewoman	30	0	0		
Hospital Attendant	30	0	0		
Drill Master	60	0	0		
Woodcutter	35	0	0		
Labourer	35	0	0		
Haircutter	20	0	0		
Nurse for Infant Children	24	0	0		
Female Instructor	20	0	0		
				1,092	19 4
School Books, Bibles, Prayer Books, £80; Stationery, £14	94	0	0		
Provisions	1,934	0	0		
Fuel and Light	138	0	0		
Forage	54	15	0		
Medicines, £60; Coffins and Burial Expenses, £20	80	0	0		
Clothing, £1,000; Blankets, £100; Other Stores, £300	1,400	0	0		
Toys and Playthings, £35; Household Expenses, £100	135	0	0		
				3,835	15 0
Total				£ 4,928	14 4

Roman Catholic Orphan School, Parramatta.

(109 Boys, 129 Girls.)

Surgeon	70	14	0		
Matron	130	0	0		
Sub-Matron	70	0	0		
Boys' Teacher	120	0	0		
Clerk to the Committee	80	0	0		
Girls' Teacher	60	0	0		
Infirmary Nurses, at £25, each 2	50	0	0		
Cook, £25; Assistant, £20	45	0	0		
Needlewoman	20	0	0		
Housemaids, at £20, each 2	40	0	0		
Servant	20	0	0		
Laundress	25	0	0		
Labourer for Garden	40	0	0		
Haircutter	15	0	0		
				785	14 0
School Books, Prayer Books, Slates, and Stationery	40	0	0		
Provisions	2,000	0	0		
Fuel	150	0	0		
Medicines and Burial Expenses	70	0	0		
Water Conveyance	20	0	0		
Stores	850	0	0		
Postage	2	10	0		
Household Expenses	70	0	0		
				3,202	10 0
Total				£ 3,988	4 0

No. III.—Principal Secretary.

Immigration.

Emigration from the United Kingdom.

To be expended on the Passage Money and other charges incidental to the removal of Emigrants from the United Kingdom	£100,000 0 0

Sydney.			
Agent for Immigration		700 0 0	
Clerk of the First Class		400 0 0	
Clerk of the Third Class		255 0 0	
Do. do.		250 0 0	
Do. do.		250 0 0	
Do. do.		200 0 0	
Matron		70 0 0	
Sub-Matron		36 0 0	
Messenger		100 0 0	
Brisbane.			
Assistant Immigration Agent		300 0 0	
Medical Attendant		75 0 0	
Matron, at 3s.		54 15 0	
Wardsman		30 0 0	
			2,720 15 0
Provisions, Sydney	1,000 0 0		
Moreton Bay	1,500 0 0		
		2,500 0 0	
Fuel and Light, Sydney	100 0 0		
Moreton Bay	75 0 0		
		175 0 0	
Stores, Sydney	50 0 0		
Moreton Bay	25 0 0		
		75 0 0	
To provide Additional Clerical Assistance		500 0 0	
Stationery		40 0 0	
Medicines, and Medical Attendance, Postage, Advertizing, Cartage, and other Incidental Expenses—			
Sydney	500 0 0		
Moreton Bay	250 0 0		
		750 0 0	
			4,040 0 0
Total		£	6,760 15 0

QUARANTINE.

Overseer of Stores		150 0 0	
Boatmen, at £75 3		225 0 0	
Nurse		18 5 0	
			393 5 0
Expenses of Vessels in Quarantine, including Stores		1,000 0 0	
Demurrage		1,000 0 0	
			2,000 0 0
Total		£	2,393 5 0

No. III.—Principal Secretary.

Sydney Police.—Judicial Department.

Salaries.

Police Magistrate		630	0	0	
Clerk of the First Class		430	0	0	
Clerk of the Second Class		350	0	0	
Do. do.		300	0	0	
Do. of the Third Class		230	0	0	
Clerks of the Fourth Class, £175	4	700	0	0	
Interpreter (Moiety of Salary)		61	0	0	
Messenger and Office Keeper		100	0	0	
					2,801 0 0

Contingencies.

Fuel and Light		33	5	0	
Postage		12	0	0	
Stationery, £50; Advertising, £40		90	0	0	
Stores		20	0	0	
Rewards for attendance of Engines at Fires		20	0	0	
Preparation of Jury Lists		12	0	0	
Incidental Expenses		16	0	0	
					203 5 0
Total				£	3,004 5 0

Water Police, Sydney.

Salaries.

Police Magistrate		630	0	0	
Clerk of Petty Sessions		275	0	0	
Clerk of the Third Class		225	0	0	
Interpreter (Moiety)		61	0	0	
Court and Office Keeper		40	0	0	
					1,231 0 0

Constabulary.

Sub-Inspectors, at 9s. 7d.	2	349	15	10	
Coxswains, at 6s. 6d.	3	355	17	6	
Constables, at 6s.	12	1,314	0	0	
Detective Constables, do.	2	219	0	0	
Watch House Keeper, do.	1	109	10	0	
					2,348 3 4

Contingencies.

Allowance in lieu of Clothing, to 20 men, at 3d. each, per diem		91	5	0	
Provisions, £25; Fuel and Light, £70 16s.		95	16	0	
Stores, £75; Stationery, £30		105	0	0	
Repairs of Boats		25	0	0	
Incidental Expenses		13	0	0	
					330 1 0
Total				£	3,909 4 4

No. III.—Principal Secretary.

Police.

Inspector General and Metropolitan Superintendent		800 0 0		
Account Branch.				
Accountant		500 0 0		
Clerk of Third Class		225 0 0		
Do. of Fourth Class...		175 0 0		
Police Branch.				
Clerk of Second Class		375 0 0		
Do. of Third Class...		275 0 0		
Convict Branch.				
Clerk of Second Class		300 0 0		
Do. of Fourth Class...		150 0 0		
Messenger, at 5s. per diem		91 5 0		
Office Keeper		25 0 0		
			2,916	5 0

City Constabulary.

Chief Inspector, at 10s. 8d. per diem		194 13 4		
Divisional Inspectors, at 9s. do.	10	1,642 10 0		
Serjeants, at 8s. 3d. do.	10	1,505 12 6		
Constables, at 6s. do.	100	10,950 0 0		
Summons Server, at 6s.		109 10 0		
Detective Police.				
Inspector, at 9s. 7d. per diem		174 17 11		
Constables, at 6s. 3d. do.	5	570 6 3		
Central Police Station.				
Acting Inspector, at 8s. 3d. per diem		150 11 3		
Constables, (Turnkeys,) at 6s.	2	219 0 0		
Female Station House.				
Acting Inspector, at 8s. 3d. per diem		150 11 3		
Female Searcher		20 0 0		
Coroner's Duty.				
Constable, at 6s. per diem		109 10 0		
			15,797	2 6

Contingencies.

Allowance to Inspector of Weights and Measures ...	150 0 0			
Allowance for Medical Attendance	150 0 0			
Do. in lieu of Forage for two Horses for the Superintendent	112 0 0	412 0 0		
Rent of Offices	320 0 0			
Provisions and Light...	300 0 0			
Removing and destroying by fire the carcases of animals dying on the Public Highways ...	100 0 0			
Postage	20 0 0			
Incidental Expenses	100 0 0	840 0 0		
Arms, Accoutrements, Ammunition, Bedding, and Barrack Utensils	300 0 0			
Clothing	1,000 0 0	1,300 0 0		
			2,552	0 0
Total		£	21,265	7 6

No. III.—Principal Secretary.

Police—continued.

HORSE PATROL.—SYDNEY.

Serjeant Major (as first class Inspector) at 9s. 7d. per diem...			174	17	11	
Serjeant, 8s.	do. ...		146	0	0	
Corporals, 6s. 6d.	do. ...	2	237	5	0	
Mounted Constables, 6s.	do. ...	14	1,533	0	0	
						2,091 2 11

Contingencies.

Forage for 18 Horses, at £73 each, per annum	1,314	0	0		
Remount Horses, £120; Horse-shoeing, £100	220	0	0		
Veterinary Attendance, £50; Repairs of Arms and Saddlery, £25	75	0	0		
Arms, Ammunition, Accoutrements, Bedding, and Barrack Utensils	50	0	0		
Clothing	164	0	0		
Incidental Expenses	50	0	0		
				1,873	0 0
Total ... ... £				3,964	2 11

SYDNEY—DISTRICT POLICE.

Inspector, first class, at 9s. 7d., per diem			174	17	11	
Serjeants, at 8s.	do.	2	292	0	0	
Ordinary Constables, at 6s.	do.	24	2,628	0	0	
						3,094 17 11

Contingencies.

Towards expense of keeping Horses for the Inspector and 1 Serjeant, at £20, each	40	0	0		
Provisions and Light	20	0	0		
Removing and destroying by fire the carcases of animals dying on the Public Highways	50	0	0		
Arms, Ammunition, Accoutrements, Bedding and Barrack Utensils...	50	0	0		
Clothing	200	0	0		
Incidental Expenses	50	0	0		
				410	0 0
Total ... ... £				3,504	17 11

POLICE MAGISTRATES.

Albury, Bathurst, Carcoar, Goulburn, Gundagai, Ipswich, Newcastle, and Wollombi, at £375 each...	8	3,000	0	0		
Maitland, Parramatta, and Port Macquarie, at £350	3	1,050	0	0		
Deniliquin and Moulamein	1	530	0	0		
Police Magistrates, to act also as Clerks of Petty Sessions, at Moruya, Mudgee, Scone, Cooma, at £325	4	1,300	0	0		
Police Magistrates, to do the duties of Clerks, as occasions arise, at £150	6	900	0	0		
					6,780	0 0

Contingencies.

Allowance in lieu of Forage for one Horse to Police Magistrates at Parramatta, Albury, Goulburn, Gundagai, and Port Macquarie, at 2s. 6d. each, per diem	228	2	6		
Do. do., Deniliquin and Moulamein, two Horses, at 2s. 6d. each ...	91	5	0		
Do. do., Wollombi, to enable him to attend at the Court of Petty Sessions, St. Albans	20	0	0		
				339	7 6
Total ... ... £				7,119	7 6

No. III.—Principal Secretary.

Clerks of Petty Sessions.			
Within the Settled Districts.			
Avisford	175	0	0
Bathurst	225	0	0
Berrima	175	0	0
Braidwood	150	0	0
Brisbane	225	0	0
Brisbane Water	175	0	0
Broulee (Moruya) *	.....		
Camden, Picton	225	0	0
Campbelltown and Liverpool	175	0	0
Carcoar	175	0	0
Cassilis	175	0	0
Dungog and Port Stephens	175	0	0
Goulburn	200	0	0
Hartley	175	0	0
Ipswich	225	0	0
Kiama	175	0	0
Maitland	200	0	0
Maitland, West	175	0	0
Mudgee *	.....		
Murrurundi	175	0	0
Muswellbrook and Merton	150	0	0
Newcastle	225	0	0
Orange	175	0	0
Parramatta	225	0	0
Patrick's Plains	175	0	0
Paterson	175	0	0
Penrith	225	0	0
Port Macquarie	225	0	0
Queanbeyan	175	0	0
Raymond Terrace	175	0	0
Rylstone	175	0	0
Scone *	.....		
Shoalhaven	175	0	0
Sofala	175	0	0
Stony Creek	175	0	0
Tambaroora	175	0	0
Wellington	175	0	0
Windsor	200	0	0
Wingham	175	0	0
Wollongong	175	0	0
Wollombi and M'Donald River	175	0	0
Yass	175	0	0
Carried forward... £	7,250	0	0

* The Salaries are proposed under the head "Police Magistrates," page 25.

ESTIMATES, 1858.

No. III.—Principal Secretary.

Brought forward...	7,250 0 0	
Clerks of Petty Sessions—continued.		
Beyond the Settled Districts.		
Albury	175 0 0	
Armidale	175 0 0	
Balranald	175 0 0	
Binalong	175 0 0	
Bombala	175 0 0	
Casino...	175 0 0	
Cooma... ... ... *	.. ..	
Castlereagh River	175 0 0	
Condamine (Lower)	175 0 0	
Deniliquin	175 0 0	
Drayton	175 0 0	
Dubbo...	175 0 0	
Eden	175 0 0	
Gayndah	150 0 0	
Grafton	175 0 0	
Gundagai	175 0 0	
Gunnadah, Namoi	175 0 0	
M'Leay River...	175 0 0	
Moama	175 0 0	
Molong	175 0 0	
Moulamein	175 0 0	
Myall Creek	175 0 0	
Nenango	150 0 0	
Port Curtis	175 0 0	
Tamworth	175 0 0	
Tenterfield	175 0 0	
Taroome	150 0 0	
Tumut	175 0 0	
Uralla	175 0 0	
Wagga Wagga	175 0 0	
Wambo	175 0 0	
Warialda	175 0 0	
Warwick	175 0 0	
Wee Waa	175 0 0	
Wellingrove	175 0 0	
Wide Bay	175 0 0	
	6,050 0 0	13,300 0 0
Contingencies.		
Allowance in lieu of Forage to Clerk of Petty Sessions, Dungog and Port Stephens	45 12 6	
Do. Wollombi, for attending Court at St. Albans, MacDonald River	20 0 0	65 12 6
Total ... ... £		13,365 12 6

* The Salary is proposed under the head of "Police Magistrates," page 25.

No. III.—Principal Secretary.

Police—continued.

CHIEF CONSTABLES.

Within the Settled Districts:—				
Bathurst	1	175	0	0
Berrima	1	175	0	0
Braidwood	1	140	0	0
Brisbane Water	1	140	0	0
Brisbane	1	175	0	0
Broulee	1	140	0	0
Campbelltown, Liverpool, and Appin	1	175	0	0
Camden and Picton	1	175	0	0
Carcoar	1	175	0	0
Cassilis	1	140	0	0
Dungog and Port Stephens	1	140	0	0
Goulburn	1	175	0	0
Hartley	1	140	0	0
Ipswich	1	175	0	0
Maitland	1	175	0	0
Mudgee	1	175	0	0
Murrurundi	1	140	0	0
Muswellbrook and Merton	1	140	0	0
Newcastle	1	175	0	0
Orange	1	140	0	0
Parramatta	1	175	0	0
Patrick's Plains	1	140	0	0
Paterson	1	140	0	0
Penrith	1	175	0	0
Port Macquarie	1	140	0	0
Queanbeyan	1	140	0	0
Raymond Terrace	1	175	0	0
Rylstone	1	140	0	0
Scone	1	140	0	0
Wellington	1	140	0	0
Windsor	1	175	0	0
Wollongong	1	175	0	0
Wollombi and M'Donald River	1	140	0	0
Yass	1	175	0	0
Beyond the Settled Districts:—				
Albury	1	175	0	0
Armidale	1	175	0	0
Balranald	1	175	0	0
Binalong	1	175	0	0
Bombala	1	140	0	0
Casino	1	140	0	0
Condamine	1	175	0	0
Cooma	1	175	0	0
Castlereagh River	1	140	0	0
Dalby	1	140	0	0
Deniliquin	1	175	0	0
Drayton	1	140	0	0
Dubbo	1	140	0	0
Eden	1	140	0	0
Gayndah	1	175	0	0
Grafton	1	140	0	0
Gundagai	1	140	0	0
M'Leay River	1	140	0	0
Molong	1	140	0	0
Moulamein	1	175	0	0
Moama	1	140	0	0
Port Curtis	1	175	0	0
Tamworth	1	175	0	0
Tenterfield	1	140	0	0
Tumut	1	140	0	0
Wagga Wagga	1	175	0	0
Warialda	1	140	0	0
Warwick	1	140	0	0
Wee Waa	1	140	0	0
Wellingrove	1	140	0	0
Wide Bay	1	175	0	0
Total	65	£ 10,150	0	0

No. III.—Principal Secretary.

Police—continued.

DISTRICT CONSTABLES, at 6s. 3d. per diem.

Within the Settled Districts.

Bathurst	3	342	3	9	
Binda	1	114	1	3	
Brisbane, Moreton Bay	2	228	2	6	
Bungonia and Marulan	2	228	2	6	
Campbelltown and Appin	1	114	1	3	
Camden and Picton	1	114	1	3	
Carcoar (including King's Plains)	2	228	2	6	
Collector	1	114	1	3	
Dungog and Port Stephens	1	114	1	3	
Ipswich	2	228	2	6	
Kiama	1	114	1	3	
Liverpool	1	114	1	3	
Maitland	3	342	3	9	
Merriwa	1	114	1	3	
Newcastle	1	114	1	3	
Orange	1	114	1	3	
Penrith	1	114	1	3	
Queanbeyan	1	114	1	3	
Shoalhaven	1	114	1	3	
Wellington	1	114	1	3	
Wingham	1	114	1	3	
Wollombi and M'Donald River	1	114	1	3	

Beyond the Settled Districts.

Albury	2	228	2	6	
Binalong	1	114	1	3	
Castlereagh River	1	114	1	3	
Casino	1	114	1	3	
Deniliquin	1	114	1	3	
Gulligal, Namoi River	1	114	1	3	
Nenango	1	114	1	3	
Port Curtis	1	114	1	3	
Tabulam	1	114	1	3	
Taroome	1	114	1	3	
Wagga Wagga	1	114	1	3	
Walcha	1	114	1	3	
	43				
Total					£ 4,904 13 9

No. III.—Principal Secretary.

Police—continued.

DETECTIVES.—For the Suppression of Crime in the Interior.

Inspector		175 0 0	
Assistant, at 8s. 3d. per diem		150 11 3	
Ordinary Constables, at 6s. 3d. per diem	2	228 2 6	
			553 13 9

ORDINARY CONSTABLES, at 5s. 6d. each, per diem.

Bathurst	14	1,405 5 0	
Berrima	7	702 12 6	
Binda	2	200 15 0	
Braidwood	3	301 2 6	
Brisbane Water	4	401 10 0	
Brisbane, Moreton Bay	13	1,304 17 6	
Broulee	3	301 2 6	
Bungonia and Marulan	2	200 15 0	
Campbell Town	4	401 10 0	
Camden and Picton	8	803 0 0	
Carcoar (including King's Plains)	8	803 0 0	
Cassilis	3	301 2 6	
Collector	1	100 7 6	
Dungog and Port Stephens	5	501 17 6	
Goulburn	10	1,003 15 0	
Hartley	5	501 17 6	
Ipswich	11	1,104 2 6	
Kiama	3	301 2 6	
Liverpool	3	301 2 6	
Maitland	19	1,907 2 6	
Merriwa	1	100 7 6	
Mudgee	6	602 5 0	
Murrurundi	3	301 2 6	
Muswellbrook and Merton	4	401 10 0	
Newcastle	10	1,003 15 0	
Orange	4	401 10 0	
Parramatta	13	1,304 17 6	
Paterson	4	401 10 0	
Patrick's Plains	5	501 17 6	
Penrith	8	803 0 0	
Port Macquarie	4	401 10 0	
Queanbeyan	6	602 5 0	
Raymond Terrace	4	401 10 0	
Rylstone	3	301 2 6	
Scone	4	401 10 0	
Shoalhaven	2	200 15 0	
Wellington	4	401 10 0	
Windsor	12	1,204 10 0	
Wingham	2	200 15 0	
Wollombi and M'Donald River	4	401 10 0	
Wollongong	5	501 17 6	
Yass	6	602 5 0	
	242		
Carried forward	£	24,290 15 0	

No. III.—Principal Secretary.

Police—continued.

ORDINARY CONSTABLES, *Continued.*

Brought forward...	£	24,290 15 0		
Albury	10	1,003 15 0		
Armidale	5	501 17 6		
Balranald	3	301 2 6		
Binalong	5	501 17 6		
Bombala	3	301 2 6		
Casino	5	501 17 6		
Castlereagh River	5	501 17 6		
Cooma	3	301 2 6		
Deniliquin	6	602 5 0		
Drayton	4	401 10 0		
Dubbo	3	301 2 6		
Eden	6	602 5 0		
Gayndah	3	301 2 6		
Grafton	4	401 10 0		
Gulligal, Namoi River	2	200 15 0		
Gundagai	6	602 5 0		
Condamine	3	301 2 6		
M'Leay River	4	401 10 0		
,, Tracker, at 4d.		6 1 8		
Moulamein	3	301 2 6		
Molong	3	301 2 6		
Moama	3	301 2 6		
Nanango	2	200 15 0		
Dalby	3	301 2 6		
Port Curtis	4	401 10 0		
Tabulam	1	100 7 6		
Tamworth	7	702 12 6		
Taroome	2	200 15 0		
Tenterfield	3	301 2 6		
Tumut	4	401 10 0		
Wagga Wagga	3	301 2 6		
Walcha	2	200 15 0		
Warialda	4	401 10 0		
Warwick	3	301 2 6		
Wee Waa	3	301 2 6		
Wellingrove	3	301 2 6		
Wide Bay	4	401 10 0		
	137			
Total			£	38,048 4 2

CONTINGENCIES.

Allowances to Constables, when absent at night	1,020 0 0	
Do. do. in lieu of Clothing, 13 District and 137 Ordinary Constables	684 7 6	
Allowances in lieu of Forage...	3,300 0 0	
Allowances to Interpreters	200 0 0	
Allowance to Clerk of Petty Sessions, Brisbane, as Clerk of Water Police Court	50 0 0	
Fees to Medical Practitioners who give evidence in Lunacy cases ...	100 0 0	
Medical Attendance	310 0 0	
Clothing, £2,200—Stores, £1,170	3,370 0 0	
Stationery, £400—Postage, £310	710 0 0	
Provisions, £4,000—Fuel, Light, and Water, £1,572	5,572 0 0	
Rewards for destroying Dogs...	140 0 0	
Rent of Court and Watch-houses	274 0 0	
To provide for cleaning Court-houses and Offices	340 0 0	
Carriage of Stores and stolen property, horse hire and puntage ...	450 0 0	
Conveyance of Invalid Prisoners and Escort...	360 0 0	
Passage and Escort of Prisoners, by water and otherwise	920 0 0	
Removing and destroying by fire the carcases of Animals dying on the public highways	50 0 0	
Incidental Expenses	620 0 0	
Rewards for information against Offenders	50 0 0	
To meet Contingencies and Exigencies of the Service	350 0 0	
Total ... ... £		18,870 7 6

No. III.—Principal Secretary.

HORSE PATROL—Country Districts.

From Sydney to the Southern Border and to the Western Gold Fields.

Salaries.

Superintendents, at £452	2	904 0 0	
Serjeant-Majors, at 8s. 3d., each, per diem	2	301 2 6	
Serjeants, at 7s. 9d.	2	282 17 6	
Corporals, at 6s. 3d.	11	1,254 13 9	
Troopers, at 5s 6d.	42	4,215 15 0	
Aborigines, at 6d.	2	18 5 0	
			6,976 13 9

Contingencies.

Allowance for Medical Attendance	50 0 0	
Do. to Troopers, when absent at night	200 0 0	
Do. in lieu of Forage and Travelling Expenses, to Superintendents, at £150 each, per annum	300 0 0	
Do. in lieu of Provisions, to two Aborigines, at 1s. per diem...	36 10 0	
Provisions	657 0 0	
Forage for 58 Horses, at £40	2,320 0 0	
Farriery, including an Allowance of 1s. per diem, to a Trooper as Farrier	150 0 0	
Veterinary Attendance and Medicine	30 0 0	
Remount Horses	350 0 0	
Rent of Stables and Quarters	100 0 0	
Clothing	400 0 0	
Stores...	290 0 0	
Postage	25 0 0	
Repairs to Arms, £20; Incidental Expenses, £120	140 0 0	
		5,048 10 0
Total	£	12,025 3 9

POLICE, GENERAL SERVICE.

To meet Claims for length of Service and Good Conduct	£	2,500 0 0

No. III.—Principal Secretary.

Police—continued.

NATIVE POLICE.

Northern Districts.			
Commandant and Inspector		500 0 0	
Secretary and Clerk		200 0 0	
Supernumerary Officers, (in reserve for emergencies) at £125 ...	4	500 0 0	
			1,200 0 0
Port Curtis.			
Second Lieutenant		200 0 0	
Troopers, at 5d. each, per diem...	12	91 5 0	
Camp-Serjeant		100 0 0	
			391 5 0
Leichhardt, including the whole of the Upper Dawson.			
Lieutenant		300 0 0	
Second Lieutenants, at £200	5	1,000 0 0	
Troopers, at 5d....	48	365 0 0	
Camp-Serjeants, at £100	4	400 0 0	
			2,065 0 0
Wide Bay and Burnett.			
Lieutenant		300 0 0	
Second Lieutenant		200 0 0	
Troopers, at 5d....	18	136 17 6	
Camp-Serjeant		100 0 0	
			736 17 6
Maranoa and Lower Condamine, Darling Downs.			
Lieutenant		300 0 0	
Second Lieutenants, at £200	2	400 0 0	
Troopers, at 5d....	24	182 10 0	
Camp-Serjeants, at £100	2	200 0 0	
			1,082 10 0
Moreton.			
Second Lieutenant		200 0 0	
Troopers, at 5d....	8	60 16 8	
Camp-Serjeant		100 0 0	
			360 16 8
Clarence and Macleay.			
Second Lieutenants, at £200	2	400 0 0	
Troopers, at 5d....	14	106 9 2	
Camp-Serjeant		100 0 0	
			606 9 2
			6,442 18 4
Allowance to Commandant in lieu of Provisions, Forage, &c. ...		150 0 0	
In lieu of Provisions, to the Lieutenants, Second Lieutenants, Secretary, and Supernumerary Officers, at 2s. 6d. ...	20	912 10 0	
In lieu of Provisions to Camp-Serjeants, at 2s.	10	365 0 0	
Do. Troopers, at 1s. 6d.	124	3,394 10 0	
Medical Attendance		310 0 0	
Clothing for Troopers, at £10	124	1,240 0 0	
Farriery		552 0 0	
Repairs to Saddlery		150 0 0	
Ammunition, £100; Accoutrements, £50; Stationery, £20 ...		170 0 0	
Remount Horses		2,160 0 0	
Incidental Expenses		400 0 0	
			9,804 0 0
Total, Northern District			£ 16,246 18 4

No. III.—Principal Secretary.

Police—continued.

NATIVE POLICE—*continued.* ... ... £			16,246 18 4
SOUTHERN DISTRICTS.			
Albert.			
Second Lieutenant		200 0 0	
Troopers, at 5d.	6	45 12 6	
Lower Darling.			
Second Lieutenant		200 0 0	
Troopers, at 5d.	6	45 12 6	
			491 5 0
In lieu of Provisions to Second Lieutenants, at 2s. 6d. ...	2	91 5 0	
Clothing		210 0 0	
Provisions		600 0 0	
Incidental Expenses		57 10 0	
			958 15 0
TOTAL, SOUTHERN DISTRICTS ... ... £			1,450 0 0
TOTAL, NATIVE POLICE... ... ... £			17,696 18 4

Gold Guards and Conveyance.

WESTERN ROAD.			
Sub-Commissioner and Clerk of Petty Sessions at Stony Creek ...		.....	100 0 0
Sydney to Bathurst.			
Serjeants, at 10s. 6d. each, per diem	2	383 5 0	
Constables, at 7s.	6	766 10 0	
			1,149 15 0
Stony Creek to Orange.			
Serjeant, at 10s. 6d.		191 12 6	
Constable, at 7s.		127 15 0	
			319 7 6
Mudgee to Sofala.			
Serjeant, at 10s. 6d.		191 12 6	
Constable, at 7s.		127 15 0	
			319 7 6
SOUTHERN ROAD.			
Sydney to Goulburn.			
Serjeant, at 10s. 6d.		191 12 6	
Constables, at 7s.	3	383 5 0	
			574 17 6
Braidwood to Goulburn.			
Serjeant of Escort, at 8s. 3d.		150 11 3	
Trooper, at 5s. 6d.		100 7 6	
			250 18 9
Gundagai to Goulburn.			
Serjeant, at 8s. 3d.		150 11 3	
Constable, at 7s.		127 15 0	
			278 6 3
NORTHERN ROAD.			
Serjeant, at 10s. 6d.		191 12 6	
Troopers, at 7s.	2	255 10 0	
			447 2 6
			3,439 15 0
Freight and Conveyance of Gold Escort		1,200 0 0	
Night Allowance, £600; Forage, £400		1,000 0 0	
Clothing, £250; Arms and Ammunition, £60		310 0 0	
Incidental Expenses		300 0 0	
			2,810 0 0
TOTAL ... ... £			6,249 15 0
CONVEYANCE of Gold, Money, and Escorts			2,500 0 0

No. III.—Principal Secretary.

Gaols.

Inspector of Prisons		600 0 0	
Allowance for Travelling and other Expenses		200 0 0	
			800 0 0
Sydney Gaol.			
Principal Gaoler		300 0 0	
Matron		75 0 0	
Visiting Surgeon		220 0 0	
Clerk		230 0 0	
Dispenser		132 0 0	
Principal Turnkey		150 0 0	
Turnkeys and Constables, at 6s. 9d. each	13	1,601 8 9	
Female Turnkeys, at £36, each	2	72 0 0	
Wardsmen, at 6s. 9d., each	6	739 2 6	
Wardswoman...		36 0 0	
Messenger		104 0 0	
Chaplain, Church of England } at £120, each		240 0 0	
Do Roman Catholic Church }			
			3,899 11 3
Contingencies.			
Provisions		3,150 0 0	
Fuel and Light		310 0 0	
Medical Comforts, Medicines, and Surgical Instruments		83 0 0	
Escort Expenses		15 0 0	
Postage		5 0 0	
Stationery		25 0 0	
Blankets, Bedding, and Stores		300 0 0	
Clothing		500 0 0	
Incidental Expenses		100 0 0	
			4,488 0 0
Total ... ... £			8,387 11 3
Parramatta Gaol.			
Gaoler		175 0 0	
Matron		42 0 0	
Surgeon		78 0 0	
Clerk		120 0 0	
Dispenser, at 3s. 6d. per diem		63 17 6	
Principal Turnkey, at 6s. 9d.		123 3 9	
Turnkeys, at 6s. 6d, each	9	1,067 12 6	
Female Turnkeys, at £30	2	60 0 0	
Messenger, at 3s. 3d....		59 6 3	
Chaplain, Church of England } £25, each		50 0 0	
Do., Roman Catholic Church }			
			1,839 0 0
Contingencies.			
Provisions		1,830 0 0	
Fuel and Light		128 0 0	
Clothing		454 10 0	
Postage		5 0 0	
Stationery		25 0 0	
Medical Comforts, Medicines, and Surgical Instruments		160 0 0	
Escort Expenses		10 0 0	
Blankets, Bedding, and Stores		146 0 0	
Incidental Expenses		57 10 0	
			2,816 0 0
Total ... ... £			4,655 0 0

No. III.—Principal Secretary.

Gaols—continued.

Bathurst.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		108 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	6	711 15 0		
Female Turnkeys, at £30	2	60 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,314	18 9

Contingencies.

Provisions		1,125 0 0		
Fuel and Light		233 0 0		
Clothing, £82; Blankets, £50		132 0 0		
Medical Comforts, Medicines, and Surgical Instruments		20 0 0		
Escort Expenses		40 0 0		
Stationery		6 0 0		
Stores		22 0 0		
Incidental Expenses		15 0 0		
Removal of Night Soil		156 0 0		
			1,749	0 0
Total		£	3,063	18 9

Maitland.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		120 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	6	711 15 0		
Female Turnkey		30 0 0		
Chaplain, Church of England		25 0 0		
Do., Roman Catholic Church		25 0 0		
			1,296	18 9

Contingencies.

Provisions		1,016 0 0		
Fuel, Light, and Water		285 0 0		
Clothing, £200; Blankets, £25		225 0 0		
Medical Comforts, Medicines, and Surgical Instruments		28 0 0		
Escort Expenses		30 0 0		
Stationery, £10; Postage, £4		14 0 0		
Stores		30 0 0		
Incidental Expenses		30 0 0		
			1,658	0 0
Total		£	2,954	18 9

No. III.—Principal Secretary.

Gaols—continued.

Goulburn.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		108 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	5	593 2 6		
Female Turnkey		30 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,166	6 3

Contingencies.

Provisions		384 0 0		
Fuel, Light, and Water		96 0 0		
Medical Comforts, Medicines, and Surgical Instruments		15 0 0		
Stores, £14; Clothing, £51; Blankets, £15		80 0 0		
Stationery		5 0 0		
Postage		12 0 0		
Incidental Expenses		20 0 0		
			612	0 0
Total...		£	1,778	6 3

Brisbane.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		108 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	6	711 15 0		
Female Turnkey		30 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,284	18 9

Contingencies.

Provisions		711 0 0		
Fuel, Light, and Water		90 0 0		
Medical Comforts, Medicines, and Surgical Instruments		20 0 0		
Escort Expenses		10 0 0		
Postage		4 0 0		
Stationery		4 0 0		
Stores, £11; Clothing, £75		86 0 0		
Incidental Expenses		14 0 0		
			939	0 0
Total...		£	2,223	18 9

No. III.—Principal Secretary.

Penal.

Cockatoo Island.

Salaries.

Superintendent		300	0	0	
Assistant Superintendent		180	0	0	
Visiting Surgeon		130	0	0	
Dispenser		120	0	0	
Clerk and Clerk of Petty Sessions		175	0	0	
Secretary to the Classification Board		96	0	0	
Task-work Clerk and Schoolmaster		108	0	0	
Overseer, at 8s. per diem		146	0	0	
Do. at 7s. 6d.		136	17	6	
Do. at 7s.		127	15	0	
Inspector of Police, at 8s.		146	0	0	
Serjeant of Police, at 7s.		127	15	0	
Policemen, at 5s. 6d.	14	1,405	5	0	
Chaplain of Church of England, Do. Roman Catholic Church, £120, each		240	0	0	
					3,438 12. 6

Contingencies

Allowance to the Officer in command of the detachment of Military, at 5s. per diem	91	5	0	
Provisions	5,931	0	0	
Fuel and Light	747	0	0	
Medical Comforts, £40; Medicines and Surgical Instruments, £40	80	0	0	
Burial of Prisoners	20	0	0	
Conveyance of the Military Guard to and from the Island	150	0	0	
Gratuities to Prisoners for extra labor	120	0	0	
Stationery	20	0	0	
Blankets, £100; Clothing, £1,345	1,445	0	0	
Clothing for Police	180	0	0	
Other Stores	394	0	0	
Incidental Expenses	100	0	0	
				9,278 5 0
Total				£ 12,716 17 6

No. III.—Principal Secretary.

The Printing and Bookbinding Department.

PRINTING.

Salaries.

Government Printer	600 0 0	
Superintendent	450 0 0	
Accountant	350 0 0	
		1,400 0 0

Contingencies.

Wages to Workmen and Apprentices	9,150 0 0	
For the purchase of new Type	250 0 0	
Gas Light	60 0 0	
Printing Materials, £150; Printing Ink, £62	212 0 0	
Brass Rule, Treacle, and Oil, £30; Gas Fittings, £25	55 0 0	
Printing Furniture, £20; Repairs to Presses, £50...	70 0 0	
Stationery and Stores	20 0 0	
Postage	100 0 0	
Incidental Expenses	50 0 0	
		9,967 0 0

BOOKBINDING.

Foreman of Binders	250 0 0	
Two Journeyman, at 12s. each, per diem	438 0 0	
Two Stichers and Folders, at 5s.	182 10 0	
Purchase of Materials and Incidental Expenses	300 0 0	
		1,170 10 0
Total ... ... £		12,537 10 0

Observatory.

Salaries.

Astronomer	600 0 0	
Assistant	300 0 0	
Messenger and Porter	100 0 0	
Meteorological Observers, at £20, each 12	240 0 0	
		1,240 0 0

Contingencies.

Fuel and Light, £24 14s.; Stationery, £20	44 14 0	
Purchase of Books	20 0 0	
Incidental Expenses	39 0 0	
		103 14 0
Total ... ... £		1,343 14 0

No. III.—Principal Secretary.

Medical.

HEALTH OFFICERS AND MEDICAL BOARD.

Salaries.			
Health Officer, Port Jackson		530 0 0	
Health Officers—Newcastle, £50; Moreton Bay, £100		150 0 0	
Clerk to the Medical Board		43 15 0	
Boatmen for the Health Officer at Port Jackson, at £104 ...	4	416 0 0	
			1,139 15 0
Contingencies.			
Stationery, £2; Stores, £20			22 0 0
Total ... ... £			1,161 15 0

Vaccine Institution.

Salaries.			
Superintendent		240 0 0	
Vaccinators at Brisbane, Goulburn, Parramatta, Windsor, Newcastle, Maitland, Wollongong, and Bathurst, at £25, each	8	200 0 0	
Office Keeper, Sydney		20 0 0	
			460 0 0
Contingencies.			
Fuel, £5; Stationery, £5		10 0 0	
Postage		5 0 0	
Incidental Expenses		15 0 0	
			30 0 0
Total ... ... £			490 0 0

Port Curtis Establishment.

Coxswain		100 0 0	
Boatmen, at £90	4	360 0 0	
Contingencies...		240 0 0	
			700 0 0
Total ... ... £			700 0 0

No. III.—Principal Secretary.

Medical—continued.

LUNATIC ASYLUM, TARBAN.

Salaries. (250 Patients.)			
Superintendent		65 0 0 0	
Medical Assistant and Dispenser		250 0 0	
Steward and Clerk		130 0 0	
Matron		90 0 0	
Master Attendant		90 0 0	
Male Attendants, at £72, each	3	216 0 0	
Do. £66 „	7	462 0 0	
Female Attendants, at £52 „	3	156 0 0	
Do. £48 „	5	240 0 0	
Male Cook		77 0 0	
Gardener		73 0 0	
Carter		54 0 0	
Gatekeeper		50 0 0	
Head Laundress		50 0 0	
Junior do. at £45, each	2	90 0 0	
			2,678 0 0
Allowance in lieu of Provisions, Fuel, and Light to the Superintendent and Steward at £45 each		90 0 0	
Allowance to the Visiting Medical Board, appointed to make weekly visits, at £5 a week		260 0 0	
Books, Periodicals, and Newspapers		16 0 0	
Provisions and Medical Comforts		5,238 0 0	
Fuel and Light		580 0 0	
Forage for two Horses		127 15 0	
Purchase of a Horse		50 0 0	
Water Conveyance		30 0 0	
Coffins and Burial Expenses		25 0 0	
Medicines, Surgical Instruments and Materials		75 0 0	
Pecuniary Assistance to Patients on being discharged		20 0 0	
Farrier's and Blacksmith's Work		10 0 0	
To procure Water from Sydney, in the event of a drought		45 0 0	
Stationery, £21; Postage, £10		31 0 0	
Clothing, Bedding, and Stores		2,777 0 0	
Incidental Expenses		50 0 0	
			9,424 15 0
Total		£	12,102 15 0

LUNATIC ASYLUM, PARRAMATTA.

(470 Patients.)			
Medical Superintendent		600 0 0	
Storekeeper		220 0 0	
Matron		100 0 0	
Dispenser		130 0 0	
Clerk		120 0 0	
Master Attendant		130 0 0	
Head Wardsman		75 0 0	
Male Attendants at £72	3	216 0 0	
Do. at £68	10	680 0 0	
Infirmary Attendant		70 0 0	
Nurse		40 0 0	
Male Cook		80 0 0	
Female Attendants, at £50	3	150 0 0	
Do at £40	8	320 0 0	
Carter and Messenger		30 0 0	
Gatekeeper		50 0 0	
Attendants, (Bond) at 9d. per diem, each	12	164 5 0	
Occasional Nurse for Infants of Lunatics		30 0 0	
Dispenser, in lieu of Quarters, at 1s. 6d. per diem		27 7 6	
			3,232 12 6
Provisions and Medical Comforts		7,301 4 3	
Stationery, £20 17s. 8d.; Postage, £10		30 17 8	
Stores		2,500 0 0	
Incidental Expenses		271 0 0	
			10,103 1 11
Total		£	13,335 14 5

No. III.—Principal Secretary.

Military.		Imperial Pay.	Colonial Allowance.	
Two Companies maintained at the expense of the Colony.				
Colonel, at £500 per annum—proportion for 200 Rank and File		111 2 3		
Major, at 16s. and 7s. per diem		292 0 0	127 15 0	
Captains, at 11s. 7d. and 5s. 8d.	2	422 15 10	206 16 8	
Lieutenants, at 6s. 6d. and 5s....	2	237 5 0	182 10 0	
Ensigns, at 5s. 3d. and 5s.	2	191 12 6	182 10 0	
Assistant Surgeon, at 7s. 6d. and 5s.	1	136 17 6	91 5 0	
Color Serjeants, at 2s. 4d. and 1s.	2	85 3 4	36 10 0	
Serjeants, at 1s. 10d. and 1s.	8	267 13 4	146 0 0	
Corporals, at 1s. 4d. and 1s.	10	243 6 8	182 10 0	
Drummers, at 1s. 1d. and 6d.	4	79 1 8	36 10 0	
Privates, at 1s. and 6d.	190	3,467 10 0	1,733 15 0	
Additional and Good Conduct pay		162 6 0		
		5,696 14 1	2,926 1 8	8,622 15 9
Under Military Regulations.				
Allowances to Acting Staff Officers			88 9 0	
Contingent allowance to Captains			73 0 0	
Agency for two Companies, at 6d. each, per diem			18 5 0	
Agency, at 1½d. in the pound, upon pay and annual allowances ...			35 12 7	
Agents' Postage and Stationery			2 4 5	
Allowance to Non-commissioned Officers acting as Provost-Serjeants ...			20 3 0	
Allowance for Stationery, &c., for Barrack Libraries			0 6 8	
Allowance to Schoolmaster			5 12 0	
Allowance to Schoolmistress			6 13 4	
Regimental Postage and Stationery			3 18 9	
Provisions		1,489 15 5		
Forage		85 3 4		
Fuel and Light		260 5 6		
			1,835 4 3	2,089 9 0
Assistant Provost Serjeant, at 1s. per diem				18 5 0
Total			£	10,730 9 9

No. III.—Principal Secretary.

Military—continued.

GENERAL SERVICE OF THE MILITARY.

Under Military Regulations.			
Barrack Serjeant, at 4s. and 2s. 6d. per diem		118 12 6	
Barrack Librarian, at 6d. per diem		9 2 6	
Lodging Allowance.			
Major of Brigade at 8s. 2d. per diem		149 0 10	
Commissariat Staff, at 6s. 8d. each, per diem	2	243 6 8	
For Officers arriving at the Station, entitled under the Regulations ...		60 0 0	
Local increased rate to one Clerk, provided by the Colony so long as the double rate is continued, at 2s. 8d. per diem		48 13 4	
			628 15 10
Colonial Allowance to Her Majesty's Land Forces stationed in New South Wales, according to the following scale :—			
Senior Officer in Command, at 11s. 3d per diem	1	205 6 3	
Officers on the General Staff, at 7s.	2	255 10 0	
Regimental and Brevet :—			
Colonel or Lieutenant Colonel ... at 8s. 0d. per diem...	2	292 0 0	
Captains, Paymasters, and Surgeon ... „ 5s. 8d. „ ...	4	413 13 4	
Lieutenants, Adjutant, Assistant Surgeon, and Quarter Master ... ... „ 5s. 0d. „ ...	7	638 15 0	
Ensigns ... ... „ 5s. 0d. „ ...	2	182 10 0	
Serjeant Major and Quarter Master Serjeant .. .. „ 2s. 6d. „ ...	2	91 5 0	
Serjeants and Corporals ... ... „ 1s. 0d. „ ...	46	839 10 0	
Privates ... ... „ 0s. 6d. „ ...	388	3,540 10 0	
Departmental :—			
Assistant Commissary General ... „ 7s. 0d. „ ...	1	127 15 0	
Deputy Storekeeper ... ... „ 7s. 0d. „ ...	1	127 15 0	
Deputy Assistant Commissary Generals „ 5s. 8d. „ ...	2	206 16 8	
Foreman of Magazine... ... ... „ 5s. 0d. „ ...	1	91 5 0	
Clerk ... ... „ 5s. 0d. „ ...	1	91 5 0	
Acting Chaplain, at 5s. per diem		91 5 0	
First Clerk to the Brigade Major, at 2s. 6d.		45 12 6	
Second do. at 1s.		18 5 0	
Assistant Clerk to Commissariat		100 0 0	
Provost Serjeant, at 1s....		18 5 0	
			7,377 3 9
Allowance to the Assistant Commissary General for the additional trouble and responsibility imposed by the transfer to him of the payment of the Colonial pay and allowances of the Military Force		.....	100 0 0
Barrack Supplies		224 0 0	
Washing and Repairing Bedding		370 0 0	
Postage		100 0 0	
			694 0 0
Total		£	8,799 19 7

No. III.—Principal Secretary.

Royal Artillery.		Imperial Pay.	Colonial Allowance.	
First Captain, at 12s. 2d. and 5s. 8d.		222 0 10	103 8 4	
Second Captain, at 11s. 1d. and 5s. 8d.		202 5 5	103 8 4	
First Lieutenants, at 6s. 10d. and 5s.	2	249 8 4	182 10 0	
Staff Serjeants, at 3s. 2d. and 2s. 6d.	2	115 11 8	91 5 0	
Serjeants, at 2s. 8d. and 1s.	4	194 13 4	73 0 0	
Corporals, at 2s. 2d. and 1s.	5	197 14 2	91 5 0	
Bombardiers, at 2s. and 1s....	4	146 0 0	73 0 0	
Gunners and Drivers, at 1s. 3¼d. and 6d. ...	95	2,203 6 1	866 17 6	
Trumpeters, at 1s. 3¼d and 6d.	2	46 7 9	18 5 0	
Additional good conduct pay		83 0 0	.....	
		3,660 7 7	1,602 19 2	5,263 6 9
Working Pay				200 0 0
Allowance to Officer Commanding, at 6s. per diem			109 10 0	
Contingent Allowance			45 12 6	
Allowance to Acting Adjutant and Quarter Master			54 15 0	
Do. to Head Clerk			18 5 0	
Do. to Second Clerk			9 2 6	
Provisions			1,122 17 6	
Fuel, Light, and Water...			233 18 7	
Forage			170 6 8	
Clothing			1,604 0 0	
Stationery			50 0 0	
Postage			20 0 0	
For the apprehension of Deserters			100 0 0	
				3,538 7 9
Total ... ... £				9,001 14 6

Volunteer Corps.			
Adjutant, at 15s. per diem		273 15 0	
Serjeants, at 5s.	6	547 10 0	
Buglers, at 5s.	2	182 10 0	
			1,003 15 0
Uniforms for 300 Men, at £6		1,800 0 0	
Ammunition and Contingencies		200 0 0	
Fitting up Building for Armoury, &c.		100 0 0	
			2,100 0 0
Total ... ... £			3,103 15 0

No. III.—Principal Secretary.

Grants in aid of Public Institutions.

In aid of the Sydney Mechanics' School of Arts					200	0 0
In aid of Goulburn School of Arts, on condition of an equal amount being raised by Private Subscriptions					100	0 0
In aid of Brisbane School of Arts, on same condition					100	0 0
Total ... ... £					400	0 0

Charitable Allowances.

For the Support of Free Paupers in the Colonial Hospitals ...				1,800	0	0
In aid of the Sydney Infirmary and Dispensary, on condition of an equal amount being raised by Private Subscriptions				700	0	0
In support of the Establishment of the Benevolent Society, Sydney, on condition of £1,000 being raised by Private Subscriptions ...				4,936	3	6
In aid of the Asylum for Destitute Children, Sydney, on condition of an equal amount being raised by Private Contributions ...				1,500	0	0
In aid of Hospitals at Windsor, Bathurst, Newcastle, Port Macquarie, and Yass, at £200 each, on condition of sums to an equal amount being raised by Private Subscriptions				1,000	0	0
In aid of the Hospital, Parramatta, on same condition				300	0	0
In aid of the Hospital at Brisbane, on same condition				300	0	0
In aid of the Hospital at Goulburn, on same condition				300	0	0
In aid of the Armidale and New England Hospital, on same condition				150	0	0
In aid of the Benevolent Society, Parramatta, on same condition ...				100	0	0
Singleton and Patrick's Plains, do.				100	0	0
In aid of the Wide Bay and Burnett District Hospital, on same condition				200	0	0
In aid of the Hospital at Ipswich, on same condition				200	0	0
In aid of the Hospital, Maitland, on same condition	£500	0	0			
For the Erection of Fever Wards and a Dead House, on same condition	250	0	0			
				750	0	0
Total ... ... £					12,336	3 6

No. III.—Principal Secretary.

Aborigines.		
Cost of Blankets, Conveying, Distributing, and Marking them; Medicines and Medical Attendance		2,000 0 0
Total ... ... £		2,000 0 0
Municipal Institutions.		
City of Sydney, in aid of City Funds	10,000 0 0	
In aid of the Funds of Municipalities throughout the Colony ...	35,000 0 0	
		45,000 0 0
Total ... ... £		45,000 0 0
Miscellaneous Services.		
Paper and Parchment for Printing	3,000 0 0	
Expenses attending the preparation of the Electoral Lists	600 0 0	
Erecting Pounds, and Allowances to Poundkeepers...	100 0 0	
To meet Unforeseen Expenses, to be hereafter accounted for ...	2,000 0 0	
		5,700 0 0
Total ... ... £		5,700 0 0

IV.

Administration of Justice,

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase.	Compared with 1857. Decrease.
48	Law Officers of the Crown	4,727 0 0	4,927 0 0	200 0 0	.....
48	Supreme and Circuit Courts	8,517 0 0	8,407 0 0	.....	110 0 0
49	Moreton Bay Court	3,276 0 0	3,365 0 0	89 0 0	.....
49	County Courts	4,000 0 0	6,800 0 0	2,800 0 0	.....
50	Sheriff	5,032 0 0	5,213 2 0	181 2 0	.....
50	Insolvent Court	1,317 15 6	1,302 0 0	.....	15 15 6
51	Quarter Sessions	4,890 0 0	5,859 0 0	969 0 0	.....
51	Courts of Requests	3,289 0 0	3,189 0 0	.....	100 0 0
52	Court of Claims	300 0 0	300 0 0	.....	.....
52	Coroners	3,189 0 0	3,189 0 0	.....	.....
	£	38,537 15 6	42,551 2 0	4,239 2 0	225 15 6
	Deduct Decrease			225 15 6	
	Increase, compared with 1857... .. .. £			4,013 6 6	

The Treasury, New South Wales,
13th August, 1857.

STUART A. DONALDSON.

No. IV.—Administration of Justice.

Law Officers of the Crown.

Salaries.

Crown Solicitor for Criminal Business	650	0	0	
Crown Solicitor for Civil Business	650	0	0	
Parliamentary Draftsmen	700	0	0	
Secretary to the Crown Law Officers	400	0	0	
Clerk to do.	200	0	0	
Do. Criminal Crown Solicitor	315	0	0	
Do. Civil Crown Solicitor	275	0	0	
Do. do.	275	0	0	
Messenger to the Attorney General	104	0	0	
Do. to the Solicitor General	104	0	0	
Do. to Criminal Crown Solicitor	104	0	0	
Housekeeper	40	0	0	
				3,817 0 0

Contingencies.

Fees to Prosecuting Barristers	500	0	0	
Travelling Expenses	400	0	0	
Stationery	100	0	0	
Fuel and Light	30	0	0	
Postage	10	0	0	
Stores	20	0	0	
Incidental Expenses	50	0	0	
				1,110 0 0
Total			£	4,927 0 0

Supreme and Circuit Courts.

Salaries.

Master in Equity	1,000	0	0	
First Clerk	275	0	0	
Second Clerk	215	0	0	
Third Clerk	200	0	0	
Messenger	104	0	0	
Prothonotary and Curator of Intestate Estates	705	0	0	
First Clerk	400	0	0	
Second Clerk	275	0	0	
Third Clerk	240	0	0	
Fourth Clerk	200	0	0	
Clerks to the Judges, 1 at £275; 1 at £260; and 1 at £245	780	0	0	
Crier and Tipstaff	132	0	0	
Tipstaffs to the Judges, at £120 2	240	0	0	
Messenger	114	0	0	
Court-keeper, King-street	114	0	0	
Do. Darlinghurst	114	0	0	
Assistant do.	50	0	0	
Court-keeper, Goulburn	24	0	0	
				5,182 0 0

Contingencies.

Travelling Expenses of the Judges	750	0	0	
Allowances to Special Constables	25	0	0	
Allowances to Witnesses attending the Supreme and Circuit Courts	2,000	0	0	
Stationery	190	0	0	
Fuel and Light	200	0	0	
Postage	10	0	0	
Stores	20	0	0	
Incidental Expenses	30	0	0	
				3,225 0 0
Total			£	8,407 0 0

No. IV.—Administration of Justice.

Moreton Bay Court.

Salaries.		
Registrar of Court	500 0 0	
Crown Prosecutor	300 0 0	
Civil and Criminal Crown Solicitor	200 0 0	
Judge's Clerk...	200 0 0	
Registrar's Clerk	200 0 0	
Crown Solicitor's Clerk	150 0 0	
District Sheriff	300 0 0	
Bailiff	150 0 0	
Assistant Bailiff	100 0 0	
Tipstaff and Court Keeper	104 0 0	
Registrar's Messenger	104 0 0	
		2,308 0 0
Contingencies.		
Allowance to Jurors	300 0 0	
Do. to Witnesses	500 0 0	
Stationery and Bookbinding...	78 0 0	
Fuel, Light, and Water	17 0 0	
Rent of Registrar's Office	26 0 0	
Sheriff's do.	40 0 0	
Stores	50 0 0	
Postage, and Incidental Expenses	46 0 0	
		1,057 0 0
Total ... ... £		3,365 0 0

County Courts.

Salaries.			
Judges, at £1000, each	4	4,000 0 0	
Registrars, at £100	12	1,200 0 0	
Bailiffs, at £50	12	600 0 0	
			5,800 0 0
Contingencies.			
Travelling Expenses			1,000 0 0
Total ... ... £			6,800 0 0

No. IV.—Administration of Justice.

Sheriff.

Salaries.		
Sheriff	650 0 0	
Under Sheriff	400 0 0	
Clerk ... ... (2nd class) ...	300 0 0	
Do ... . (3rd do.) ...	215 0 0	
Do. ... ... (4th do.) ...	175 0 0	
Head Bailiff, Sydney	200 0 0	
Assistant do. do.	175 0 0	
2nd do. do.	120 0 0	
Bailiff, at Maitland	185 0 0	
Do., Parramatta, Windsor, and Campbelltown	200 0 0	
Do., Muswellbrook	175 0 0	
Do., Goulburn	150 0 0	
Do., Bathurst	150 0 0	
Do., Sofala	175 0 0	
Messenger	120 0 0	
		3,390 0 0
Contingencies.		
Travelling Expenses of the Sheriff or Under Sheriff	100 0 0	
Allowances to Bailiffs for serving Summonses	132 0 0	
Do. to Jurors attending the Supreme and Circuit Courts ...	1,400 0 0	
Stationery	119 10 0	
Fuel and Light	11 12 0	
Stores	10 0 0	
Postage	25 0 0	
Incidental Expenses	25 0 0	
		1,823 2 0
Total ... ... £		5,213 2 0

Insolvent Court.

Salaries.		
Chief Commissioner	700 0 0	
Clerk of third class	250 0 0	
Clerk of fourth class	165 0 0	
Bailiff and Messenger	165 0 0	
		1,280 0 0
Contingencies.		
Fuel and Light	7 0 0	
Postage	3 0 0	
Stationery and other Expenses	12 0 0	
		22 0 0
Total ... . £		1,302 0 0

No. IV.—Administration of Justice.

Quarter Sessions.

Salaries.		
Chairman	800 0 0	
Crown Prosecutor	700 0 0	
Clerk of the Peace	550 0 0	
Do. for Maitland	100 0 0	
Do. for Bathurst	100 0 0	
Do. for Goulburn	100 0 0	
Clerk, Sydney ... ... (3rd class) ...	260 0 0	
Messenger	104 0 0	
		2,714 0 0
Contingencies.		
Travelling Expenses	700 0 0	
Allowances to Witnesses	1,900 0 0	
Do. Jurors	500 0 0	
Stationery, £20; Stores, £5	25 0 0	
Fuel and Light, £10; Incidental Expenses, £10	20 0 0	
		3,145 0 0
Total ... ... £		5,859 0 0

Courts of Requests.

Salaries.		
Commissioner...	800 0 0	
Registrar, Sydney	500 0 0	
Clerk ... ...(2nd class) ...	300 0 0	
Do. at £200, each ... ...(3rd class) 2	400 0 0	
Registrars, Parramatta and Windsor, £50 2	100 0 0	
Do. Penrith and Campbelltown, £30 2	60 0 0	
Do. Liverpool...	24 0 0	
Bailiff and Crier	150 0 0	
Assistant Bailiffs, £104 2	208 0 0	
Bailiffs, Parramatta and Windsor, at £50 2	100 0 0	
Do. Penrith and Campbelltown, at £50 2	100 0 0	
Do. Liverpool	40 0 0	
Messenger	104 0 0	
Officekeeper	25 0 0	
		2,911 0 0
Contingencies.		
Travelling Expenses of Commissioner	100 0 0	
Fees to Assessors	100 0 0	
Stationery	40 0 0	
Fuel and Light, £15; Postage, £8	23 0 0	
Stores...	10 0 0	
Incidental Expenses	5 0 0	
		278 0 0
Total ... ... £		3,189 0 0

No. IV.—Administration of Justice.

Court of Claims.

Fees to Commissioners at £2 2s.; and to the Secretary at £2, on final report in each case...	290 0 0	
Stationery and Postage	10 0 0	
		300 0 0
Total... ... ... £		300 0 0

Coroners.

Salaries.

Coroner, Sydney	40 0 0	
Clerk, do.	64 0 0	
Coroner, Parramatta...	40 0 0	
Windsor	40 0 0	
Goulburn	40 0 0	
Bathurst	40 0 0	
Paterson and Maitland	40 0 0	
Penrith	20 0 0	
Campbelltown, Liverpool, and Appin	20 0 0	
Illawarra	40 0 0	
Berrima	20 0 0	
Braidwood	20 0 0	
Broulee	20 0 0	
Queanbeyan	20 0 0	
Yass	20 0 0	
Hartley	20 0 0	
Carcoar	20 0 0	
Wellington...	20 0 0	
Mudgee	20 0 0	
Brisbane Water	20 0 0	
Newcastle and Raymond Terrace	20 0 0	
Dungog	20 0 0	
Wollombi and Macdonald River	20 0 0	
Patrick's Plains	20 0 0	
Merton and Muswellbrook...	20 0 0	
Scone	20 0 0	
Cassilis	20 0 0	
Macquarie	20 0 0	
Moreton Bay	20 0 0	
Camden and Picton	20 0 0	
		784 0 0

Contingencies.

Coroner's Fees on Inquests, at 20s. each	730 0 0	
Surgeons' Fees	900 0 0	
Travelling Expenses of Coroners	200 0 0	
Travelling Expenses of Surgeons	50 0 0	
Rewards for taking up dead bodies	20 0 0	
Postage	5 0 0	
Coffins, Burials, and Incidental Expenses	500 0 0	
		2,405 0 0
Total ... ... £		3,189 0 0

V.

Treasurer and Secretary for Finance and Trade.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase.	Compared with 1857. Decrease.
54	Treasury	7,207 0 0	7,600 0 0	393 0 0	.....
55	Customs	24,422 0 0	25,960 10 0	1,538 10 0	.....
56	Drawbacks and Refund of Duties ...	20,000 0 0	20,000 0 0	.....	.....
56	Distilleries	1,717 0 0	2,259 7 0	542 7 0	.....
57	Mint	14,261 17 4	11,466 10 5	....	2,795 6 11
57	Gold Receivers	100 0 0	100 0 0	.....	.....
58	Postage Stamp Printing Office... ...	1,465 6 0	550 0 0	.....	915 6 0
58	Colonial Storekeeper...	3,923 0 0	3,945 0 0	22 0 0	.....
58	Gunpowder Magazine	436 4 4	449 6 10	13 2 6	.....
59	Shipping Master, Sydney...	1,390 0 0	1,374 9 4	.....	15 10 8
59	Do. Newcastle	80 0 0	80 0 0	.....	.....
59	Do. Moreton Bay ...	50 0 0	52 0 0	2 0 0	.....
60	Light, Navigation, and Pilot Board...	1,710 0 0	} 4,600 0 0	.....	1,153 0 0
60	Superintendent of Harbours, &c...	4,043 0 0			
60	Lighthouse, South Head	932 0 0	842 0 0	.....	90 0 0
61	Floating Light, Port Jackson ...	816 0 0	746 0 0	.....	70 0 0
61	Do. Moreton Bay ...	1,234 0 0	945 10 0	.....	288 10 0
61	Lighthouse, do ...	1,190 0 0	1,010 0 0	.....	180 0 0
61	Do. Gabo Island ...	1,492 0 0	1,298 0 0	.....	194 0 0
62	Do. Kent's Group ...	500 0 0	500 0 0	.....	.....
62	Do. Newcastle ...	1,025 0 0	850 0 0	.....	175 0 0
62	Harbour Master, do. ...	2,234 0 0	2,234 0 0	.....	.....
62	Do. Moreton Bay	2,519 0 0	2,543 0 0	24 0 0	.....
	Pilots, Port Jackson	1,200 0 0	.....	.....	1,200 0 0
63	Do. Wollongong	204 0 0	204 0 0	.....	.....
63	Do. Station, Manning River ...	728 0 0	728 0 0	.....	.....
63	Do. do. Macleay River ...	928 0 0	878 0 0	.....	50 0 0
64	Pilot, Kiama	104 0 0	104 0 0	.....	.....
64	Do. Station, Port Macquarie ...	779 0 0	779 0 0	.....	.....
64	Do. do. Clarence River ...	874 0 0	874 0 0	.....	.....
64	Do. do. Richmond River ...	778 0 0	778 0 0	.....	.....
64	Telegraph Stations, Sydney... ...	798 0 0	714 0 0	.....	84 0 0
65	Do. Moreton Bay ...	389 0 0	299 0 0	.....	90 0 0
65	Miscellaneous Services	30 0 0	2,030 0 0	2,000 0 0	
		99,559 7 8	96,793 13 7	4,534 19 6	7,300 13 7
	Deduct Increase				4,534 19 6
	Decrease, compared with 1857 ... ... £				2,765 14 1

The Treasury, New South Wales,
13th August, 1857.

STUART A. DONALDSON.

No. V.—Treasurer and Secretary for Finance and Trade.

Treasury.

Salaries.

Secretary to the Treasury, and Paymaster and Receiver General ...	1,000	0	0	
Assistant Secretary to the Treasury	600	0	0	
Chief Clerk of the Pay Branch	600	0	0	
Chief Clerk of the Revenue Branch	530	0	0	
Accountant	350	0	0	
Clerk ... ... (2nd. class) ...	375	0	0	
Do. ... ... do. ...	315	0	0	
Do. ... ... do. ...	300	0	0	
Do. ... ... (3rd. class) ...	275	0	0	
Do. ... ... do. ...	245	0	0	
Do. at £230 ... ... do 3	690	0	0	
Do. at £215 ... ... do. 2	430	0	0	
Do. at £200 ... ... do. 2	400	0	0	
Do. at £175 ... ... (4th. class) 2	350	0	0	
Principal Messenger	132	0	0	
Messenger	120	0	0	
Watchman	102	0	0	
Housekeeper	48	0	0	
				6,862 0 0

Contingencies.

Auctioneer, in lieu of Commission on Sales of Land	300	0	0	
Stationery	200	0	0	
Postage	130	0	0	
Fuel and Light	55	0	0	
Stores	23	0	0	
Incidental Expenses	30	0	0	
				738 0 0
Total... ... ... £				7,600 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Customs.

Salaries.

Sydney.

Collector			1,100	0 0
Landing Surveyor			530	0 0
Chief Clerk	(1st class)		530	0 0
Cashier	do.		530	0 0
Inspector of Warehouses			500	0 0
Clerk	(2nd class)		375	0 0
Do.	do.		325	0 0
Do.	(3rd class)		275	0 0
Do.	do.		250	0 0
Do.	do.		225	0 0
Do.	do.		205	0 0
Do.	do.		200	0 0
Do.	do.		200	0 0
Distillery Clerk	do.		200	0 0
First Landing Waiter			375	0 0
Second do.			325	0 0
Third do.			325	0 0
Fourth do.			275	0 0
Fifth do.			275	0 0
Sixth do.			275	0 0
First Tide Surveyor			325	0 0
Second do.			325	0 0
Warehouse Keeper			375	0 0
First Locker			275	0 0
Second do.			250	0 0
Third do.			225	0 0
Fourth do.			205	0 0
Fifth do.			195	0 0
Sixth do.			195	0 0
Seventh do.			190	0 0
Eighth do.			185	0 0
Ninth do.			185	0 0
Tenth do.			185	0 0
Eleventh do.			185	0 0
Twelfth do.			185	0 0
Acting Lockers, at £165, each		8	1,320	0 0
Coast Waiters, Sydney, at £225, each		3	675	0 0
First Tide Waiter			225	0 0
Second do.			215	0 0
Third do.			205	0 0
Fourth do.			195	0 0
House Keeper			40	0 0
Messenger			120	0 0
Do.			104	0 0
Warrant Messenger			96	0 0
Do.			96	0 0
Weighers, at £96, each		4	384	0 0
Porter			114	0 0
Watchman			114	0 0
Coxswain, at £120, each		2	240	0 0
Boatmen, at £104		9	936	0 0
Carried forward		£	15,859	0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Customs—continued.

Salaries—Brought forward ... ... £		15,859 0 0	
Botany Bay.			
Coast Waiter		205 0 0	
Boatmen, at £96	2	192 0 0	
Broken Bay.			
Coast Waiter		250 0 0	
Boatmen, at £90	4	360 0 0	
Newcastle.			
Sub-Collector		350 0 0	
Landing Waiter (Morpeth)		300 0 0	
Tide Surveyor		225 0 0	
Clerk		200 0 0	
Coxswain		120 0 0	
Boatmen at £104	3	312 0 0	
Moreton Bay.			
Sub-Collector		500 0 0	
Landing Waiter		325 0 0	
Tide Surveyor at the mouth of the harbour...		275 0 0	
Clerk and Locker		200 0 0	
Coxswain		120 0 0	
Boatmen, at £96	5	480 0 0	
Weigher and Office Keeper		118 0 0	
Eden.			
Sub-Collector		275 0 0	
Coxswain		132 0 0	
Boatmen, at £108	3	324 0 0	
			21,122 0 0
Contingencies.			
Allowances to extra Tide Waiters		4,000 0 0	
Rent		190 0 0	
New Boats		100 0 0	
Fuel and Light		48 10 0	
Gauging Instruments		150 0 0	
Stationery, £200; Stores, £100; Postage, £50		350 0 0	
			4,838 10 0
Total ... ... £			25,960 10 0
Drawbacks and Refund of Duties ... ... £			20,000 0 0

Colonial Distilleries.

Salaries.			
Chief Inspector and Accountant		500 0 0	
Inspectors at £375, each	3	1,125 0 0	
			1,625 0 0
Contingencies.			
Fuel and Light		25 2 0	
Instruments		60 0 0	
Stores...		3 0 0	
Porterage		5 0 0	
Stationery, £20; Postage, £3		23 0 0	
Cleaning the Office at the Brisbane Distillery, at 1s. per diem		18 5 0	
			134 7 0
Rewards, not exceeding £50 in each case, for information as to illicit distillation ...			500 0 0
Total ... ... £			2,259 7 0

No. V.—Treasurer and Secretary for Finance and Trade.

Sydney Branch of the Royal Mint.

Salaries.

Deputy Master and Chief Officer		1,100 0 0	
Superintendent of Bullion Office		850 0 0	
Superintendent of Coining Department		687 0 0	
Chief Clerk of Bullion Office		630 0 0	
Registrar and Accountant		530 0 0	
Assayers, at £630, each 2		1,260 0 0	
Clerks of third class, at £225 3		675 0 0	
Do		215 0 0	
Superior Mechanics, at £230 3		690 0 0	
Engineer of Machinery		295 0 0	
Messenger		120 0 0	
Do.		118 0 0	
Police:—			
Serjeant, at 8s. 6d.	155 2 6		
3 Constables, at 6s.	328 10 0		
		483 12 6	
Sappers and Miners:—			
1 Serjeant, at 2s. 8½d. per diem	49 8 6½		
2 Second do., at 1s. 10¾d. do.	69 3 11½		
9 Privates at 1s. 2½d. do.	198 9 4½		
		317 1 10	
Colonial Allowance to Sappers and Miners:—			
Serjeant and Corporals, at 1s. per diem 3		54 15 0	
Privates, at 6d., do. 9		82 2 6	
Working Pay to Serjeant, at 6s. 8d.; to Corporals and Privates, at 5s. do.		958 18 4	
			9,066 10 2
Contingencies.			
Provisions for Sappers and Miners		195 14 6	
Lodging Allowance to Married Men under Military Regulations, 7 men, at 16s. a week		291 4 0	
Fuel and Light		688 18 0	
Military Contingencies, viz.:—Good Conduct Pay, alterations in Clothing, repairs of Arms, &c.		39 10 10	
Wages to Workmen, temporarily employed		150 0 0	
Labor in Assaying		100 0 0	
Waste in Coinage, at 1s. 3d. per cent., of out-turn for £700,000		437 10 0	
Chemicals, Tools, &c.		272 2 11	
Repairs to Engines and Furnaces		150 0 0	
Stationery		60 0 0	
Postage		7 10 0	
Freight		7 10 0	
			2,400 0 3
Total ... ... £			11,466 10 5

Gold Receivers.

Receivers at Bathurst, Goulburn, Braidwood, and Orange, at £25, each	100 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Postage Stamp Printing Office.

Contingencies.

Inspector of Stamps (in lieu of Quarters)	150 0 0	
Printing and Gumming Postage Stamps	300 0 0	
Purchase of Materials, and other Contingencies	100 0 0	
		550 0 0
Total ... . £		550 0 0

Colonial Storekeeper.

Salaries.

Colonial Storekeeper	600 0 0	
Clerk ... ... (2nd class) ...	375 0 0	
Clerks, at £275, each ... ... (3rd class) 3	825 0 0	
Do. ... ... do. ...	260 0 0	
Foreman of Warehouse	175 0 0	
Armourer	175 0 0	
		2,410 0 0

Contingencies.

Conveyance of Stores...	800 0 0	
Wages to Storehousemen, at £120 4	480 0 0	
Watchman	85 0 0	
Stationery, £30; Postage, 30; Fuel, £10	70 0 0	
Packing, and other expenses	100 0 0	
		1,535 0 0
Total ... ... £		3,945 0 0

Gunpowder Magazine.

Foreman, at 12s. 6d. per diem	228 2 6	
		228 2 6

Contingencies.

Allowance to the Assistant Military Storekeeper for extra duties ...	50 0 0	
Wages to Cooper, at 3s. 4d., and to three Laborers, at 1s. 8d. each.	130 8 4	
Boat Hire, at 8s. a week	20 16 0	
Military Laborers	20 0 0	
		221 4 4
Total... ... ... £		449 6 10

Note.—This Magazine is placed in charge of the Ordnance Storekeeper by the Act of Council, 16 Vic., No. 47. Of the above expenses, £101 0s. 10d., will be contributed from Imperial Funds, and credit is taken accordingly in the Estimate of Ways and Means.

No. V.—Treasurer and Secretary for Finance and Trade.

Shipping Masters.

Sydney.			
Salaries.			
Shipping Master (Amalgamated with the Water Police.)			
Clerk ... ... (2nd class) ...	300 0 0		
Do. ... ... (3rd class) ...	275 0 0		
Do. ... ... do. ...	260 0 0		
Do. ... ... do. ...	245 0 0		
Messenger	104 0 0		
Do.	84 0 0		
Officekeeper	40 0 0		
		1,308	0 0
Contingencies.			
Fuel and Light	12 17 0		
Stationery	22 9 10		
Postage	5 0 0		
Stores...	1 2 6		
Incidental Expenses	25 0 0		
		66	9 4
Total... ... ... £		1,374	9 4
Newcastle.			
To conduct the duties of the Shipping Office		80	0 0
Total... ... ... £		80	0 0
Moreton Bay.			
Shipping Master	50 0 0		
		50	0 0
Contingencies.			
Stationery		2	0 0
Total... ... ... £		52	0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light, Navigation, and Pilot Board and Superintendent's Department.

Salaries.

Master and four Wardens		500 0 0	
Superintendent		600 0 0	
Secretary and Accountant		400 0 0	
Clerks of 3rd class, £250; do., £200	2	450 0 0	
Engineer Surveyor		375 0 0	
Shipwright Surveyor...		175 0 0	
Deputy Harbor Master		400 0 0	
Boatmen, at £104	8	832 0 0	
Messenger		120 0 0	
Coxswain to Governor General's Barge, at 60s. a month		36 0 0	
Crew do. 40s.	8	192 0 0	
			4,080 0 0

Contingencies.

Travelling Expenses of Board of Officers and Superintendent ...		250 0 0	
Stationery		50 0 0	
Postage		20 0 0	
Repairs to Boats		50 0 0	
Stores...		100 0 0	
Incidental Expenses		50 0 0	
			520 0 0
Total ... ... £			4,600 0 0

Light House, South Head.

Superintendent		180 0 0	
Light Keepers, at £84, each...	3	252 0 0	
			432 0 0

Contingencies.

Oil for the Light		300 0 0	
Forage and Farriery		60 0 0	
Repairs to the Machinery and Incidental Expenses...		50 0 0	
			410 0 0
Total ... ... £			842 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light, Navigation, and Pilot Board—continued.

Floating Light, Port Jackson.			
Superintendent		180 0 0	
Light Keepers, at £84, each	4	336 0 0	
			516 0 0
Contingencies.			
Oil for the Light		200 0 0	
Incidental Expenses		30 0 0	
			230 0 0
Total .. .. £			746 0 0
Floating Light, Moreton Bay.			
Superintendent		216 0 0	
Light Keepers, at £96, each	4	384 0 0	
			600 0 0
Contingencies.			
Repairs to the Ship		50 0 0	
Oil for the Light		200 0 0	
Provisions		30 10 0	
Repairs and Incidental Expenses		50 0 0	
Stores...		15 0 0	
			345 10 0
Total ... ... £			945 10 0
Lighthouse, Moreton Bay.			
Superintendent		216 0 0	
Light Keepers, at £108, each	3	324 0 0	
			540 0 0
Contingencies.			
Oil for the Light		300 0 0	
Forage		20 0 0	
Repairs to Machinery and Incidental Expenses		100 0 0	
Expense of Communication		50 0 0	
			470 0 0
Total ... ... £			1,010 0 0
Light House, Gabo Island.			
Superintendent		216 0 0	
Light Keepers, at £108, each	4	432 0 0	
			648 0 0
Contingencies.			
Oil for the Light		500 0 0	
Fuel		60 0 0	
New Boat		40 0 0	
Repairs to Machinery and Incidental Expenses		50 0 0	
			650 0 0
Total ... ... £			1,298 0 0

Note.—One-half of the actual expense will be contributed by the Government of Victoria towards the maintenance of this Light House, and credit is taken accordingly in the Estimate of Ways and Means.

No. V.—Treasurer and Secretary for Finance and Trade.

Light, Navigation, and Pilot Board—continued.

Light House, Kent's Group.					
Contribution of one-third of the probable expense of maintaining the Light House					500 0 0
Light House, Newcastle.					
Principal Light Keeper		200	0	0	
First Assistant		150	0	0	
Second do.		100	0	0	
					450 0 0
Contingencies.					
Oil for the Light		300	0	0	
Repairs to the Machinery and Incidental Expenses...		100	0	0	
					400 0 0
Total ... ... £					850 0 0
Harbour Master, Newcastle.					
Harbour Master		275	0	0	
Assistant do.		175	0	0	
Clerk, fourth class		175	0	0	
Pilots, at £175, each...	2	350	0	0	
Signal Master		120	0	0	
Boatmen, at £96, each	10	960	0	0	
					2,055 0 0
Contingencies.					
Stationery		8	0	0	
Postage		6	0	0	
New Boats		50	0	0	
Repairs to Telegraph and Buoys		40	0	0	
Stores...		75	0	0	
					179 0 0
Total ... ... £					2,234 0 0
Harbour Master, Moreton Bay.					
Harbour Master		300	0	0	
Pilots, at £175, each...	2	350	0	0	
River Pilot		175	0	0	
Master of the Buoy-boat		120	0	0	
Boatmen, at £96	13	1,248	0	0	
					2,193 0 0
Contingencies.					
New Boat		50	0	0	
New Buoy		50	0	0	
Replacing Buoys, Anchors, Cables; Repairs to Buoy-boat, &c. ...		124	0	0	
Repairs to Boats and Buoys		50	0	0	
Stores		71	0	0	
Stationery		3	0	0	
Postage		2	0	0	
					350 0 0
Total ... ... £					2,543 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light, Navigation, and Pilot Board—continued.

Pilot at Wollongong.		
Pilot in charge of the Basin	104 0 0	
		104 0 0
Contingencies.		
For keeping in repair the Moorings at Wollongong, Kiama, and Ulladulla	100 0 0	
		100 0 0
Total ... ... £		204 0 0
Pilot Station, Manning River.		
Pilot	175 0 0	
Boatmen, £96, each 5	480 0 0	
		655 0 0
Contingencies.		
Stationery and Postage	3 0 0	
Stores	40 0 0	
Incidental Expenses	30 0 0	
		73 0 0
Total ... ... £		728 0 0
Pilot Station, Macleay River.		
Pilot	175 0 0	
Boatmen, at £96, each 5	480 0 0	
		655 0 0
Contingencies.		
Stationery and Postage	3 0 0	
Stores	40 0 0	
New Boats	50 0 0	
Flagstaffs, Anchors, Warps, &c.	100 0 0	
Incidental Expenses	30 0 0	
		223 0 0
Total ... ... £		878 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light, Navigation, and Pilot Board—continued.

Pilot at Kiama.			
Pilot in charge of the Moorings and for preventing the improper deposit of ballast		104 0 0	104 0 0
Pilot Station, Port Macquarie.			
Pilot		175 0 0	
Boatmen, at £96, each	5	480 0 0	655 0 0
Contingencies.			
New Boats		50 0 0	
Repairs to Boats, and Incidental Expenses		30 0 0	
Stationery and Postage		4 0 0	
Stores...		40 0 0	124 0 0
Total ... ... £			779 0 0
Pilot Station, Clarence River.			
Pilot		175 0 0	
Boatmen, at £96, each	6	576 0 0	751 0 0
Contingencies.			
New Boat		50 0 0	
Repairs to Boats and Incidental Expenses		30 0 0	
Stationery and Postage		3 0 0	
Stores...		40 0 0	123 0 0
Total ... ... £			874 0 0
Pilot Station, Richmond River.			
Pilot		175 0 0	
Boatmen, at £96, each	5	480 0 0	655 0 0
Contingencies.			
New Boat		50 0 0	
Stationery, and Postage		3 0 0	
Stores...		40 0 0	
Incidental Expenses		30 0 0	123 0 0
Total ... ... £			778 0 0
Telegraph Stations.			
Signal Master, Sydney		200 0 0	
South Head		180 0 0	
Messengers, Sydney, at £84, each	2	168 0 0	
South Head		84 0 0	632 0 0
Contingencies.			
Stationery		5 0 0	
Fuel and Light		17 0 0	
Blue Lights for the use of Pilots, South Head		10 0 0	
Stores...		40 0 0	
Incidental Expenses		10 0 0	82 0 0
Total ... ... £			714 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light, Navigation, and Pilot Board—continued.			
Telegraph Stations, Moreton Bay.			
Signal Masters, at £132, each	2	264 0 0	
			264 0 0
Contingencies.			
Incidental Expenses		10 0 0	
Oil and Candles		5 0 0	
Blue Lights		10 0 0	
Flag Staffs, Rope, Signals, Bunting, &c.		10 0 0	
			35 0 0
Total		£	299 0 0
Miscellaneous Services.			
Provisions to be left at Booby Island, for the relief of Shipwrecked Persons		30 0 0	
To defray the expense of the employment of the Steam Dredge ...		2,000 0 0	
Total		£	2,030 0 0

VI.

Secretary for Lands and Public Works.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase.	Compared with 1857. Decrease.
68	Secretary for Lands and Public Works	6,114 14 0	6,539 14 0	425 0 0	
69	Survey and Management of Crown Lands...	59,856 17 0	56,602 12 6	.....	3,254 4 6
69	Commission on Land Sales, &c. ...	... ...	4,000 0 0	4,000 0 0	
70	Gold Fields—				
	Within the Settled Districts...	11,392 4 7	17,631 17 4	989 12 9	
	Beyond the Settled Districts...	5,250 0 0			
70	Gold Contingent	2,500 0 0	2,500 0 0		
71	Botanic Gardens—				
	Sydney	2,029 0 0	2,086 17 6	57 17 6	
	Brisbane	550 0 0	650 0 0	100 0 0	
71	Government Domains and Park ...	1,169 0 0	1,398 17 6	229 17 6	
71	Examiner of Coal Fields, &c.	680 0 0	680 0 0		
72	Colonial Architect	4,824 0 0	5,239 0 0	415 0 0	
74	Public Works	8,605 11 0	12,143 0 0	3,537 9 0	
73	Buildings	25,595 0 0	46,715 0 0	21,120 0 0	
73	Roads and Bridges	58,798 3 8	88,100 0 0	29,301 16 4	
74	Loans, Public Works	71,113 18 11	10,000 0 0	.....	61,113 18 11
74	„ Public Buildings	21,790 0 0	23,850 0 0	2,060 0 0	
74	„ Railroads, Roads, and Bridges	14,814 0 0	16,650 0 0	1,836 0 0	
	£	295,082 9 2	294,786 18 10	64,072 13 1	64,368 3 5
	Deduct Increase			.....	64,072 13 1
	Decrease, compared with 1857 ... ... £			.....	295 10 4

The Treasury, New South Wales,
13th August, 1857.

STUART A. DONALDSON.

No. VI.—Secretary for Lands and Public Works.

The Secretary for Lands and Public Works.

Salaries.				
Secretary for Lands and Public Works		1,500 0 0		
Under Secretary		800 0 0		
Chief Clerk of Land Branch		500 0 0		
Do. of Public Works Branch		500 0 0		
First Class Clerks at £400	2	800 0 0		
Second do. £300	3	900 0 0		
Third do. £200	3	600 0 0		
Fourth do. £175	1	175 0 0		
Do. do. £150	2	300 0 0		
Messenger		103 14 0		
Do.		100 0 0		
Office Keeper...		61 0 0		
				6,339 14 0
Contingencies.				
Furniture		50 0 0		
Stationery		50 0 0		
Fuel and Light		50 0 0		
Postage		20 0 0		
Incidental Expenses		30 0 0		
				200 0 0
Total			£	6,539 14 0

No. VI.—Secretary for Lands and Public Works.

Survey and Management of Crown Lands.

Surveyor General		1,050 0 0	
Deputy Surveyor General		775 0 0	
District Surveyors, at £500	7	3,500 0 0	
Commissioners of Crown Lands, at £500	5	2,500 0 0	
Surveyors, 1st Class, at £400	7	2,800 0 0	
Do, 2nd Class, at £300	7	2,100 0 0	
Chief Draftsman		650 0 0	
Draftsmen, 1st class, at £400	1	1,150 0 0	
Do. do. at £375	2		
Do. 2nd class, at £300	4	1,200 0 0	
Do. 3rd class, at £240	4	960 0 0	
Do. 4th class, at £220	2	840 0 0	
Do. do. at £200	2		
Preparation of Maps for Publication...		600 0 0	
Description Writers, at £150	2	300 0 0	
Chief Clerk (Secretary and Cashier)		650 0 0	
Clerks, 1st class, at £400	2	800 0 0	
Do. 2nd class, at £355	1	1,255 0 0	
Do. do. at £300	3		
Do 3rd class at £245	3	1,735 0 0	
Do. do. at £200	5		
Do. 4th class, at £185	8	1,480 0 0	
Preparation of Deeds, ...		350 0 0	
Messengers, at £100	3	300 0 0	
Housekeeper		50 0 0	
Wages to Surveyors' Laborers, (21 parties)		4,200 0 0	
Fees to Licensed Surveyors		10,000 0 0	
Rangers, at £132 10s.	2	265 0 0	
Troopers, at 5s. 6d. per diem	15	1,506 12 6	
			41,016 12 6
Contingencies.			
Allowances for Travelling		454 7 6	
Allowance for a Horse for the Surveyor General		45 12 6	
Forage for Surveyors' Horses in the Field		3,449 5 0	
Allowance for fencing Paddocks and Forage for Commissioners' and Troopers' Horses		1,095 0 0	
Provision for Parties in the Field		3,449 5 0	
Allowance for Provisions to Commissioners and Troopers		547 10 0	
Saddlery, Arms, and Ammunition for Troopers		200 0 0	
Remount Horses		250 0 0	
Buildings, Repairs, and Rent		1,225 0 0	
Allowance to purchase and maintain Equipment		2,100 0 0	
Purchase of Parchment and Stationery		650 0 0	
Lithographing		500 0 0	
Purchase of Surveying Instruments		300 0 0	
Drawing Instruments and Materials...		200 0 0	
Horse-shoeing		250 0 0	
Passage and Freight		200 0 0	
Fuel and Light		70 0 0	
Furniture		100 0 0	
Postage and Incidental Expenses		500 0 0	
			15,586 0 0
Total, Survey and Management...		£	56,602 12 6
Commission on Sales of Land, Immigration Remittances, &c.			4,000 0 0

No. VI.—Secretary for Lands and Public Works.

Gold Fields.

Commissioners, at £550	2	1,100	0	0	
Assistant Commissioners, 1st class, at £450	6	2,700	0	0	
Sub-Commissioner	...	275	0	0	
Do. being Clerks of Petty Sessions and Gold Receivers, at £100	5	500	0	0	
Serjeant-Major, at 7s. 3d. per diem	...	132	6	3	
Serjeants, at 6s.	13	1,423	10	0	
Corporals, at 5s 4d.	5	486	13	4	
Troopers, at 4s. 9d.	42	3,640	17	6	
Native Trooper, at 1s.	...	18	5	0	
					10,276 12 1

Contingencies.

Provisions	1,539	17	6	
Allowance to 1 Serjeant and 2 Troopers on Escort duty, at 1s. per diem	54	15	0	
Fuel and Light	75	4	0	
Forage	3,645	10	0	
Horse Medicines and Farriery	87	0	0	
Clothing, Saddlery, and Equipments	250	0	0	
Medical attendance on Police	75	0	0	
Stationery and Postage	206	10	0	
Stores and Carriage	420	0	0	
Horse-shoeing, and Repairs of Saddlery and Equipments	180	0	0	
Remount Horses	120	0	0	
Blacksmiths' Work	20	0	0	
Agistment of Police Horses	20	0	0	
Rent	65	0	0	
Repairs to Buildings	335	0	0	
Furniture	16	0	0	
Travelling expense of Police...	20	0	0	
Incidental Expenses	225	8	9	
				7,355 5 3
Total ... ... £				17,631 17 4

Gold Contingent.

To meet unforeseen Expenses in case of emergency at the Gold Fields, to be here-after accounted for	2,500 0 0

No. VI.—Secretary for Lands and Public Works.

Botanic Gardens.

Sydney.

Director	350 0 0	
Overseer	200 0 0	
		550 0 0
Contingencies.		
Wages to Gardeners and Laborers	1,000 0 0	
Travelling and other Expenses of the Director in the discharge of his duties	100 0 0	
Forage for one Horse...	63 17 6	
Cases for Plants, and to meet the expense of transmission	40 0 0	
Fuel to heat Plant-house during Winter	20 0 0	
Towards the formation of a Public Botanical Library	50 0 0	
Purchase of Manure	10 0 0	
Incidental Expenses	100 0 0	
Stores...	100 0 0	
Postage	3 0 0	
To keep in repair Plant Pots and Frames	30 0 0	
Bricks for guttering sides of Walks	20 0 0	
		1,536 17 6
Total, Sydney ... ... £		2,086 17 6

Brisbane.

Superintendent	200 0 0	
Wages to Laborers	300 0 0	
Incidental Expenses	150 0 0	
		650 0 0
Total, Brisbane ... ... £		650 0 0

Government Domains and Hyde Park.

General Overseer	150 0 0	
Bailiff...	108 0 0	
Wages to Laborers	600 0 0	
Forage for one Horse...	63 17 6	
Incidental Expenses	15 0 0	
Stores...	40 0 0	
To purchase Iron Hurdles to fence round young Plantations ...	200 0 0	
To gravel and keep in repair the Roads in the Inner and Outer Domain	60 0 0	
To widen and gravel Road to the Entrance to the Domain... ...	87 0 0	
To make the Road from the Baths to Lower Domain Lodge ...	75 0 0	
		1,398 17 6
Total ... ... £		1,398 17 6

Examiner of Coal Mines and Coal Fields.

Allowance of £2 2s. per diem, while actually employed (say, 300 days)	630 0 0	
Incidental Expenses	25 0 0	
Horse Hire	25 0 0	
		680 0 0
Total ... ... £		680 0 0

VI.—Secretary for Lands and Public Works.

Colonial Architect.

Salaries.

Colonial Architect	1,000 0 0	
First Clerk of Works..	600 0 0	
Clerk of Works, Moreton Bay	400 0 0	
Clerk of Works	400 0 0	
Do.	300 0 0	
First Foreman of Works	250 0 0	
Second do.	250 0 0	
Draughtsman	250 0 0	
Chief Clerk	500 0 0	
Clerk of second class	300 0 0	
Do. third class	250 0 0	
Messenger	84 0 0	
Office Keeper...	40 0 0	
		4,624 0 0

Contingencies.

Forage for the horses of the Architect and the first Clerk of Works	100 0 0	
Travelling Expenses of the Architect and Officers of the Department, when proceeding to inspect Public Works and Buildings	300 0 0	
Fuel, Light, and Water ... ... - ...	15 0 0	
Postage	15 0 0	
Stationery	50 0 0	
Advertising	85 0 0	
Incidental Expenses	50 0 0	
		615 0 0
Total ... ... £		5,239 0 0

No. VI.—Secretary for Lands and Public Works.

Public Works and Buildings.

PUBLIC BUILDINGS.

For the construction of a Powder Magazine at Moreton Bay ...	1,000	0	0			
erection of an additional Powder Magazine, Sydney ...	2,000	0	0			
For the erection of Offices for the Commandant and Secretary of Native Police, and of Residence for Secretary...	250	0	0			
For erecting Huts and Stores for 10 Camp Serjeants, Native Police, at the Main Camps, (£100 each)	1,000	0	0			
For the erection of a Residence for the Superintendent, Botanic Garden, Moreton Bay	400	0	0			
For the construction of a Shed for Government Boats, Circular Quay	100	0	0			
For ordinary repairs, alterations, and additions to Public Buildings generally	6,000	0	0			
The like in respect to Police Buildings, Country Districts	1,500	0	0			
For repairs to the Lunatic Asylum, Tarban Creek	1,000	0	0			
the Prisoners' Barracks, Cockatoo Island	150	0	0			
For the repair of the Victoria Barracks and the various Military Buildings in Sydney and the Country Districts	1,500	0	0			
For lighting Lamps, sweeping Chimneys &c., at the Victoria Barracks	500	0	0			
For special repairs to the Court and Watch House, Wee Waa ..	250	0	0			
The like in respect of Court and Watch House, Raymond Terrace...	350	0	0			
Court and Watch House, Moulamein ...	300	0	0			
Court and Watch House, Tenterfield ...	250	0	0			
Rent of Offices for the Department of Lands and Public Works ...	400	0	0			
of an Office for the Registrar General	400	0	0			
of a Court Room, West Maitland	50	0	0			
of the Court House, East Maitland	250	0	0			
of Offices for the Railway Department	400	0	0			
To provide Furniture and Fittings for Public Offices generally ...	1,500	0	0			
Furniture for Police Buildings, Country Districts	450	0	0			
For the erection of Court Houses of the 1st class, at Armidale, Gundagai, Kiama, Campbelltown, Wellington, and Tumut, at £2,000 each	12,000	0	0			
(Previous votes of £800 for Gundagai, £500 for Kiama, and £700 for Wellington, being considered cancelled.)						
For the erection of Court Houses of the 2nd class, at Gayndah and Moama, at £800 each	1,600	0	0			
For the erection of Court Houses of the 3rd class, at Coonabarrabran, Condamine, and Gulligal, at £400 each	1,200	0	0			
For the erection of Gaol Buildings (in connexion with the extension of criminal jurisdiction in Country Districts)...	6,000	0	0			
For the erection of Watch-houses at the following places:—Wellington, Gayndah, Tamworth, Moama, Condamine, Mundooran, Gulligal (further sum), Clerkness, Bendemeer, Moonbi, and Gunnadah, Namoi, at £400 each	4,800	0	0			
For the erection of a Watch House at Bargo, the further sum of ...	50	0	0			
For additions to Quarters for the Gaoler, Goulburn Gaol	500	0	0			
For the erection of sheds for Customs' Officers, Circular Quay ...	215	0	0			
For lighting the Government Lamps in Sydney	350	0	0			
				46,715	0	0
RAILWAYS, ROADS, BRIDGES, AND RIVER NAVIGATION.						
For the construction, maintenance, and repair of Public Roads, Bridges, and Ferries, as per Schedule	80,000	0	0			
For the formation of the Road from the Dapto Road (at Figtree Bridge) to the Cordeaux River	400	0	0			
For the formation of a Line of Road from Kempsey to New England	1,500	0	0			
For the formation of the Road from Gundagai round Kimo Hill ...	1,000	0	0			
For the formation of a Road from the navigable portion of the Hunter to Port Stephens, on condition that the like sum is raised by private contribution	250	0	0			
For the construction of a Bridge over the Vale Creek, on same condition	300	0	0			
For the construction of a Bridge over Prospect Creek, and the repairs of the Road from Smithfield to Parramatta, on same condition	250	0	0			
For the construction of a Bridge over the Paterson at Clark's Crossing-place	1,000	0	0			
For the construction of a Dam and Roadway at the Falls, West Maitland (Resolution of Assembly)	2,000	0	0			
For opening up a Road through Manly Cove	100	0	0			
To provide a Punt at Aberdeen, on the Northern Road	300	0	0			
For improving the Navigation of the River Mary	1,000	0	0			
				88,100	0	0
Carried forward...				134,815	0	0

No. VI.—Secretary for Lands and Public Works.

Public Works and Buildings—continued.

Brought forward	....	134,815 0 0
MISCELLANEOUS PUBLIC WORKS.		
To cover expense of depositing silt on reclaimed space, Botanic Gardens	1,275 0 0	
For keeping in repair the Fences of the Domain and Botanic Gardens	200 0 0	
To be expended under the superintendence of the Hyde Park Committee	1,000 0 0	
For providing gun-carriages and platforms for Defences, Port Jackson, Lantern on Fort Denison, &c.	800 0 0	
For casual repairs, Semi-Circular Quay, Road-way	100 0 0	
For attending to the Sluices, Cook's River Dam	36 0 0	
For providing materials and implements for the employment of prisoners in Darlinghurst Gaol	2,000 0 0	
The like in respect of prisoners in Parramatta Gaol	500 0 0	
For the employment of prisoners on the streets of Brisbane ...	250 0 0	
the streets of Ipswich ...	150 0 0	
Pump and Pipes to carry up the Sewerage Water from Fort Macquarie to the Botanical Gardens	1,600 0 0	
For additional planting and fences at Newcastle Sandhills... ...	100 0 0	
For the management of the Dry Dock, Cockatoo Island, and for the employment of the Convicts there (as per Schedule) ...	4,132 0 0	
		12,143 0 0
Total... ... ... £		146,958 0 0

(Schedule referred to.)

Civil Engineer	630 0 0	
Clerk, 3rd class	190 0 0	
Foreman Engineer	284 0 0	
Foreman of Works	190 0 0	
Foremen of Works, at £164 2	328 0 0	
Foreman of Works	146 0 0	
Two Boatmen, at £104 each	208 0 0	
Task-work Clerk	20 0 0	
		1,996 0 0
2,800 cubic yards excavation, surface, at 4s.	560 0 0	
2,320 do. do. below surface, at 5s.	580 0 0	
6,700 cubic feet masonry, at 1s. 6d.	502 0 0	
Removal of present Water Tank and Filtering Bed	300 0 0	
	1,942 0 0	
Contingencies (one-tenth)	194 0 0	
		2,136 0 0
		4,132 0 0

TO BE PROVIDED FOR BY LOAN.

For improving the Navigation of the Rivers Murray and Murumbidgee	10,000 0 0	
For the extension of the Lunatic Asylum, Parramatta	20,000 0 0	
For the completion of the Abattoir at Glebe Island	3,850 0 0	
Towards the erection of a Bridge over the Murray at Albury, in conjunction with the Government of Victoria	10,000 0 0	
For the completion of the Road to the Abattoir, Glebe Island ...	1,800 0 0	
For the construction of a Bridge at Jugiong, the further sum of ...	2,000 0 0	
Railway Department.		
Road Surveyors, at £500 ... ... 4 2,000 0 0		
Clerk, second class 350 0 0		
Travelling expenses and contingencies ... 500 0 0		
	2,850 0 0	
		50,500 0 0
Total .. .. £		50,500 0 0

N.B.—The Estimate for Railway Extension will appear in a separate paper.

VII.

The Auditor General.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857.	
				Increase.	Decrease.
76	Auditor General	5,302 0 0	5,042 0 0	.....	260 0 0
	Decrease, compared with 1857 ... . £			.....	260 0 0

The Treasury, New South Wales,
13*th August*, 1857.

STUART A. DONALDSON.

No. VII.—Auditor General.

Auditor General.

Salaries.					
Auditor General (provided in Schedule)					
Chief Clerk		530	0	0	
Accountant ... ...(1st class) ...		400	0	0	
Inspector of Customs' and Revenue Accounts ... do. ...		400	0	0	
Examining Clerk ... ... do. ...		400	0	0	
Corresponding Clerk ... ...(2nd class) ...		335	0	0	
Clerk ... ... do. ...		300	0	0	
Do. at £245 „ ... ...(3rd class)	4	980	0	0	
Do. at £230 „ ... ... do.	6	1,380	0	0	
Messenger		102	0	0	
Housekeeper		40	0	0	
					4,867 0 0
Contingencies.					
Fuel and Light		30	0	0	
Stationery		100	0	0	
Postage		30	0	0	
Stores...		5	0	0	
Incidental Expenses		10	0	0	
					175 0 0
Total ... ... £					5,042 0 0

NEW SOUTH WALES.

Legislative Assembly.

Finance 1857-8.

STATEMENTS OF ACCOUNT

REFERRED TO IN

COMMITTEE OF WAYS AND MEANS,

BY THE

MINISTER FOR FINANCE AND TRADE,

ON

20TH AUGUST, 1857.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
27 AUGUST, 1857.

SYDNEY:

PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

92—A

SCHEDULE.

FINANCE, 1857-8.

No. 1.

BALANCE SHEET shewing the ACTUAL DEFICIT of REVENUE on 31st of December, 1856, and the ESTIMATED DEFICIT on 31st of December, 1857.

92—B

Dr.		£ s. d.	Cr.	£ s. d.
To Estimated Cash Deficit of Revenue Proper, exclusive of Loans on 31st December, 1856	151,623 4 5		By Revenue actually collected to 31st July, 1857 (Statement annexed)	641,521 18 2
Increase in Revenue over Estimate	31,279 9 9	120,343 14 8	Estimated Revenue to the 31st of December, 1857.....	480,870 0 0
Amount of Appropriations for 1857.....	1,103,940 15 11			1,122,391 18 2
Not likely to be required	30,000 0 0	1,073,940 15 11		
Proposed Supplementary Estimate for 1857		52,757 10 8	Estimated Deficit on 31st December, 1857	124,650 3 1
	£	1,247,042 1 3	£	1,247,042 1 3

Estimated Deficit on 1st January, 1858..... £124,650 3 1

STUART A. DONALDSON.

No. 2.

ESTIMATED ACCOUNT CURRENT of REVENUE and EXPENDITURE, carried on to 31 December, 1858.

		£ s. d.		£ s. d.
To Estimated Deficiency on 1 January		124,650 3 1	By Estimated Revenue as per Statement of Ways and Means	1,243,400 0 0
Estimates laid before the Assembly	1,396,232 4 4		Authority to borrow, to cover Deficit, 1 January, 1857	150,000 0 0
Less—Sums to be raised by Loan—				
Public Works 50,500 0 0				
To pay off Debentures 100,000 0 0				
	150,500 0 0			
		1,245,732 4 4		
Apparent Balance at Credit of Consolidated Revenue, 31 December		23,017 12 7		
	£	1,393,400 0 0	£	1,393,400 0 0

STUART A. DONALDSON.

The Treasury, New South Wales,
19 *August*, 1857.

No. 3.

REVENUE AND RECEIPTS, FROM JANUARY TO JULY, 1857.

Customs	311,831	19	9
Duty on Colonial Spirits	34,531	12	3
Gold Licenses, Royalty, &c.	2,797	15	0
Duty on Gold	6,596	13	11
Miners' Rights, &c.	3,597	0	0
Fees for Escort and Conveyance of Gold	2,583	5	2
Mint Receipts	3,926	14	6
Land Sales	105,429	5	8
Immigration Remittances	10,896	0	0
Rents of Land	9,578	2	8
Quit Rents	29	17	2
Redemption of Quit Rents	7	14	6
Survey of Land	320	4	0
Rents, exclusive of Land	6,622	11	9
Licenses	59,411	18	8
Postage	20,397	1	3
Fines and Forfeitures	4,315	11	2
Fees of Office	17,087	17	5
Railway Tolls	6,326	17	0
Assessment on Stock	3,530	15	4
Sale of Government Property	1,606	9	5
Reimbursements in aid of Expenses	4,623	12	11
Miscellaneous Receipts	906	18	11
Interest on Bank Deposits	3,408	12	0
Balances in the hands of Public Officers refunded	6,001	11	2
Transfers from other Revenues	864	3	11
Assisted Immigrants' Fund	496	5	11
Accrued Interest on Debentures at time of issue	2,018	16	7
Colonial Agent's Stock Account	3,346	11	2
Interest on City Debentures	7,240	11	7
Advances to Public Officers refunded	1,189	7	5
TOTAL £	641,521	18	2

STUART A. DONALDSON.

No. 4.

ESTIMATED REVENUE AND RECEIPTS, FROM AUGUST TO DECEMBER, 1857.

Customs	225,000	0	0
Duty on Colonial Spirits	25,000	0	0
Duty on Gold	9,000	0	0
Miners' Rights, &c.	3,000	0	0
Fees for Escort and Conveyance of Gold	2,000	0	0
Mint Receipts	5,000	0	0
Land Sales	60,000	0	0
Immigration Remittances	9,000	0	0
Rents of Land	53,000	0	0
Quit Rents	50	0	0
Redemption of Quit Rents	20	0	0
Survey of Land	200	0	0
Rents, exclusive of Land	4,500	0	0
Licenses	4,500	0	0
Postage	15,500	0	0
Fines and Forfeitures	3,500	0	0
Fees of Office	12,500	0	0
Railway Tolls	5,000	0	0
Assessment on Stock	30,000	0	0
Sale of Government Property	800	0	0
Reimbursements in aid of Expenses	6,500	0	0
Miscellaneous Receipts	800	0	0
Interest on Bank Deposits	3,000	0	0
Balances in the hands of Public Officers refunded	1,000	0	0
Accrued Interest on Debentures at time of issue	1,000	0	0
Colonial Agent's Stock Account	1,000	0	0
TOTAL £	480,870	0	0

STUART A. DONALDSON.

No. 5.

ABSTRACT of the probable REVENUES of the Government of New South Wales, for the Year 1858.

	ESTIMATE FOR 1858.	REVENUE OF 1856.
Customs	515,000	471,400
Duty on Spirits distilled in the Colony	70,000	51,075
Gold	26,000	35,156
Mint Receipts...	8,000	12,556
Land Revenue	418,800	298,630
Rents—Exclusive of Land	10,600	10,734
Licenses	60,000	49,711
Postage	36,000	29,458
Fines and Forfeitures...	8,000	9,713
Fees of Office	30,000	26,401
Railway Tolls	20,000	11,157
Assessment on Stock	.....	31,387
Sale of Government Property	1,000	1,343
Reimbursements in aid of Expenses incurred by Government ...	10,000	9,650
Miscellaneous Receipts	5,000	13,259
Immigration Remittances	25,000	13,701
TOTAL ... ... £	1,243,400	1,075,331

The Treasury, New South Wales,
20th August, 1857.

STUART A. DONALDSON.

No. 6.

ESTIMATES OF REVENUE, 1858, DETAILED.

	Estimate for 1858.	Revenue of 1856.
CUSTOMS.		
Spirits	320,000	314,544
Wine	30,000	24,238
Ale, Porter, and Beer of all sorts	9,000	7,762
Tobacco	51,000	39,056
Tea	30,000	25,490
Sugar and Molasses	63,000	56,914
Coffee, Chocolate, and Cocoa	8,000	3,387
Currants, Raisins, and other Dried Fruits, and All other Articles	4,000	9
	515,000	471,400
DUTY ON SPIRITS DISTILLED IN THE COLONY	70,000	51,075
GOLD.		
Duty on Gold	15,000	
Miners' Rights	6,000	
Business Licenses	4,000	
Fees for Escort and Conveyance of Gold, &c.	1,000	4,474
Licenses to Dig and Search for Gold	.....	30,682
	26,000	35,156
MINT RECEIPTS	8,000	12,556
LAND REVENUE.		
Proceeds of Land Sales	210,000	245,555
Rents of Land	208,000	51,366
Quit Rents	300	1,018
Redemption of Quit Rents	100	219
Survey of Runs	400	472
	418,800	298,630
RENTS—Exclusive of Land.		
Tolls and Ferries	2,000	1,705
Wharves	7,800	8,439
Military Canteen, Sydney	600	449
Government Buildings and Premises	200	123
Property Escheated to the Crown	.....	18
	10,600	10,734
Carried forward £	1,048,400	879,551

ESTIMATES OF REVENUE, 1858, DETAILED.—*Continued.*

	Estimate for 1858.	Revenue of 1856.
Brought forward .. .. £	1,048,400	879,551
LICENSES.		
To Wholesale Spirit Dealers	7,000	
To Auctioneers	2,000	1,952
To Bonded Storekeepers	4,700	
To Retail Fermented and Spirituous Liquors	41,500	42,058
Night Licenses to Publicans and for Billiard Tables..	3,500	3,270
To Distillers and Rectifiers	.....	53
To Hawkers and Pedlers..	300	315
To Pawnbrokers..	200	156
To cut Timber and make Bricks, &c., on Crown Lands	800	1,830
All other Licenses	.....	77
	60,000	49,711
POSTAGE	36,000	29,458
FINES AND FORFEITURES.		
Sheriff..	1,700	2,400
Courts of Petty Sessions	4,000	3,342
Water Police Court	200	231
For the Unauthorised Occupation of Crown Lands	2,000	894
Crown's share of Seizures by the Departments of Customs and Distilleries..	100	240
Proceeds of Sale of Confiscated and Unclaimed Property	.....	2,606
	8,000	9,713
FEES OF OFFICE.		
On Commissions to Public Officers	100	176
On Certificates of Naturalization	50	61
On Copies and Transcripts of Papers	10	11
On the Preparation of Title Deeds..	5,000	4,161
On the Enrolment of Title Deeds	5,000	4,383
Registrar General	4,600	13
Registrar of Deeds, &c.	.....	2,767
Prothonotary of Supreme Court	2,000	3,205
Master in Equity	900	814
Curator of Intestate Estates	400	569
Insolvent Courts	1,450	1,428
Sheriff	3,000	1,537
Courts of Requests	1,550	1,240
Courts of Petty Sessions	2,500	2,297
Water Police Court	410	537
Shipping Masters	3,030	2,814
Steam Navigation Board	.....	242
Court of Claims	.....	146
	30,000	26,401
RAILWAY TOLLS..	20,000	11,157
Carried forward.. .. .. £	1,202,400	1,005,991

ESTIMATES OF REVENUE, 1858, DETAILED.—*Continued.*

	Estimate for 1858.	Revenue of 1856.
Brought forward.. .. .. £	1,202,400	1,005,991
ASSESSMENT ON STOCK..	.....	31,387
SALE OF GOVERNMENT PROPERTY.		
Cast Horses and Bullocks		546
Condemned and Unserviceable Articles and Stores		519
Ballast from Cockatoo Island	1,000	87
Other Articles		191
Lithographs of Lands		
	1,000	1,343
REIMBURSEMENTS IN AID OF EXPENSES INCURRED BY GOVERNMENT.		
For the Treatment of Patients in the Lunatic Asylum	700	814
Collections by the Accountant of the Government Printing Office..	1,500	1,666
Contributions by the Commissariat towards the support of Prisoners confined on Cockatoo Island..	1,200	196
Do. towards the Support of the Gunpowder Magazine	.....	89
For Arms and Accoutrements lost or destroyed by the Police..	.....	19
For the Hire of the Steam Dredge..	.....	94
For Work performed by Prisoners in Gaol	2,450	2,783
Amount to be contributed by the Government of Victoria, for maintaining the Light House on Gabo Island	650	
Other Reimbursements	3,500	3,989
	10,000	9,650
MISCELLANEOUS RECEIPTS.		
Unclaimed Balances of the Proceeds of Insolvent Estates..	.....	876
Store Rent of Gunpowder..	1,000	572
Surcharges Recovered	.....	250
Balances in the hands of Public Officers, &c., refunded	.....	8,718
Fees on presenting Private Bills to the Parliament, and on Letters of Registration ..	.....	170
Interest on Bank Deposits	4,000	2,027
Other Miscellaneous Receipts..	.....	646
	5,000	13,259
IMMIGRATION REMITTANCES	25,000	13,701
TOTAL.. .. .. £	1,243,400	1,075,331

No. 7.

CONSOLIDATED REVENUE

BALANCE SHEET,

FROM JANUARY TO DECEMBER,

1856.

Dr. CONSOLIDATED REVENUE from

RECEIPTS.		AMOUNT.
To—		
Balance on 31st December, 1855	£	31,737 10 4
Customs...		471,401 1 6
Duty on Colonial Spirits		51,074 14 10
Gold Licenses, Royalty, &c.		30,681 16 8
Fees for Escort and Conveyance of Gold		4,474 8 10
Mint Receipts		12,556 4 7
Land Sales		245,555 2 5
Rents of Land		51,366 4 3
Quit Rents		1,018 3 5
Redemption of Quit Rents		219 10 10
Survey of Land		472 9 0
Rents, exclusive of Land		10,698 12 11
Licenses		49,711 1 5
Postage		29,458 10 11
Fines and Forfeitures		9,731 12 3
Fees of Office		26,421 15 3
Railway Tolls		11,157 4 7
Assessment on Stock		31,387 7 8
Sale of Government Property		1,343 13 6
Reimbursements in aid...		29,909 11 9
Miscellaneous Receipts....		12,936 11 9
Advances to Public Officers refunded		16,361 8 3
Transfers from other Revenues		55,058 1 0
Assisted Immigrants' Fund		20,007 19 3
Interest on City Debentures...		5,884 15 5
Accrued Interest on Debentures at the time of issue		4,198 15 2
Pilotage...		3,551 7 9
Re-payments of Advances made on account of Railway Surveys		1,474 8 4
Proceeds of City Sewerage Debentures		112,059 13 1
Do. Water Works do.		79,274 1 2
Do. Public Works do.		233,951 2 6
Do. Railway do.		310,067 10 0
Cash Credits at the several Banks		48,606 4 1
Carried forward...	£	2,003,808 14 8

JANUARY to DECEMBER, 1856. Cr.

PAYMENTS.		Amount.		
By—				
Colonial Agent's Remittance Account...	£	8,000	0	0
Advances to Public Officers		58,409	0	0
Advances on account of other Governments		847	14	10
Assisted Immigrants' Fund		241	0	0
Governor General's Establishment		951	1	3
Government Resident, Moreton Bay		727	1	8
Port Curtis Establishment		602	7	6
Legislative Council and Assembly		11,960	9	7
Postal		67,023	2	4
Postage Stamp Printing Office...		1,464	8	2
Ports and Harbours		16,636	14	0
Shipping Masters		2,317	9	9
Registrar General		2,236	19	1
Colonial Storekeeper		4,620	8	6
Gunpowder Magazine, Goat Island		442	7	4
Colonial Architect		3,355	19	1
Observatory		209	15	10
Botanic Gardens, Sydney		2,076	2	0
Do. Brisbane		534	0	0
Government Domain and Hyde Park		937	0	3
Government Printing Office		10,776	11	6
Coroners		2,642	16	8
Educational		40,630	18	6
Medical...		18,517	6	6
Gold Fields		21,232	5	10
Sydney Branch Royal Mint		23,189	6	2
Naval and Military		25,589	6	10
Police		156,551	4	5
Gaols and Penal		35,946	12	1
Colonial Agent...		400	0	0
Pensions, &c		853	8	5
Charitable Allowances		15,715	8	0
Public Works and Buildings		43,812	13	0
Roads, Streets, and Bridges		43,426	12	9
Grants in aid of Public Institutions		9,525	4	0
Stores		1,728	7	8
Miscellaneous		24,609	19	10
In aid of City Funds		10,000	0	0
Ecclesiastical		17,620	9	5
Interest...		46,772	10	9
Customs and Drawbacks		54,912	2	0
Colonial Distilleries		2,459	2	3
Revenue Refunded		3,875	5	1
Charges on Collection		761	10	10
Pilotage...		1,959	1	3
Assessment on Sheep		206	5	1
Secretary for Lands and Public Works		1,295	11	4
Survey and Management of Crown Lands		82,086	17	7
Debentures paid off		3,300	0	0
Immigration		101,151	18	7
Aborigines		482	0	1
Supreme Court...		8,761	9	0
Crown Law Officers		3,435	1	3
Master in Equity		1,414	19	4
Sheriff		5,697	19	3
Insolvent Court...		1,076	17	6
Quarter Sessions, Metropolitan Districts		3,880	10	9
County Courts, do.		2,370	13	1
Quarter Sessions, &c., Maitland, Bathurst, and Goulburn		1,330	13	11
Registration of Deeds		2,402	18	2
Moreton Bay Courts		1,358	13	10
Colonial Secretary's Department		9,566	5	7
Colonial Treasurer's do.		7,782	15	10
Auditor General's do.		6,232	3	7
Executive Council		801	12	1
Clerk to Private Secretary		318	6	8
Interest on City Debentures		3,402	8	6
Carried forward...	£	1,045,457	5	11

Dr. CONSOLIDATED REVENUE from

RECEIPTS.		AMOUNT.
Brought forward	£	2,003,808 14 8
TOTAL	£	2,003,808 14 8

The Treasury, New South Wales,
31*st July*, 1857.

JANUARY to DECEMBER, 1856.—*Continued.* Cr.

PAYMENTS.	AMOUNT.
Brought forward	1,045,457 5 11
By—	
Schedule A, Parts 1, 2, and 3	1,764 12 5
Schedule A, 18 and 19 Vic., Cap. 54	21,263 2 6
„ B, do.	5,176 12 11
„ C, do.	24,991 3 2
Railways	282,559 14 8
Sydney Sewerage	59,316 0 7
Sydney Water Works	69,304 0 3
Light House, Cape Moreton	3,036 2 3
Abattoir, Glebe Island...	9,440 17 6
New Government Printing Office	2,533 6 8
New Water Police Office	181 12 1
Signal House, Newcastle	181 12 0
Mounted Patrol Barracks and Stables...	293 15 6
Police Station, South Sydney	209 15 8
Court House, Camden	83 6 8
Wharf, Erskine-street, Sydney	964 12 2
Bridge over Menangle Ford	545 1 9
Bridge over Belubula Rivulet, Carcor...	135 8 5
Affiliated Colleges Endowment	3,000 0 0
Improvements to Navigation of River Hunter	4,984 11 1
Works of Defence, Sydney Harbour	27,108 9 9
Legislative Council Buildings	9,419 9 4
Site, Sydney Grammar School...	5,000 0 0
Site, Light House, Newcastle	192 19 2
Survey of the River Hunter	223 17 4
Clearing Channel of River Murray	1,000 0 0
Do. River Murrumbidgee	1,000 0 0
Steam Dredge and Punt, River Brisbane	122 11 5
Dam, Hunt's Creek, Parramatta	8,000 0 0
Water Supply, Gladstone	2,851 1 0
Fitz Roy Dock, Dockyard, Workshops, &c.	11,546 11 2
Bridge over Macquarie River, Bathurst	19 17 10
Sydney University Building	30,000 0 0
Sydney Grammar School Building	20,000 0 0
Repayments of Cash Credits	182,376 4 1
£	1,834,283 15 3
Balance on 31st December, 1856...	169,524 19 5
TOTAL ... ... £	2,003,808 14 8

Consolidated Revenue Balance	74,957 6 11
Loans' Balance..	94,567 12 6
Total Balance, 31st December, 1856	£169,524 19 5

STUART A. DONALDSON.

No. 8.

CONSOLIDATED REVENUE

BALANCE SHEET,

FROM JANUARY TO JUNE,

1857.

Dr. CONSOLIDATED REVENUE from

RECEIPTS.		AMOUNTS.
To Balance on 31st of December, 1856	£	74,957 6 11
Customs		266,953 15 7
Duty on Colonial Spirits...		28,496 8 4
Gold Licenses, Royalty, &c.		2,797 15 0
Duty on Gold		5,655 13 3
Fees for Escort and Conveyance of Gold...		2,583 5 2
Mint Receipts		3,926 14 6
Land Sales		88,681 18 11
Immigration Remittances		9,371 0 0
Rents of Land		6,002 1 6
Quit Rents		16 15 2
Redemption of Quit Rents		3 8 2
Survey of Land		211 14 0
Rents exclusive of Land...		5,757 5 4
Licenses		55,030 12 10
Postage		17,168 5 11
Fines and Forfeitures		3,555 1 5
Fees of Office		14,541 16 3
Railway Tolls		5,682 0 0
Assessment on Stock		773 0 1
Sale of Government Property		1,545 18 5
Reimbursements in aid of Expenses		3,217 6 8
Micellaneous Receipts		875 15 4
Interest on Bank Deposits		3,408 5 7
Balances in the hands of Public Officers, refunded		5,864 2 0
Transfers from other Revenues		864 3 11 14 18 5
Assisted Immigrants Fund		487 0 0
Accrued Interest on Debentures at the time of issue		2,018 16 7
Colonial Agent's Stock Account...		1,472 11 4
Interest on City Debentures		22 10 0
Advances to Public Officers refunded		905 18 2
Church and School Fund		3,136 1 9
Pilotage		2,007 13 9
Carried forward	£	618,007 0 3

JANUARY to JUNE, 1857. Cr.

PAYMENTS.		AMOUNTS.
By Schedule A, 18 & 19 Vict., Cap. 54	£	10,445 16 8
Their Honors the Judges		808 6 8
Schedule B, 18 & 19 Vict., Cap. 54		4,024 0 2
Pensions under Colonial Acts		383 6 8
Schedule C, 18 & 19 Vict., Cap. 54		14,767 8 11
Public Worship		8,554 18 8
Schedule A, Parts 1, 2, and 3, of 13 & 14 Vict, Cap. 59		1,018 8 9
The Governor General		736 17 5
Legislative Council		2,506 12 7
Legislative Assembly		3,396 3 2
Legislative Council and Assembly		1,293 7 5
Executive Council		639 9 1
Principal Secretary		2,892 18 8
Government Resident, Moreton Bay		531 6 3
Registrar General		2,712 18 4
Postal		29,980 16 11
Educational		19,937 1 2
Immigration		77,918 10 9
Police		81,518 13 7
Gaols and Penal		16,068 10 9
Government Printer		7,547 0 0
Observatory		375 1 1
Medical		10,208 11 2
Naval and Military		18,054 18 7
Grants in aid of Public Institutions		4,112 5 6
Charitable Allowances		6,904 16 4
Colonial Agent		200 0 0
Aborigines		176 8 8
Miscellaneous		14,364 11 1
Law Officers of the Crown		2,501 0 7
Supreme and Circuit Courts		4,484 9 4
Moreton Bay Court		1,328 9 6
Sheriff		2,318 11 0
Insolvent Court		672 19 8
Quarter Sessions		3,100 0 0
Courts of Requests		1,862 17 10
Coroners		1,380 1 5
The Treasury		3,103 2 11
Customs		20,651 7 5
Distilleries		875 2 0
Royal Mint		8,596 4 0
Gold Receivers		43 15 0
Colonial Storekeeper		1,638 18 4
Gunpowder Magazine		363 13 10
Shipping Masters		877 5 8
Light, Navigation, and Pilot Board		10,646 11 10
Secretary for Lands and Public Works		2,837 6 11
Board of Works		866 13 4
Survey and Management of Crown Lands		25,588 4 1
Roads and Bridges		733 6 8
Colonial Architect		1,699 2 10
Port Curtis		1,517 2 6
Gold Fields		9,274 19 0
Botanic Gardens		1,227 13 4
Government Domains and Hyde Park		589 6 0
Examiner of Coal Fields and Coal Mines		321 14 6
Public Works and Buildings		34,386 2 5
Court of Claims		4 4 0
Auditor General		2,662 7 5
Colonial Agent General's Remittance Account		2,398 14 4
Advances to Public Officers		9,110 2 9
Advances on account of other Governments		241 13 0
Interest on City Debentures		3,530 15 9
Pilotage		1,119 12 8
Interest on Debentures (exclusive of Sewerage and Water)		39,442 9 7
Endowment of Sydney University (14 Vic. 31)		2,500 0 0
Endowment of Australian Museum (17 Vic. 2)		750 0 0
Endowment of Sydney Grammar School (18 Vic.)		1,500 0 0
Carried forward	£	548,825 6 5

Dr. CONSOLIDATED REVENUE from

RECEIPTS.		AMOUNTS.
Brought forward...	£	618,007 0 3
TOTAL	£	618,007 0 3

The Treasury, New South Wales,
31 *July*, 1857.

JANUARY to JUNE, 1857.—*Continued.* Cr.

PAYMENTS.		AMOUNTS.
Brought forward...	£	548,825 6 5
By Endowment of Affiliated Colleges (18 Vic. 37)		375 0 0
Postage Stamp Printing Office		416 4 1
Charges on Collection		500 2 9
Revenue Refunded		799 2 11
Land and Immigration Debentures		5,164 0 2
Registrar of Deeds		226 3 4
Interest on Land and Immigration Deposit Receipts		1 13 8
Native Police Claims Account		2,240 19 8
Transfers from other Revenues		28 13 3
Election of Aldermen (20 Vict., 36)		300 0 0
Unprovided Account		1,500 0 0
Church and School Estates		139 16 8
Colonial Agent General's Stock Account		9,634 10 0
Premium on Bills transmitted to England		1,875 0 0
Surcharges removed		3 9 10
	£	572,030 2 9
Balance on 30th June, 1857		45,976 17 6
TOTAL	£	618,007 0 3

STUART A. DONALDSON.

No. 9.

LOANS' ACCOUNT

BALANCE SHEET,

FROM JANUARY TO JUNE,

1857.

Dr. LOANS' ACCOUNT

RECEIPTS.	AMOUNTS.
To—	
Balance on 31st December, 1856... ... ...£	94,567 12 6
19 VICTORIA, Nos. 38 & 40:— Proceeds of Debentures sold	160,330 10 0
20 VICTORIA, No. 1:— Proceeds of Debentures sold	15,000 0 0
20 VICTORIA, No. 16:— Proceeds of Debentures sold	130,360 0 0
Transfer from Consolidated Revenue	26 15 3
TOTAL... ... ...£	400,284 17 9

The Treasury, New South Wales,
31*st July*, 1857.

JANUARY TO JUNE, 1857. **Cr.**

PAYMENTS.		AMOUNTS.
By—		
17 VICTORIA, No. 34:—		
Sydney Sewerage		15,000 0 0
17 VICTORIA, No. 35:—		
Sydney Water Works		30,000 0 0
18 VICTORIA, No. 35:—		
New Water Police Watch House...	33 6 8	
Watch House, Ipswich...	778 11 0	
Court House, Camden	1,666 0 0	
Police Station, South Sydney	187 19 4	
Light House, Cape Moreton...	213 17 9	
Signal House, Newcastle	380 10 0	
		3,260 4 9
19 VICTORIA, Nos. 38 & 40:—		
Improvements, River Hunter	2,645 3 2	
Works of Defence, Sydney Harbour	12,023 16 8	
Legislative Council Buildings	1,967 13 4	
Water Supply, Gladstone	164 3 1	
Fitz Roy Dock, Cockatoo	2,104 7 0	
Railway Surveys	4,186 2 5	
Observatory and Time Ball	597 11 8	
St. Paul's College...	3,000 0 0	
		26,688 17 4
20 VICTORIA, No. 1:—		
Land and Immigration Debentures paid off		15,000 0 0
20 VICTORIA, No. 1:—		
Railway Works, &c....		75,000 0 0
20 VICTORIA, No. 33:—		
Removing obstructions, Rivers Brisbane and Bremer	250 0 0	
Repair of Streets of Brisbane	2,000 0 0	
Watch House, Gatton	450 0 0	
Roadway and Tank, Drayton	500 0 0	
		3,200 0 0
20 VICTORIA, No. 16:—		
Land and Immigration Debentures paid off, &c.		130,900 0 0
Transfer to Consolidated Revenue		14 18 5
	£	299,064 0 6
Balance on 30th June, 1857... ... ...£		101,220 17 3
TOTAL... ... ...£		400,284 17 9

STUART A. DONALDSON.

No. 10.

LODGMENT ACCOUNT FROM JANUARY TO DECEMBER, 1856.

Dr.

RECEIPTS.	AMOUNT. £	s.	d.
To—			
Immigration Remittances	13,701	5	0
Police Reward Fund	2,314	16	11
Police Superannuation Fund	2,251	12	8
Poundage	5,132	16	1
Imperial Postage	1,811	18	6
Shipping Master	364	6	6
Revenue Suspense Fund	30,138	19	7
Secretary Fund	750	0	0
Presbyterian Church Fund	2,538	5	0
	59,004	0	3
Balance on 31st December, 1855	106,154	10	2
TOTAL	165,158	10	5

Cr.

PAYMENTS.	AMOUNT. £	s.	d.
By—			
Immigration Remittances	14,291	8	0
Hunter's River Railway Deposits	10	10	0
Police Reward Fund	4,208	7	0
Police Superannuation Fund	2,114	2	11
Poundage	3,913	17	2
Imperial Postage	865	5	0
Shipping Master	468	8	2
Revenue Suspense Fund	31,352	18	1
Sydney Bethel Union Fund	2,843	15	4
Ramsay Fund	236	0	0
Mechanics' School of Arts Fund	106	4	0
Security Fund	1,500	0	0
Presbyterian Church Fund	2,538	5	0
Sums for transmission to England	269	8	0
	64,718	8	8
Balance on 31st December, 1856	100,440	1	9
TOTAL	165,158	10	5

The Treasury, New South Wales,
18 *July*, 1857.

STUART A. DONALDSON.

No. 11.

LODGMENT ACCOUNT FROM JANUARY TO JUNE, 1857.

Dr.

RECEIPTS.	AMOUNT. £	s.	d.
To—			
Police Reward Fund	5,060	0	0
Police Superannuation Fund	2,751	11	4
Poundage	3,329	15	0
Imperial Postage	162	10	1
Shipping Master	229	9	7
Revenue Suspense Fund (old)	.....		
Revenue Suspense Fund (new)	12,187	10	2
Surry Hills Church Fund	92	0	0
Trust Moneys, 20 Vict., 11, viz.:—			
Master in Equity	25,587	12	7
Curator of Intestate Estates	16,626	6	1
Prothonotary of Supreme Court	526	4	2
F. W. Perry, Official Assignee	663	8	10
Adam Wilson Do.	55	9	3
John Morris Do.	2,989	14	5
J. P. Mackenzie Do.	12	9	9
	70,274	1	3
Balance on 31st December, 1856	100,440	1	9
TOTAL	170,714	3	0

Cr.

PAYMENTS.	AMOUNT. £	s.	d.
By—			
Police Reward Fund	438	5	1
Police Superannuation Fund	716	16	6
Poundage	3,664	13	10
Imperial Postage	6,243	16	1
Shipping Master	214	6	0
Revenue Suspense Fund (old)	2,603	9	9
Revenue Suspense Fund (new)	9,736	0	2
Security Fund	500	0	0
Ramsay Fund	125	14	3
Surry Hills Church Fund	92	0	0
Immigration Remittances	2,463	18	0
	26,798	19	8
Balance on 30th June, 1857	143,915	3	4
TOTAL	170,714	3	0

The Treasury, New South Wales,
31 *July*, 1857.

STUART A. DONALDSON.

No. 12.

BALANCES in the Treasury, Sydney, New South Wales, on the 31st day of December, 1856.

PUBLIC REVENUE ACCOUNTS.		
Consolidated Revenue { Revenue Proper	74,957 6 11	
Consolidated Revenue { Loans' Account	94,567 12 6	
Assessment on Sheep, 19 Vic., 27		
Schedules A, B, and C, 18 and 19 Vic., cap. 54		
Church and School Estates Fund	8,397 2 6	
		177,922 1 11
OVER DRAFT.		
Assessment on Sheep	2,795 1 3	2,795 1 3
		175,127 0 8
LODGMENT ACCOUNTS.		
Immigration Remittances	2,507 11 0	
Police Reward Fund	4,837 13 2	
Police Superannuation Fund	4,950 9 3	
Poundage Account	16,566 16 9	
Imperial Postage	6,229 5 5	
Shipping Master's Account	110 10 11	
Savings' Bank Deposits	60,000 0 0	
Revenue Suspense Account (Old)	3,647 18 3	
Do. (New)		
Sundry Deposits	1,589 17 0	
		100,440 1 9
TOTAL BALANCE... ... ...£		275,567 2 5

DISTRIBUTION OF THE BALANCES.		
In the Bank of New South Wales		
„ Commercial Bank		
„ Bank of Australasia		
„ Union Bank of Australia		
„ London Chartered Bank		
„ Joint Stock Bank	197,103 19 11	
„ Do. Suspense Account...	2,503 9 9	
		199,607 9 8
In the Treasury Chest, viz.:—		
Coin...		
Gold...		
Securities...	7,500 0 0	
		7,500 0 0
Cash in hand for Petty Payments	.....	8,459 12 9
		215,567 2 5
Amount of Savings' Bank Deposits transferred to Mint Bullion Account, in Bank of New South Wales		60,000 0 0
TOTAL... .. ...£		275,567 2 5

The Treasury, New South Wales,
5th Janury, 1857.

STUART A. DONALDSON.

No. 13.

BALANCES in the Treasury, Sydney, New South Wales, on the 30th day of June, 1857.

PUBLIC REVENUE ACCOUNTS.		
Consolidated Revenue { Revenue Proper	45,976 17 6	
Consolidated Revenue { Loans' Account	101,220 17 3	
Assessment on Sheep, 19 Vic., 27	11,598 0 3	
Schedules A, B, and C, 18 and 19 Vic., chap. 54.	119 11 9	
Church and School Estates' Fund	8,311 1 8	
		167,226 8 5
LODGMENT ACCOUNTS.		
Police Reward Fund	9,459 8 1	
Police Superannuation Fund	6,985 4 1	
Poundage Account	16,231 17 11	
Imperial Postage	147 19 5	
Shipping Master's Account	125 14 6	
Savings' Bank Deposits	60,000 0 0	
Revenue Suspense Account (Old)	1,088 1 6	
Do. (New)...	2,451 10 0	
Sundry Deposits	964 2 9	
Trust Moneys Deposit Account	46,461 5 1	
		143,915 3 4
Debenture Suspense Account	.....	10,000 0 0
TOTAL BALANCE ... ... £		321,141 11 9

DISTRIBUTION OF THE BALANCES.		
In the Bank of New South Wales		
„ Commercial Bank		
„ Bank of Australasia		
„ Union Bank of Australia		
„ London Chartered Bank		
„ Joint Stock Bank	184,486 4 7	
„ Do. Suspense Account	2,337 6 3	
„ Oriental Bank	50,000 0 0	
„ Debenture Suspense Account	10,000 0 0	
		246,823 10 10
In the Treasury Chest, viz. :—		
Coin		
Gold...		
Securities...	13,500 0 0	
		13,500 0 0
Cash in hand for Petty Payments	.....	818 0 11
		261,141 11 9
Amount of Savings' Bank Deposits transferred to Mint Bullion Account, in Bank of New South Wales...	.....	60,000 0 0
TOTAL ... ... £		321,141 11 9

The Treasury, New South Wales,
2nd July, 1857.

STUART A. DONALDSON.

ESTIMATES

OF THE

PROBABLE EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR THE YEAR

1858.

SYDNEY:

PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

116—A 31 Oct.

ABSTRACT of the Sums required to defray the estimated EXPENSES of the GOVERNMENT of NEW SOUTH WALES, in the Year 1858, and of those appropriated for the like purpose, in 1857.

	Provided for 1857.	Proposed for 1858.
I. SCHEDULES (A, B, and C) to SCHEDULE (1), of 18 & 19 Vict., Cap. 54:—		
Provided by the Constitutional Act...	57,950 0 0	57,950 0 0
Provided by Colonial Acts	.....	2,350 0 0
Additional Expenditure	15,061 14 8	15,161 14 8
	73,011 14 8	75,461 14 8
II. EXECUTIVE and LEGISLATIVE	16,975 9 9	19,035 7 4
III. The PRINCIPAL SECRETARY:—		
Chargeable upon the Revenue of the Year ...	555,905 3 1	579,678 16 3
To be provided for by Loan:—		
To pay off Debentures	130,400 0 0	65,000 0 0
	686,305 3 1	644,678 16 3
IV. ADMINISTRATION of JUSTICE	38,537 15 6	41,310 2 0
V. The TREASURER and SECRETARY for FINANCE and TRADE	99,344 1 8	98,648 13 7
VI. The SECRETARY for LANDS and PUBLIC WORKS:—		
Chargeable upon the Revenue of the Year ...	187,364 10 3	315,466 18 10
To be provided for by Loan:—		
Public Works	107,717 18 11	
Railway Extensions...	300,000 0 0	754,300 0 0
	595,082 9 2	1,069,766 18 10
VII. The AUDITOR GENERAL	5,302 0 0	5,042 0 0
	1,514,558 13 10	1,953,943 12 8
Instalment towards liquidating the Deficit of 1856, 20 Vict., No. 20	.....	16,544 4 2
Interest on Outstanding Debentures, and proposed New Loans...	120,000 0 0	140,000 0 0
Endowment of the University of Sydney, 14 Vict., No. 31 ...	5,000 0 0	5,000 0 0
Endowment of the Australian Museum, 17 Vict., No. 2... ...	1,000 0 0	1,000 0 0
Endowment of the Sydney Grammer School, 18 Vict.	1,500 0 0	1,500 0 0
Endowment for the Salary of the Principal of St. Paul's College, 18 Vict., No. 37	.....	500 0 0
	127,500 0 0	164,544 4 2
TOTAL ... ... £	1,642,058 13 10	2,118,487 16 10

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

NEW SOUTH WALES.

ESTIMATES OF EXPENDITURE, 1858.

DETAILED.

116—B

ESTIMATES, 1858.

I.

Schedules (A, B, and C) to Schedule (1),

18 & 19 Victoriæ, Caput 54.

SUMMARY.

PAGE.				To be Voted.
8	Schedule (A)		23,000 0 0	
8	Provided by the Schedule	20,550 0 0		
8	Provided by Colonial Acts	2,350 0 0		
			22,900 0 0	100 0 0
8	Schedule (B)		9,400 0 0	
9	Pensions to be Voted		... ...	733 6 8
10	Schedule (C):—			
10	Church of England		20,239 4 2	
10	Presbyterian		4,385 6 8	
10	Wesleyan Methodist Mission		2,572 10 6	
11	Roman Catholic Church		11,383 6 8	
11	Clergymen at the Gold Fields		3,548 0 0	
11	Jewish Minister		200 0 0	
			42,328 8 0	
	Provided by the Schedule		28,000 0 0	14,328 8 0
	Proposed Additional Expenditure		£	15,161 14 8

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

No. I.—SCHEDULES.

SCHEDULE A.	AMOUNT IN SCHEDULE.	PROVIDED BY COLONIAL ACTS.	AMOUNT TO BE VOTED.
His Excellency the Governor General ...	7,000 0 0		
The Chief Justice	2,000 0 0	600 0 0	
The three Judges, at £2,000, each	4,500 0 0	1,500 0 0	
Colonial Secretary	2,000 0 0		
Colonial Treasurer	1,250 0 0	250 0 0	
Auditor General	900 0 0	.....	100 0 0
Attorney General	1,500 0 0		
Solicitor General	1,000 0 0		
Governor's Private Secretary	400 0 0		
Amount provided by the Schedule...	20,550 0 0		
Amount provided by Colonial Acts		2,350 0 0	
Amount to be voted ... ... £			100 0 0

SCHEDULE B.			
Pensions.			
To OFFICERS of the GOVERNMENT, who, on Political grounds, retired, or were released, from Office, viz.:—			
Edward Deas Thomson, C.B., late Colonial Secretary		2,000 0 0	
Campbell D. Riddell, late Colonial Treasurer		1,000 0 0	
Francis L. S. Merewether, late Auditor General...		900 0 0	
John H. Plunkett, Q.C., late Attorney General...		1,200 0 0	
William M. Manning, Q.C., late Solicitor General		800 0 0	
			5,900 0 0
To THE UNDERMENTIONED PENSIONERS, according to the Scale and Rates fixed by the Superannuation Act of the Imperial Parliament 4 and 5 Gul. IV., Cap. 24, viz.:—			
William Lithgow, late Auditor General...		379 3 4	
William Carter, late Registrar General		300 0 0	
John Nicholson, late Harbour Master		200 0 0	
George Boyle White, late Surveyor		222 10 0	
George William Newcombe, late Clerk in the Colonial Secretary's Office		186 13 4	
James Larmer, late Surveyor		167 0 0	
Benjamin P. Griffin, late Clerk in the Colonial Treasury ...		79 0 0	
James Warner, late Assistant Surveyor...		70 0 0	
Merion M. Moriarty, late Port Master		133 18 6	
Carried forward...		1,738 5 2	
Carried forward ... ...£			5,900 0 0

No. I.—Schedules.

SCHEDULE B—continued.

Pensions—continued.

Brought forward...	1,738	5	2	5,900	0	0
Harriett McKenny, late Matron, Protestant Orphan School ...	27	13	0			
William Taylor, late Clerk of Petty Sessions, Wollongong... ...	24	5	6			
Samuel Moore Burrowes, late Foreman, Colonial Stores	22	0	0			
Richard Williams, late Coast Waiter, Customs	7	12	6			
Susannah Mileham, Widow of Surgeon Mileham	100	0	0			
James Graves, late Serjeant, Gold Guard	54	15	0			
William Galvin, late Messenger, Legislative Council	35	5	8			
Michael Doyle, late Messenger, Treasury	48	2	9			
Colin Mackenzie, late Clerk in Supreme Court	37	10	0			
Nicholas Leader, late Clerk in the Court of Requests	66	5	10			
Thomas S. Townsend, late Surveyor	137	11	2			
J. J. Galloway do.	101	2	4			
Robert Ormiston, late Clerk of Petty Sessions, Sydney	99	18	5			
O. Homersham, late Clerk, Customs	50	2	11			
Needham Robinson, late Constable, Police, Sydney...	29	13	1			
John Proctor, late Constable, Police, Sydney	23	0	0			
Thomas Williams, late Constable, Police, Windsor	22	16	3			
William Callaghan, late Constable, Police, Sydney...	14	19	9			
Edward Wilson, late Constable, Police, Penrith	14	18	3			
Joseph Moore, late Keeper of the Supreme Court House	14	16	6			
Bryan Naughton, late Constable, Police, Sydney	12	10	0			
Benjamin Nichols, late Constable, Police, Sydney	9	2	6			
Revd. Frederick Wilkinson, late Colonial Chaplain...	188	11	8			
William Henry Kerr, late Chief Commissioner of Insolvent Estates	71	8	6			
John Townshend, late Clerk in the Colonial Secretary's Office ..	85	0	0			
Francis Gosling, late Clerk in the General Post Office	52	0	0			
Mrs. Smith, Widow of Judge Advocate Bent	200	0	0			
Thomas Bevan, late Trooper, Mounted Police	9	2	6			
	3,298	9	3			
Amount reserved to meet further claims under the Imperial Act ...	201	10	9			
				3,500	0	0
Amount provided by the Schedule ... ... £				9,400	0	0

Pensions to be Voted.

Lady Forbes, Widow of Sir Francis Forbes, formerly Chief Justice	200	0	0			
Lady Dowling, Widow of Sir James Dowling, late Chief Justice ...	200	0	0			
Mrs. Anne Kinchela, Widow of the late Mr. Justice Kinchela ...	100	0	0			
Mr. E. R. Stack, late Master of the Benevolent Asylum, Sydney ...	133	6	8			
Mrs. Anne Petrie, Daughter of the late Captain Flinders, R.N. ...	100	0	0			
				733	6	8
Total ... ... £				733	6	8

No. 1.—Schedules.

SCHEDULE C.

Public Worship.

CHURCH OF ENGLAND.

Diocese of Sydney.			
Towards the Salary of the Bishop of Sydney and Metropolitan ...		*1,800 0 0	
Archdeacon of Cumberland		576 13 4	
Clergymen, at £316 13 4	3	950 0 0	
Do. at £300 0 0	8	2,400 0 0	
Do. at £266 13 4	23	6,133 6 8	
Do. at £250 0 0	4	1,000 0 0	
Do. at £216 13 4	3	650 0 0	
Clergyman		200 0 0	
Do.		166 13 4	
			13,876 13 4
Allowance in lieu of Forage for one Horse each, to five Clergymen, at 2s. 6d. per diem		228 2 6	
Do. in lieu of House Rent; one at £50, and two at £60 each, per annum		170 0 0	
			398 2 6
Total, Diocese of Sydney... ... ... £			14,274 15 10
Diocese of Newcastle.			
Bishop of Newcastle		616 13 4	
Clergyman		316 13 4	
Clergymen, at £300 0 0	2	600 0 0	
Do. at £266 13 4	11	2,933 6 8	
Do at £250 0 0	2	500 0 0	
Clergyman		216 13 4	
Do.		200 0 0	
Clergymen, at £166 13 4	2	333 6 8	
			5,716 13 4
Allowance in lieu of Forage for one Horse each, to two Clergymen, at 2s. 6d. per diem		91 5 0	
Do. in lieu of House Rent; two at £60 each		120 0 0	
Do. for the maintenance of two boatmen on the River Hawkesbury		36 10 0	
			247 15 0
Total, Diocese of Newcastle... ... ... £			5,964 8 4
Total ... ... £			20,239 4 2
PRESBYTERIAN CHURCH.			
Minister		300 0 0	
Ministers, at £266 13 4	3	800 0 0	
Do. at £250 0 0	8	2,000 0 0	
Do. at £216 13 4	5	1,083 6 8	
Do.		202 0 0	
			4,385 6 8
Total... ... ... £			4,385 6 8
WESLEYAN METHODIST MISSION.			
Minister		300 0 0	
Ministers, at £250	8	2,000 0 0	
Minister		272 10 6	
			2,572 10 6
Total ... ... £			2,572 10 6

* It is understood that, with the Revenue from Bishopthorpe, the Salary of the Metropolitan will be £2,000 a year.

No. I.—Schedules.

SCHEDULE C.—continued.

Public Worship—continued.

ROMAN CATHOLIC CHURCH.

Archbishop		933 6 8			
Vicar General		400 0 0			
Clergymen, at £300	11	3,300 0 0			
Do. at £266 13 4	9	2,400 0 0			
Do. at £250	14	3,500 0 0			
Do. at £216 13 4	3	650 0 0			
			11,183	6	8
Allowances for Travelling Expenses			200	0	0
Total ... ... £			11,383	6	8

CLERGYMEN AT THE GOLD FIELDS.

Western Gold District.					
Church of England Clergymen, at £300	2	600 0 0			
Presbyterian Minister		300 0 0			
Wesleyan Minister		300 0 0			
Roman Catholic Clergyman		300 0 0			
			1,500	0	0
Allowance in lieu of Forage for one horse, each, to the Presbyterian and Wesleyan Ministers		60 0 0			
Forage for four Horses		570 0 0			
			630	0	0
Total, Western District			2,130	0	0
Southern Gold District.					
Church of England Clergyman		300 0 0			
Presbyterian Minister		300 0 0			
Wesleyan Minister		300 0 0			
Roman Catholic Clergyman		300 0 0			
			1,200	0	0
Allowance in lieu of Forage to the Church of England, Presbyterian, and Wesleyan Ministers, at £30, each		90 0 0			
Forage for one Horse...		128 0 0			
			218	0	0
Total, Southern District			1,418	0	0
Total ... ... £			3,548	0	0

JEWISH MINISTER.

Minister			200	0	0

RECAPITULATION:—

Church of England—					
Diocese of Sydney	14,274 15 10				
Diocese of Newcastle	5,964 8 4				
		20,239	4	2	
Presbyterian Church		4,385	6	8	
Wesleyan Methodist Mission		2,572	10	6	
Roman Catholic Church		11,383	6	8	
Clergymen at the Gold Fields		3,548	0	0	
Jewish Minister		200	0	0	
		£42,328	8	0	
Provided by the Schedule		28,000	0	0	
Proposed Additional Expenditure		£14,328	8	0	

II.

Executive and Legislative.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase	Compared with 1857. Decrease
14	His Excellency the Governor General	2,088 9 9	2,316 9 9	228 0 0	
15	Legislative Council	4,825 0 0	5,264 15 0	439 15 0	
15	Legislative Assembly	6,712 0 0	7,017 0 0	305 0 0	
16	Legislative Council and Assembly ...	2,327 0 0	3,229 15 7	902 15 7	
16	Executive Council	1,023 0 0	1,207 7 0	184 7 0	
	£	16,975 9 9	19,035 7 4	2,059 17 7	
	Increase, compared with 1857 ... ... £			2,059 17 7	

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

No. II.—Executive and Legislative.

His Excellency the Governor General.

Salaries.					
Private Secretary (provided in Schedule.)					
Aide-de-Camp, at 9s. 6d. per diem	173	7	6		
Clerk to Private Secretary	315	0	0		
Messenger	71	9	7		
Mounted Orderlies—					
Serjeant, at 3s. 8½d. per diem	67	13	6		
Corporal, at 2s. 8½d. „	49	8	7		
Troopers, at 1s. 8½d. „ 3	93	10	7		
				770	9 9
Contingencies.					
Travelling Expenses of His Excellency the Governor General ...	500	0	0		
Provisions for the Orderlies	74	0	0		
Forage for seven Horses	511	0	0		
Fuel and Light	26	0	0		
Stationery	48	0	0		
Postage	117	0	0		
Clothing and Saddlery for the Orderlies, and Mail Bags	120	0	0		
Incidental Expenses	150	0	0		
				1,546	0 0
Total ... ... £				2,316	9 9

Note.—The rates proposed for the Aide-de-Camp and Orderlies are exclusive of the Military Allowances.

No. II.—Executive and Legislative.

Legislative Council.

Salaries.

President		1,200 0 0		
Chairman of Committees		500 0 0		
Clerk of the Council		700 0 0		
Clerk Assistant		500 0 0		
First Clerk		400 0 0		
Second Clerk		300 0 0		
Third Clerk		250 0 0		
Usher of the Black Rod		400 0 0		
Chief Messenger		150 0 0		
Doorkeeper		120 0 0		
Assistant Messenger		110 0 0		
President's Messenger, at 3s. per diem		54 15 0		
			4,684 15 0	

Contingencies.

Extra Copying Clerks, at £150 each (6 months)	2	150 0 0		
Extra Messengers, £110 (do)	3	165 0 0		
Fuel and Light		70 0 0		
Sperm Candles, £50; Gas Light, £40		90 0 0		
Stationery, £30; Postage, £15		45 0 0		
Stores, £10; Incidental Expenses, £50		60 0 0		
			580 0 0	
Total			£	5,264 15 0

Legislative Assembly.

Salaries.

Speaker		1,200 0 0		
Chairman of Committees		500 0 0		
Clerk of Assembly		800 0 0		
Clerk Assistant		600 0 0		
Second Clerk Assistant		400 0 0		
Serjeant-at-Arms		400 0 0		
Clerk of Records		400 0 0		
Clerk of Printing Branch		300 0 0		
Clerk of Select Committees		300 0 0		
Copying Clerk		250 0 0		
Clerk in charge of printed Papers		250 0 0		
Principal Messenger		150 0 0		
Principal Doorkeeper		120 0 0		
Assistant Messengers, at £110	2	220 0 0		
			5,890 0 0	

Contingencies.

Extra Copying Clerks, at £175 each (6 months)	2	175 0 0		
Extra Messengers, at £110 (do)	4	220 0 0		
Stationery, £55; Bookbinding, £125		180 0 0		
Postage		25 0 0		
Fuel		100 0 0		
Sperm Candles, £167; Gas Light, £45		212 0 0		
Stores		15 0 0		
Incidental Expenses		200 0 0		
			1,127 0 0	
Total			£	7,017 0 0

No. II.—Executive and Legislative.

Legislative Council and Assembly.

Salaries.

Principal Short-hand Writer...	550 0 0	
First Assistant Short-hand Writer	400 0 0	
Second do. do.	300 0 0	
Librarian	300 0 0	
Assistant do.	200 0 0	
Steward and Housekeeper	225 0 0	
Assistant do.	64 0 0	
Watchman	110 0 0	
House Servant	110 0 0	
Female Servant	54 0 0	
		2,313 0 0

Contingencies.

Library.		
Fuel, £16 5s.; Sperm Candles, £43 15s.	60 0 0	
Books, Periodicals, &c., £450; Binding, £50	500 0 0	
Insurance of Books, £21; Stationery, £35	56 0 0	
Incidental Expenses	30 0 0	
Refreshment Room.		
Servants, at 6s. 9d. each (6 months) 3	184 15 7	
Fuel and Light, £36; Sperm Candles, £40	76 0 0	
Incidental Expenses	10 0 0	
		916 15 7
Total ... ... £		3,229 15 7

Executive Council.

Salaries.

Clerk of the Council	600 0 0	
Clerk ... ...(2nd class) ...	300 0 0	
Clerk	150 0 0	
Messenger	110 0 0	
Officekeeper	18 0 0	
		1,178 0 0

Contingencies.

Stationery, £11; Fuel and Light, £8 7s.	19 7 0	
Incidental Expenses	10 0 0	
		29 7 0
Total ... ... £		1,207 7 0

III.

The Principal Secretary.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

PAGE.	DEPARTMENT.	1857.	1858.	COMPARED WITH 1857. INCREASE.	COMPARED WITH 1857. DECREASE.
18	Principal Secretary	5,810 17 6	6,293 13 9	482 16 3	
18	Government Resident, Moreton Bay	980 0 0	983 0 0	3 0 0	
19	Registrar General	6,490 0 0	6,421 0 0	.....	69 0 0
20	Postal—				
"	Post Office	22,999 0 0	25,487 0 0	2,488 0 0	
"	Conveyance of Mails	59,950 0 0	63,050 0 0	3,100 0 0	
20	Educational—				
"	National Schools	20,000 0 0	20,000 0 0	2,650 0 0	
"	Denominational Schools ...	17,350 0 0	20,000 0 0		
21	Protestant Orphan School ...	4,454 9 4	4,928 14 4	474 5 0	
"	Roman Catholic Orphan School	3,721 4 0	3,988 4 0	267 0 0	
22	Immigration and Quarantine ...	106,469 0 0	183,604 0 0	77,135 0 0	
23	Police—				
"	Sydney Judicial	3,365 0 0	2,968 5 0	.....	396 15 0
"	Water	3,841 15 10	3,873 4 4	31 8 6	
24	Metropolitan and District	20,782 14 1 3,504 17 11	24,797 1 8	509 9 8	
25	Horse Patrol... ...	3,676 7 11	3,964 2 11	287 15 0	
25	Police Magistrates	6,353 15 0	7,289 7 6	935 12 6	
26	Clerks of Petty Sessions ...	12,670 12 6	12,860 12 6	190 0 0	
28	Chief Constables	9,870 0 0	10,150 0 0	280 0 0	
29	District Constables	4,676 11 3	5,018 15 0	342 3 9	
30	Detectives, Interior	.....	553 13 9	553 13 9	
30	Ordinary Constables	37,044 9 2	37,947 16 8	903 7 6	
31	Contingencies...	17,665 3 9	19,170 7 6	1,505 3 9	
32	Horse Patrol, Country Districts	12,025 3 9	12,025 3 9		
32	General Service	2,500 0 0	2,500 0 0		
33	Native Police...	16,519 16 4	17,696 18 4	1,177 2 0	
34	Gold Guards and Conveyance .	6,524 12 0	9,328 12 6	2,804 0 6	
35	Gaol and Penal—				
"	Sydney	8,387 11 3	8,387 11 3		
"	Parramatta	4,964 13 9	4,655 0 0	.....	309 13 9
36	Bathurst	3,537 18 9	3,063 18 9	.....	474 0 0
36	Maitland	2,862 18 9	2,954 18 9	92 0 0	
37	Goulburn	2,160 16 3	1,778 6 3	.....	382 10 0
37	Brisbane	2,369 19 9	2,223 18 9	.....	146 1 0
38	Cockatoo Island	12,395 17 6	12,620 17 6	225 0 0	
39	* Printing, Postage Stamps, Lithographing, and Bookbinding Departments	13,212 16 0	14,087 10 0	874 14 0	
"	Observatory	1,000 0 0	1,343 14 0	343 14 0	
40	Medical—				
"	Health Officers, and Medical Board	1,164 15 0	1,161 15 0	.....	3 0 0
"	Vaccine	443 0 0	490 0 0	47 0 0	
41	Lunatic Asylums	22,600 0 0	25,438 9 5	2,838 9 5	
42	Military—Two Companies	10,103 0 6	9,998 19 4	.....	104 1 2
43	General Service	9,008 11 3	8,294 15 6	.....	713 15 9
44	Royal Artillery	7,871 14 2	7,319 12 3	.....	552 1 11
45	Volunteer Corps	.....	3,273 12 6	3,273 12 6	
45	Charitable Allowances	13,834 13 4	13,186 3 6	.....	648 9 10
46	Grants in aid of Public Institutions .	850 0 0	1,800 0 0	950 0 0	
46	Colonial Agent	1,500 0 0	.....	.....	1,500 0 0
46	Aborigines	2,000 0 0	2,000 0 0		
"	Municipal Institutions	.....	10,000 0 0	10,000 0 0	
"	Miscellaneous	26,391 6 6	5,700 0 0	.....	20,691 6 6
	£	555,905 3 1	644,678 16 3	114,764 8 1	25,990 14 11
	Deduct decrease			25,990 14 11	
	Increase compared with 1857 ... ... £			88,773 13 2	

The Treasury, New South Wales,
31st October, 1857.

R. JONES.

* The Expense of the Postage Stamp Printing Office, was included in the Estimates for 1857, under No. V., Treasurer and Secretary for Finance and Trade, Page 60.

No. III.—Principal Secretary.

Principal Secretary.

Salaries.					
Principal Secretary (provided in Schedule.)					
Under Secretary		800	0	0	
Chief Clerk		630	0	0	
Clerks, at £375 ... ... (2nd class) 2		750	0	0	
Do. ... ... (do.) ...		335	0	0	
Do. ... ... (do.) ...		315	0	0	
Clerk ... ... (3rd class) ...		245	0	0	
Clerks, at £175 5		875	0	0	
Clerk of Records ... ... (1st class) ...		400	0	0	
Blue Book and Statistics—					
Clerk ... ... (1st class) ...		550	0	0	
Do ... ... (3rd class) ...		230	0	0	
Messenger, at 5s. 8d. per diem		103	8	4	
Do. at 6s. 9d.		123	3	9	
Officekeeper, at 3s. 4d.		60	16	8	
Watchman, at 5s.		91	5	0	
					5,508 13 9
Contingencies.					
Stationery, £200; Postage, £75		275	0	0	
Fuel and Light, £100; Incidental Expenses, £30		130	0	0	
Newspapers for Record and for the Secretary of State		50	0	0	
Preparing an Index to the New South Wales *Government Gazette*		30	0	0	
Public General Acts, Parliamentary Papers, Annual Army List, and Royal Calendar		50	0	0	
Extra Clerical Assistance during the Session of Parliament, and at other times as required		250	0	0	
					785 0 0
Total	£				6,293 13 9

Government Resident, Moreton Bay.

Salaries.					
Government Resident		700	0	0	
Clerk ... ... (3rd class) ...		200	0	0	
					900 0 0
Contingencies.					
In lieu of Forage, and for Travelling Expenses		50	0	0	
Fuel, Light, and Water		8	0	0	
Postage		15	0	0	
Stationery		10	0	0	
					83 0 0
Total	£				983 0 0

No. III.—Principal Secretary.

Registrar General.

Salaries.			
Registrar General		700 0 0	
Registration of Births and Deaths' Branch :—			
Clerk ... ... (3rd class) ...		215 0 0	
Do. ... ... (do.) ...		200 0 0	
Clerks, at £150 2		300 0 0	
Messenger and Office Keeper		120 0 0	
Registration of Deeds' Branch :—			
Clerk ... ... (2nd class) ...		350 0 0	
Clerks, at £200 ... ... (3rd class) 2		400 0 0	
Clerks, at £175 3		525 0 0	
Book Porter, or Office Messenger...		100 0 0	
			2,910 0 0
Contingencies.			
Allowances to District Registrars		2,500 0 0	
Fuel and Light		36 0 0	
Freight and Carriage of Books and Forms		50 0 0	
Rent of Office		400 0 0	
Postage		150 0 0	
Stationery		100 0 0	
Stores...		25 0 0	
Additional Clerical Assistance, and Unforeseen Expenses		250 0 0	
			3,511 0 0
Total	£		6,421 0 0

No. III.—Principal Secretary.

Post Office.

Postmaster General		950 0 0	
Secretary and Cashier		530 0 0	
Superintendent of the Letter Branch		530 0 0	
Accountant		530 0 0	
Clerks, at £375 .. ..(2nd class)	4	1,500 0 0	
Do. at £315 and £300 ... ... (do.) ...		615 0 0	
Do. at £260 and £245 ... ... (3rd class) ...		505 0 0	
Do. at £230 ... ... (do.)	3	690 0 0	
Do. at £215 ... ... (do.)	4	860 0 0	
Clerks, at £175	8	1,400 0 0	
Stampers and Sorters, Openers and Tyers of Bags, at £132	5	660 0 0	
Newspaper Sorters, at £132	6	792 0 0	
Sydney Letter Carriers, at £132	15	1,980 0 0	
Landing Shipping Officer		200 0 0	
Boatmen, at £132	4	528 0 0	
Mail Boy, at 30s a week		78 0 0	
Principal Messenger		120 0 0	
Messengers, at £108	2	216 0 0	
Office Keeper, £52; Night Watchman, £84		136 0 0	
Railway Guards (Southern and Northern), at £150 ...	2	300 0 0	
Country Letter Carriers, at £120	8	960 0 0	
Country Postmasters		6,400 0 0	
Sub-Postmasters		300 0 0	
Inspectors for the supervision of Contracts and Post Offices (including Travelling Expenses), at £500	3	1,500 0 0	22,280 0 0
Contingencies.			
Temporary Extra Clerks and Sorters		500 0 0	
Extra Assistance in sorting English Mails		200 0 0	
Uniforms for Letter Carriers, Boatmen, and Guards		125 0 0	
Forage and Farriery for two Horses...		200 0 0	
Allowance for Forage to the Letter Carriers at Parramatta, West Maitland, Bathurst, and Newcastle		150 0 0	
Six Iron Pillar Letter Boxes, for the Interior		150 0 0	
Fuel, £162; Stationery, £422; Stores, £878; Postage, £100 ...		1,562 0 0	
Incidental Expenses		320 0 0	3,207 0 0
Total ... ... £			25,487 0 0

Conveyance of Mails.

Within and Beyond the Settled Districts	35,000 0 0	
Gratuities for Ship Mails, Foreign and Coastwise	1,700 0 0	
Landing and Shipping Mails, including Porterage	150 0 0	
Incidental Expenses in connexion with Railways	200 0 0	
Contribution by the Colony of New South Wales, towards Postal Steam Communication with England	26,000 0 0	
Total ... ... £		63,050 0 0

National Schools.

For the support of Schools and Incidental Expenses of the Board, including the Allowances to the Teachers	20,000 0 0

Denominational Schools.

For the support of Schools and Incidental Expenses of the Board, including the Allowances to the Teachers	20,000 0 0

No. III.—Principal Secretary.

Protestant Orphan School, Parramatta.

(100 Boys, 100 Girls.)

Matron	163	6	8		
Master	93	6	8		
Surgeon	73	6	0		
Schoolmaster	120	0	0		
First Teacher	70	0	0		
Second Teacher	60	0	0		
Infirmary Nurse	50	0	0		
Nurse to the Children	25	0	0		
First Laundress	25	0	0		
Second Laundress	25	0	0		
Female Servant for Boys	25	0	0		
Nurse to younger Boys	30	0	0		
Gardener	35	0	0		
Baker	44	0	0		
Needlewoman	30	0	0		
Hospital Attendant	30	0	0		
Drill Master	60	0	0		
Woodcutter	35	0	0		
Labourer	35	0	0		
Haircutter	20	0	0		
Nurse for Infant Children	24	0	0		
Female Instructor	20	0	0		
				1,092	19 4
School Books, Bibles, Prayer Books, £80; Stationery, £14	94	0	0		
Provisions	1,934	0	0		
Fuel and Light	138	0	0		
Forage	54	15	0		
Medicines, £60; Coffins and Burial Expenses, £20	80	0	0		
Clothing, £1,000; Blankets, £100; Other Stores, £300	1,400	0	0		
Toys and Playthings, £35; Household Expenses, £100	135	0	0		
				3,835	15 0
Total ... ... £				4,928	14 4

Roman Catholic Orphan School, Parramatta.

(109 Boys, 129 Girls.)

Surgeon	70	14	0		
Matron	130	0	0		
Sub-Matron	70	0	0		
Boys' Teacher	120	0	0		
Clerk to the Committee	80	0	0		
Girls' Teacher	60	0	0		
Infirmary Nurses, at £25 ... 2	50	0	0		
Cook, £25; Assistant, £20	45	0	0		
Needlewoman	20	0	0		
Housemaids, at £20 ... 2	40	0	0		
Servant	20	0	0		
Laundress	25	0	0		
Labourer for Garden	40	0	0		
Haircutter	15	0	0		
				785	14 0
School Books, Prayer Books, Slates, and Stationery	40	0	0		
Provisions	2,000	0	0		
Fuel	150	0	0		
Medicines and Burial Expenses	70	0	0		
Water Conveyance	20	0	0		
Stores	850	0	0		
Postage	2	10	0		
Household Expenses	70	0	0		
				3,202	10 0
Total ... ... £				3,988	4 0

No. III.—Principal Secretary.

Immigration.

Emigration from the United Kingdom.			
To be expended on the Passage Money and other charges incidental to the removal of Emigrants from the United Kingdom ...		50,000 0 0	
Immigration Remittances		25,000 0 0	
			75,000 0 0
To pay off Debentures falling due in 1858.			
From Revenue		35,000 0 0	
By Loan		65,000 0 0	
			100,000 0 0
Establishments.			
Sydney.			
Agent for Immigration		700 0 0	
Clerk ... ... (1st class) ...		400 0 0	
Clerk ... ... (3rd class) ...		255 0 0	
Do. ... ... do. ...		250 0 0	
Do. .. .. do ...		250 0 0	
Do. ... ... do. ...		200 0 0	
Matron		70 0 0	
Sub-Matron		36 0 0	
Messenger		100 0 0	
Brisbane.			
Assistant Immigration Agent		250 0 0	
Medical Attendant		75 0 0	
Matron, at 3s.		54 15 0	
Wardsman		30 0 0	
Provisions, Sydney	1,000 0 0		
Moreton Bay	1,000 0 0		
		2,000 0 0	
Fuel and Light, Sydney	100 0 0		
Moreton Bay	75 0 0		
		175 0 0	
Stores, Sydney	50 0 0		
Moreton Bay	25 0 0		
		75 0 0	
To provide Additional Clerical Assistance		500 0 0	
Stationery		40 0 0	
Medicines, and Medical Attendance, Postage, Advertising, Cartage, and other Incidental Expenses—			
Sydney	500 0 0		
Moreton Bay	250 0 0		
		750 0 0	
			6,210 15 0
Quarantine.			
Overseer of Stores		150 0 0	
Boatmen, at £75 3		225 0 0	
Nurse		18 5 0	
Expenses of Vessels in Quarantine, including Stores		1,000 0 0	
Demurrage		1,000 0 0	
			2,393 5 0
Total, Immigration and Quarantine		£	183,604 0 0

No. III.—Principal Secretary.

Sydney Police.—Judicial Department.

Salaries.					
Police Magistrate		630	0	0	
Clerk ... (1st class)		430	0	0	
Clerk ... (2nd class)		350	0	0	
Do. ... do.		300	0	0	
Do. ... (3rd class)		230	0	0	
Clerks, at £175	4	700	0	0	
Interpreter's Fees		25	0	0	
Messenger and Office Keeper		100	0	0	
					2,765 0 0
Contingencies.					
Fuel and Light		33	5	0	
Postage		12	0	0	
Stationery, £50; Advertising, £40		90	0	0	
Stores		20	0	0	
Rewards for attendance of Engines at Fires		20	0	0	
Preparation of Jury Lists		12	0	0	
Incidental Expenses		16	0	0	
					203 5 0
Total ... ... £					2,968 5 0

Water Police, Sydney.

Salaries.					
Police Magistrate		630	0	0	
Clerk of Petty Sessions		275	0	0	
Clerk ... (3rd class)		225	0	0	
Interpreter's Fees		25	0	0	
Court and Office Keeper		40	0	0	
					1,195 0 0
Constabulary.					
Sub-Inspectors, at 9s. 7d.	2	349	15	10	
Coxswains, at 6s. 6d.	3	355	17	6	
Constables, at 6s.	12	1,314	0	0	
Detective Constables, do.	2	219	0	0	
Watch House Keeper, do.	1	109	10	0	
					2,348 3 4
Contingencies.					
Allowance in lieu of Clothing, to 20 men, at 3d. each, per diem		91	5	0	
Provisions, £25; Fuel and Light, £70 16s.		95	16	0	
Stores, £75; Stationery, £30		105	0	0	
Repairs of Boats		25	0	0	
Incidental Expenses		13	0	0	
					330 1 0
Total ... ... £					3,873 4 4

No. III.—Principal Secretary.

Police.			
Inspector General and Metropolitan Superintendent		800 0 0	
Account Branch.			
Accountant		450 0 0	
Clerk ... ... (3rd class) ..		225 0 0	
Do. ... ... do. ...		175 0 0	
Police Branch.			
Clerk ... ... (2nd class) ...		375 0 0	
Do. ... ... (3rd class) ...		275 0 0	
Convict Branch.			
Clerk ... ... (2nd class) ...		300 0 0	
Do. ... ... do. ...		150 0 0	
Messenger, at 5s. per diem		91 5 0	
Office Keeper		25 0 0	
			2,866 5 0
City and District Constabulary.			
Chief Inspector, at 10s. 8d. per diem		194 13 4	
Inspectors, at 9s. 7d.	4	699 11 8	
Do. at 9s.	6	985 10 0	
Serjeants, at 8s. 3d.	12	1,806 15 0	
Constables, at 6s.	124	13,578 0 0	
Summons' Server, at 6s.		109 10 0	
Female Searchers, at £10	2	20 0 0	
Detective Police.			
Inspector, at 9s. 7d. per diem		174 17 11	
Constables, at 6s. 3d. do.	5	570 6 3	
Central Police Station.			
Acting Inspectors, at 8s. 3d. per diem	2	301 2 6	
Constables, (Turnkeys,) at 6s.	2	219 0 0	
Coroner's Duty.			
Constable, at 6s. per diem		109 10 0	
			18,768 16 8
Contingencies.			
Allowance to Inspector of Weights and Measures ...	150 0 0		
Do. for Medical Attendance	150 0 0		
Do. in lieu of Forage for two Horses for the Superintendent	112 0 0		
		412 0 0	
Rent of Office	320 0 0		
Provisions and Light...	320 0 0		
Towards expense of keeping Horses for two Serjeants, at £20 each	40 0 0		
Removing and destroying by fire the carcases of animals dying on the Public Highways ...	150 0 0		
Postage	20 0 0		
Incidental Expenses	150 0 0		
		1,000 0 0	
Arms, Accoutrements, Ammunition, Bedding, and Barrack Utensils	350 0 0		
Clothing	1,400 0 0		
		1,750 0 0	
			3,162 0 0
Total ... ... £			24,797 1 8

No. III.—Principal Secretary.

HORSE PATROL.—SYDNEY.						
Serjeant Major (as first class Inspector) at 9s. 7d. per diem ...		174	17	11		
Serjeant, 8s.		146	0	0		
Corporals, 6s. 6d.	2	237	5	0		
Mounted Constables, 6s.	14	1,533	0	0		
					2,091	2 11
Contingencies.						
Forage for 18 Horses, at £73 each		1,314	0	0		
Remount Horses, £120; Horse-shoeing, £100		220	0	0		
Veterinary Attendance, £50; Repairs of Arms and Saddlery, £25		75	0	0		
Arms, Ammunition, Accoutrements, Bedding, and Barrack Utensils		50	0	0		
Clothing		164	0	0		
Incidental Expenses		50	0	0		
					1,873	0 0
Total ... ... £					3,964	2 11
POLICE MAGISTRATES.						
Albury, Bathurst, Goulburn, Gundagai, Ipswich, Newcastle, and Wollombi, at £375...	7	2,625	0	0		
Maitland, Parramatta, and Port Macquarie, at £350 ...	3	1,050	0	0		
Deniliquin and Moulamein	1	530	0	0		
Police Magistrates, to act also as Clerks of Petty Sessions, at Carcoar, Cooma, Moruya, Mudgee, Queanbeyan, Scone, and Wee Waa, at £325...	7	2,275	0	0		
Police Magistrates, to do the duties of Clerks, as occasions arise, at £150	3	450	0	0		
					6,930	0 0
Contingencies.						
Allowance in lieu of Forage for one Horse to Police Magistrates at Parramatta, Albury, Goulburn, Gundagai, and Port Macquarie, at 2s. 6d. each, per diem		228	2	6		
Do. do, Deniliquin and Moulamein, two Horses, at 2s. 6d. each...		91	5	0		
Do. do, Wollombi, to enable him to attend at the Court of Petty Sessions, St. Albans		20	0	0		
Do. do., at Carcoar, to enable him to hold Petty Sessions at Cowra		20	0	0		
					359	7 6
Total ... ... £					7,289	7 6

No. III.—Principal Secretary.

Clerks of Petty Sessions.			
Within the Settled Districts.			
Avisford	175	0	0
Bathurst	225	0	0
Berrima	175	0	0
Braidwood	150	0	0
Brisbane	225	0	0
Brisbane Water	175	0	0
Broulee (Moruya) *	.....		
Camden, Picton	225	0	0
Campbelltown and Liverpool	175	0	0
Carcoar *	.....		
Cassilis	175	0	0
Dungog and Port Stephens	175	0	0
Goulburn	200	0	0
Hartley	175	0	0
Ipswich	225	0	0
Kiama	175	0	0
Maitland	200	0	0
Maitland, West	175	0	0
Mudgee *	.....		
Murrurundi	175	0	0
Muswellbrook and Merton	150	0	0
Newcastle	225	0	0
Orange	175	0	0
Parramatta	225	0	0
Patrick's Plains	175	0	0
Paterson	175	0	0
Penrith	225	0	0
Port Macquarie	225	0	0
Queanbeyan *	.....		
Raymond Terrace	175	0	0
Rylstone	175	0	0
Scone *	.....		
Shoalhaven	175	0	0
Sofala	175	0	0
Stony Creek	175	0	0
Tambaroora	175	0	0
Wellington	175	0	0
Windsor	200	0	0
Wingham	175	0	0
Wollongong	175	0	0
Wollombi and M'Donald River	175	0	0
Yass	175	0	0
Carried forward... £	6,900	0	0

* The Salaries are proposed under the head "Police Magistrates," page 25.

No. III.—Principal Secretary.

Clerks of Petty Sessions—continued.	6,900 0 0	
Beyond the Settled Districts.		
Albury	175 0 0	
Armidale	175 0 0	
Balranald	175 0 0	
Binalong	175 0 0	
Bombala	175 0 0	
Casino...	175 0 0	
Cooma ... ... *	.....	
Castlereagh River	175 0 0	
Condamine (Lower)	175 0 0	
Deniliquin	175 0 0	
Drayton	175 0 0	
Dubbo...	175 0 0	
Eden	175 0 0	
Gayndah	150 0 0	
Grafton	175 0 0	
Gundagai	175 0 0	
Gunnadah, Namoi	175 0 0	
M'Leay River...	175 0 0	
Moama	175 0 0	
Molong	175 0 0	
Moulamein	175 0 0	
Myall Creek	175 0 0	
Nenango	150 0 0	
Port Curtis	175 0 0	
Tamworth	175 0 0	
Tenterfield	175 0 0	
Taroome	150 0 0	
Tumut	175 0 0	
Uralla...	175 0 0	
Wagga Wagga	175 0 0	
Wambo	175 0 0	
Warialda	175 0 0	
Warwick	175 0 0	
Wee Waa ... ... *	.....	
Wellingrove	175 0 0	
Wide Bay	175 0 0	
		12,775 0 0
	5,875 0 0	
Contingencies.		
Allowance in lieu of Forage to Clerk of Petty Sessions, Dungog and Port Stephens	45 12 6	
Do. Wollombi, for attending Court at St. Albans, MacDonald River	20 0 0	
Do. Binalong, do. at Burrowo	20 0 0	
		85 12 6
Total ... ... £		12,860 12 6

* The Salaries are proposed under the head of "Police Magistrates," page 25.

No. III.—Principal Secretary.

Police—continued.

CHIEF CONSTABLES.

Within the Settled Districts:—				
Bathurst	1	175 0 0		
Berrima	1	175 0 0		
Braidwood	1	140 0 0		
Brisbane Water	1	140 0 0		
Brisbane	1	175 0 0		
Broulee	1	140 0 0		
Campbelltown, Liverpool, and Appin	1	175 0 0		
Camden and Picton	1	175 0 0		
Carcoar	1	175 0 0		
Cassilis	1	140 0 0		
Dungog	1	140 0 0		
Goulburn	1	175 0 0		
Hartley	1	140 0 0		
Ipswich	1	175 0 0		
Maitland	1	175 0 0		
Mudgee	1	175 0 0		
Murrurundi	1	140 0 0		
Muswellbrook and Merton	1	140 0 0		
Newcastle	1	175 0 0		
Orange	1	140 0 0		
Parramatta	1	175 0 0		
Patrick's Plains	1	140 0 0		
Paterson	1	140 0 0		
Penrith	1	175 0 0		
Port Macquarie	1	140 0 0		
Queanbeyan	1	140 0 0		
Raymond Terrace	1	175 0 0		
Rylstone	1	140 0 0		
Scone	1	140 0 0		
Wellington	1	140 0 0		
Windsor	1	175 0 0		
Wollongong	1	175 0 0		
Wollombi and M'Donald River	1	140 0 0		
Yass	1	175 0 0		
Beyond the Settled Districts:—				
Albury	1	175 0 0		
Armidale	1	175 0 0		
Balranald	1	175 0 0		
Binalong	1	175 0 0		
Bombala	1	140 0 0		
Casino	1	140 0 0		
Condamine	1	175 0 0		
Cooma	1	175 0 0		
Castlereagh River	1	140 0 0		
Dalby	1	140 0 0		
Deniliquin	1	175 0 0		
Drayton	1	140 0 0		
Dubbo	1	140 0 0		
Eden	1	140 0 0		
Gayndah	1	175 0 0		
Grafton	1	140 0 0		
Gundagai	1	140 0 0		
M'Leay River	1	140 0 0		
Molong	1	140 0 0		
Moulamein	1	175 0 0		
Moama	1	140 0 0		
Port Curtis	1	175 0 0		
Tamworth	1	175 0 0		
Tenterfield	1	140 0 0		
Tumut	1	140 0 0		
Wagga Wagga	1	175 0 0		
Warialda	1	140 0 0		
Warwick	1	140 0 0		
Wee Waa	1	140 0 0		
Wellingrove	1	140 0 0		
Wide Bay	1	175 0 0		
	65			
Total			£	10,150 0 0

No. III.—Principal Secretary.

Police—continued.

DISTRICT CONSTABLES, at 6s. 3d. per diem.

Within the Settled Districts.

Bathurst	3	342	3	9	
Binda	1	114	1	3	
Brisbane, Moreton Bay	2	228	2	6	
Bungonia and Marulan	2	228	2	6	
Campbelltown and Appin	1	114	1	3	
Camden and Picton	1	114	1	3	
Carcoar (including King's Plains)	2	228	2	6	
Collector	1	114	1	3	
Dungog	1	114	1	3	
Hartley	1	114	1	3	
Ipswich	2	228	2	6	
Kiama	1	114	1	3	
Liverpool	1	114	1	3	
Maitland	3	342	3	9	
Merriwa	1	114	1	3	
Newcastle	1	114	1	3	
Orange	1	114	1	3	
Penrith	1	114	1	3	
Queanbeyan	1	114	1	3	
Shoalhaven	1	114	1	3	
Wellington	1	114	1	3	
Wingham	1	114	1	3	
Wollombi and M'Donald River	1	114	1	3	

Beyond the Settled Districts.

Albury	2	228	2	6	
Binalong	1	114	1	3	
Castlereagh River	1	114	1	3	
Casino	1	114	1	3	
Deniliquin	1	114	1	3	
Gulligal, Namoi River	1	114	1	3	
Nenango	1	114	1	3	
Port Curtis	1	114	1	3	
Tabulam	1	114	1	3	
Taroome	1	114	1	3	
Wagga Wagga	1	114	1	3	
Walcha	1	114	1	3	
	44				
Total					£ 5,018 15 0

No. III.—Principal Secretary.

Police—continued.

DETECTIVES.—For the Suppression of Crime in the Interior.

Inspector		175 0 0		
Assistant, at 8s. 3d. per diem		150 11 3		
Ordinary Constables, at 6s. 3d. per diem	2	228 2 6		
			553 13 9	

ORDINARY CONSTABLES, at 5s. 6d. each, per diem.

Bathurst	14	1,405 5 0	
Berrima	7	702 12 6	
Binda	2	200 15 0	
Braidwood	3	301 2 6	
Brisbane Water	4	401 10 0	
Brisbane, Moreton Bay	13	1,304 17 6	
Broulee	3	301 2 6	
Bungonia and Marulan	2	200 15 0	
Campbell Town	4	401 10 0	
Camden and Picton	8	803 0 0	
Carcoar (including King's Plains)	8	803 0 0	
Cassilis	3	301 2 6	
Collector	1	100 7 6	
Dungog	3	301 2 6	
Goulburn	10	1,003 15 0	
Hartley	5	501 17 6	
Ipswich	11	1,104 2 6	
Kiama	3	301 2 6	
Liverpool	3	301 2 6	
Maitland	19	1,907 2 6	
Merriwa	1	100 7 6	
Mudgee	6	602 5 0	
Murrurundi	3	301 2 6	
Muswellbrook and Merton	4	401 10 0	
Newcastle	10	1,003 15 0	
Orange	4	401 10 0	
Parramatta	13	1,304 17 6	
Paterson	4	401 10 0	
Patrick's Plains	5	501 17 6	
Penrith	8	803 0 0	
Port Macquarie	4	401 10 0	
Port Stephens...	2	200 15 0	
Queanbeyan	6	602 5 0	
Raymond Terrace	4	401 10 0	
Rylstone	2	200 15 0	
Scone...	4	401 10 0	
Shoalhaven	2	200 15 0	
Wellington	4	401 10 0	
Windsor	12	1,204 10 0	
Wingham	2	200 15 0	
Wollombi and M'Donald River	4	401 10 0	
Wollongong	5	501 17 6	
Yass	6	602 5 0	
	241		
Carried forward ... ... £		24,190 7 6	

No. III.—Principal Secretary.

Police.—continued.

ORDINARY CONSTABLES, *Continued.*

Brought forward	£	24,190 7 6		
Albury	10	1,003 15 0		
Armidale	5	501 17 6		
Balranald	3	301 2 6		
Binalong	5	501 17 6		
Bombala	3	301 2 6		
Casino...	5	501 17 6		
Castlereagh River	5	501 17 6		
Cooma...	3	301 2 6		
Condamine	3	301 2 6		
Deniliquin	6	602 5 0		
Drayton	4	401 10 0		
Dubbo...	3	301 2 6		
Dalby	3	301 2 6		
Eden	6	602 5 0		
Gayndah	3	301 2 6		
Grafton	4	401 10 0		
Gulligal, Namoi River	2	200 15 0		
Gundagai	6	602 5 0		
M'Leay River...	4	401 10 0		
,, Tracker, at 4d....		6 1 8		
Moulamein	3	301 2 6		
Molong	3	301 2 6		
Moama	3	301 2 6		
Nanango	2	200 15 0		
Port Curtis	4	401 10 0		
Tabulam	1	100 7 6		
Tamworth	7	702 12 6		
Taroome	2	200 15 0		
Tenterfield	3	301 2 6		
Tumut	4	401 10 0		
Wagga Wagga	3	301 2 6		
Walcha	2	200 15 0		
Warialda	4	401 10 0		
Warwick	3	301 2 6		
Wee Waa	3	301 2 6		
Wellingrove	3	301 2 6		
Wide Bay	4	401 10 0		
	137			
Total...			£	37,947 16 8

CONTINGENCIES.

Allowances to Constables, when absent at night		1,020 0 0		
Do. do. in lieu of Clothing, 13 District and 137 Ordinary Constables		684 7 6		
Allowances in lieu of Forage...		3,300 0 0		
Allowances to Interpreters		200 0 0		
Allowance to Clerk of Petty Sessions, Brisbane, as Clerk of Water Police Court		50 0 0		
Fees to Medical Practitioners who give evidence in Lunacy cases .		100 0 0		
Medical Attendance		310 0 0		
Clothing, £2,200—Stores, £1,170		3,370 0 0		
Stationery, £400—Postage, £310		710 0 0		
Provisions, £4,000—Fuel, Light and Water, £1,572		5,572 0 0		
Rewards for destroying Dogs...		140 0 0		
Rent of Court and Watch-houses		574 0 0		
To provide for cleaning Court-houses and Offices		340 0 0		
Carriage of Stores and Stolen Property, Horse Hire and Puntage ...		450 0 0		
Conveyance of Invalid Prisoners and Escort		360 0 0		
Passage and Escort of Prisoners, by water and otherwise		920 0 0		
Removing and destroying by fire the carcases of Animals dying on the Public Highways		50 0 0		
Rewards for information against Offenders		50 0 0		
To meet Contingencies and Exigencies of the Service		350 0 0		
Incidental Expenses		620 0 0		
Total			£	19,170 7 6

No. III.—Principal Secretary.

HORSE PATROL—Country Districts.

From Sydney to the Southern Border and to the Western Gold Fields.

Salaries.

Superintendents, at £452	2	904 0 0	
Serjeant-Majors, at 8s. 3d., each, per diem	2	301 2 6	
Serjeants, at 7s. 9d.	2	282 17 6	
Corporals, at 6s. 3d.	11	1,254 13 9	
Troopers, at 5s 6d.	42	4,215 15 0	
Aborigines, at 6d.	2	18 5 0	
			6,976 13 9

Contingencies.

Allowance for Medical Attendance		50 0 0	
Do. to Troopers, when absent at night		200 0 0	
Do. in lieu of Forage and Travelling Expenses, to Superintendents, at £150 each	2	300 0 0	
Do. in lieu of Provisions, to two Aborigines, at 1s. per diem...		36 10 0	
Provisions		657 0 0	
Forage for 58 Horses, at £40		2,320 0 0	
Farriery, including an Allowance of 1s. per diem, to a Trooper as Farrier		150 0 0	
Veterinary Attendance and Medicine		30 0 0	
Remount Horses		350 0 0	
Rent of Stables and Quarters		100 0 0	
Clothing		400 0 0	
Stores		290 0 0	
Postage		25 0 0	
Repairs to Arms, £20; Incidental Expenses, £120		140 0 0	
			5,048 10 0
Total		£	12,025 3 9

POLICE, GENERAL SERVICE.

To meet claims for length of service and good conduct	£	2,500 0 0

No. III.—Principal Secretary.

Police—continued.

NATIVE POLICE.

Northern Districts.

Commandant and Inspector		500 0 0	
Secretary and Clerk		200 0 0	
Supernumerary Officers, (in reserve for emergencies) at £125 ...	4	500 0 0	
			1,200 0 0
Port Curtis.			
Second Lieutenant		200 0 0	
Troopers, at 5d. each, per diem...	12	91 5 0	
Camp-Serjeant		100 0 0	
			391 5 0
Leichhardt, including the whole of the Upper Dawson.			
Lieutenant		300 0 0	
Second Lieutenants, at £200	5	1,000 0 0	
Troopers, at 5d....	48	365 0 0	
Camp-Serjeants, at £100	4	400 0 0	
			2,065 0 0
Wide Bay and Burnett.			
Lieutenant		300 0 0	
Second Lieutenant		200 0 0	
Troopers, at 5d....	18	136 17 6	
Camp-Serjeant		100 0 0	
			736 17 6
Maranoa and Lower Condamine, Darling Downs.			
Lieutenant		300 0 0	
Second Lieutenants, at £200	2	400 0 0	
Troopers, at 5d....	24	182 10 0	
Camp-Serjeants, at £100	2	200 0 0	
			1,082 10 0
Moreton.			
Second Lieutenant		200 0 0	
Troopers, at 5d....	8	60 16 8	
Camp-Serjeant		100 0 0	
			360 16 8
Clarence and Macleay.			
Second Lieutenants, at £200	2	400 0 0	
Troopers, at 5d....	14	106 9 2	
Camp-Serjeant		100 0 0	
			606 9 2
			6,442 18 4
Allowance to Commandant in lieu of Provisions, Forage, &c. ...		150 0 0	
In lieu of Provisions, to the Lieutenants, Second Lieutenants, Secretary, and Supernumerary Officers, at 2s. 6d. ...	20	912 10 0	
In lieu of Provisions to Camp-Serjeants, at 2s.	10	365 0 0	
Do. Troopers, at 1s. 6d.	124	3,394 10 0	
Medical Attendance		310 0 0	
Clothing for Troopers, at £10	124	1,240 0 0	
Farriery		552 0 0	
Repairs to Saddlery		150 0 0	
Ammunition, £100; Accoutrements, £50; Stationery, £20 ...		170 0 0	
Remount Horses		2,160 0 0	
Incidental Expenses		400 0 0	
			9,804 0 0
Total, Northern District ... ... £			16,246 18 4

No. III.—Principal Secretary.

Police—continued.

NATIVE POLICE—*continued.* ... ... £			16,246 18 4
SOUTHERN DISTRICTS.			
Albert.			
Second Lieutenant		200 0 0	
Troopers, at 5d. 6		45 12 6	
Lower Darling.			
Second Lieutenant		200 0 0	
Troopers, at 5d. 6		45 12 6	
			491 5 0
In lieu of Provisions to Second Lieutenants, at 2s. 6d. ...	2	91 5 0	
Clothing		210 0 0	
Provisions		600 0 0	
Incidental Expenses		57 10 0	
			958 15 0
TOTAL, SOUTHERN DISTRICTS ... ... £			1,450 0 0
TOTAL, NATIVE POLICE... ... ... £			17,696 18 4

Gold Guards and Conveyance.

WESTERN ROAD.			
Sub-Commissioner and Clerk of Petty Sessions at Stony Creek ..		.....	100 0 0
Sydney to Bathurst.			
Serjeants, at 10s. 6d. each, per diem	2	383 5 0	
Constables, at 7s.	6	766 10 0	
			1,149 15 0
Stony Creek to Orange.			
Serjeant, at 10s. 6d.		191 12 6	
Constable, at 7s.		127 15 0	
			319 7 6
Mudgee to Sofala.			
Serjeant, at 10s. 6d.		191 12 6	
Constable, at 7s.		127 15 0	
			319 7 6
SOUTHERN ROAD.			
Sydney to Goulburn.			
Serjeant, at 10s. 6d.		191 12 6	
Constables, at 7s.	3	383 5 0	
			574 17 6
Braidwood to Goulburn.			
Serjeant of Escort, at 10s. 6d.		191 12 6	
Trooper, at 7s.		127 15 0	
			319 7 6
Gundagai to Goulburn.			
Serjeant, at 10s. 6d.		191 12 6	
Constable, at 7s.		127 15 0	
			319 7 6
NORTHERN ROAD.			
Sydney to Tamworth.			
Serjeant, at 10s. 6d.		191 12 6	
Troopers, at 7s.	2	255 10 0	
			447 2 6
Nundle to Tamworth.			
Serjeant, at 10s. 6d.		191 12 6	
Trooper, at 7s.		127 15 0	
			319 7 6
			3,868 12 6
Freight and Conveyance of Gold Escort		1,200 0 0	
Night Allowance, £600; Forage, £500		1,100 0 0	
Clothing, £300; Arms and Ammunition, £60		360 0 0	
Incidental Expenses		300 0 0	
			2,960 0 0
TOTAL ... ... £			6,828 12 6
CONVEYANCE of Gold, Money, and Escorts ... ... £			2,500 0 0

No. III.—Principal Secretary.

Gaols.

Sydney Gaol.

Principal Gaoler			300 0 0		
Matron			75 0 0		
Visiting Surgeon			220 0 0		
Clerk			230 0 0		
Dispenser			132 0 0		
Principal Turnkey			150 0 0		
Turnkeys and Constables, at 6s. 9d. per diem		13	1,601 8 9		
Wardsmen, do.		6	739 2 6		
Female Turnkeys, at £36, each		2	72 0 0		
Wardswoman			36 0 0		
Messenger			104 0 0		
Chaplain, Church of England			120 0 0		
Do. Roman Catholic Church			120 0 0		
				3,899 11 3	
Contingencies.					
Provisions			3,150 0 0		
Fuel and Light			310 0 0		
Medical Comforts, Medicines, and Surgical Instruments			83 0 0		
Escort Expenses			15 0 0		
Postage			5 0 0		
Stationery			25 0 0		
Blankets, Bedding, and Stores			300 0 0		
Clothing			500 0 0		
Incidental Expenses			100 0 0		
				4,488 0 0	
Total				£	8,387 11 3

Parramatta Gaol.

Gaoler			175 0 0		
Matron			42 0 0		
Surgeon			78 0 0		
Clerk			120 0 0		
Dispenser, at 3s. 6d. per diem			63 17 6		
Principal Turnkey, at 6s. 9d.			123 3 9		
Turnkeys, at 6s. 6d.		9	1,067 12 6		
Female Turnkeys, at £30		2	60 0 0		
Messenger, at 3s. 3d.			59 6 3		
Chaplain, Church of England			25 0 0		
Do. Roman Catholic Church			25 0 0		
				1,839 0 0	
Contingencies.					
Provisions			1,830 0 0		
Fuel and Light			128 0 0		
Clothing			454 10 0		
Postage			5 0 0		
Stationery			25 0 0		
Medical Comforts, Medicines, and Surgical Instruments			160 0 0		
Escort Expenses			10 0 0		
Blankets, Bedding, and Stores			146 0 0		
Incidental Expenses			57 10 0		
				2,816 0 0	
Total				£	4,655 0 0

No. III.—Principal Secretary.

Gaols—continued.

Bathurst.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		108 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	6	711 15 0		
Female Turnkeys, at £30	2	60 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,314	18 9

Contingencies.

Provisions		1,125 0 0		
Fuel and Light		233 0 0		
Clothing, £82; Blankets, £50		132 0 0		
Medical Comforts, Medicines, and Surgical Instruments		20 0 0		
Escort Expenses		40 0 0		
Stationery		6 0 0		
Stores		22 0 0		
Removal of Night Soil		156 0 0		
Incidental Expenses		15 0 0		
			1,749	0 0
Total		£	3,063	18 9

Maitland.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		120 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	6	711 15 0		
Female Turnkey		30 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,296	18 9

Contingencies.

Provisions		1,016 0 0		
Fuel, Light, and Water		285 0 0		
Clothing, £200; Blankets, £25		225 0 0		
Medical Comforts, Medicines, and Surgical Instruments		28 0 0		
Escort Expenses		30 0 0		
Stationery, £10; Postage, £4		14 0 0		
Stores		30 0 0		
Incidental Expenses		30 0 0		
			1,658	0 0
Total		£	2,954	18 9

No. III.—Principal Secretary.

Gaols—continued.

Goulburn.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		108 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	5	593 2 6		
Female Turnkey		30 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,166	6 3

Contingencies.

Provisions		384 0 0		
Fuel, Light, and Water		96 0 0		
Medical Comforts, Medicines, and Surgical Instruments		15 0 0		
Stores, £14; Clothing, £51; Blankets, £15		80 0 0		
Stationery		5 0 0		
Postage		12 0 0		
Incidental Expenses		20 0 0		
			612	0 0
Total...		£	1,778	6 3

Brisbane.

Salaries.

Gaoler		150 0 0		
Surgeon		70 0 0		
Matron		42 0 0		
Clerk		108 0 0		
Principal Turnkey, at 6s. 9d. per diem		123 3 9		
Turnkeys, at 6s. 6d.	6	711 15 0		
Female Turnkey		30 0 0		
Chaplain, Church of England		25 0 0		
Do. Roman Catholic Church		25 0 0		
			1,284	18 9

Contingencies.

Provisions		711 0 0		
Fuel, Light, and Water		90 0 0		
Medical Comforts, Medicines, and Surgical Instruments		20 0 0		
Escort Expenses		10 0 0		
Postage		4 0 0		
Stationery		4 0 0		
Stores, £11; Clothing, £75		86 0 0		
Incidental Expenses		14 0 0		
			939	0 0
Total...		£	2,223	18 9

No. III.—Principal Secretary.

Penal.

Cockatoo Island.

Salaries.

Superintendent		300 0 0		
Assistant Superintendent		180 0 0		
Visiting Surgeon		130 0 0		
Dispenser		120 0 0		
Clerk and Clerk of Petty Sessions		175 0 0		
Task-work Clerk and Schoolmaster		108 0 0		
Overseer, at 8s. per diem		146 0 0		
Do. at 7s. 6d.		136 17 6		
Do. at 7s.		127 15 0		
Inspector of Police, at 8s.		146 0 0		
Serjeant of Police, at 7s.		127 15 0		
Policemen, at 5s. 6d....	14	1,405 5 0		
Chaplain, Church of England		120 0 0		
Do. Roman Catholic Church		120 0 0		
			3,342	12 6

Contingencies.

Allowance to the Officer in command of the detachment of Military, at 5s. per diem		91 5 0		
Provisions		5,931 0 0		
Fuel and Light		747 0 0		
Medical Comforts, £40; Medicines and Surgical Instruments, £40		80 0 0		
Burial of Prisoners		20 0 0		
Conveyance of the Military Guard to and from the Island		150 0 0		
Gratuities to Prisoners for extra labor		120 0 0		
Stationery		20 0 0		
Blankets, £100; Clothing, £1,345		1,445 0 0		
Clothing for Police		180 0 0		
Other Stores		394 0 0		
Incidental Expenses		100 0 0		
			9,278	5 0
Total		£	12,620	17 6

No. III.—Principal Secretary.

Printing, Lithographing, and Binding.

Printing.		
Government Printer and Inspector of Stamps	700 0 0	
Superintendent	450 0 0	
Accountant	350 0 0	
		1,500 0 0
Contingencies.		
Wages to Workmen and Apprentices	9,150 0 0	
For the purchase of new Type	250 0 0	
Gas Light and Fuel	110 0 0	
Printing Materials, £150; Printing Ink, £62	212 0 0	
Brass Rule, Treacle, and Oil, £30; Gas Fittings, £25	55 0 0	
Printing Furniture, £20; Repairs to Presses, £50...	70 0 0	
Stationery and Stores	20 0 0	
Postage	100 0 0	
Incidental Expenses	50 0 0	
		10,017 0 0
Postage Stamps.		
Printing and Gumming Postage Stamps	350 0 0	
Purchase of Materials, and other Contingencies	150 0 0	
		500 0 0
Lithographing.		
Wages to Workmen	650 0 0	
Lithographic Presses and Materials	250 0 0	
		900 0 0
Bookbinding.		
Foreman of Binders	250 0 0	
Wages to Binders, Stitchers, and Folders	620 10 0	
Purchase of Materials and Incidental Expenses	300 0 0	
		1,170 10 0
Total ... ... £		14,087 10 0

Observatory.

Salaries.		
Astronomer	600 0 0	
Assistant	300 0 0	
Messenger and Porter	100 0 0	
Meteorological Observers, at £20, each 12	240 0 0	
		1,240 0 0
Contingencies.		
Fuel and Light, £24 14s.; Stationery, £20	44 14 0	
Purchase of Books	20 0 0	
Incidental Expenses	39 0 0	
		103 14 0
Total ... ... £		1,343 14 0

No. III.—Principal Secretary.

Medical.

HEALTH OFFICERS AND MEDICAL BOARD.

Salaries.			
Health Officer, Port Jackson		530 0 0	
Health Officers—Newcastle, £50; Moreton Bay, £100		150 0 0	
Clerk to the Medical Board		43 15 0	
Boatmen for the Health Officer at Port Jackson, at £104 ...	4	416 0 0	
			1,139 15 0
Contingencies.			
Stationery, £2; Stores, £20			22 0 0
Total ... ... £			1,161 15 0

Vaccine Institution.

Salaries.			
Superintendent		240 0 0	
Vaccinators at Brisbane, Goulburn, Parramatta, Windsor, Newcastle, Maitland, Wollongong, and Bathurst, at £25, each	8	200 0 0	
Office Keeper, Sydney		20 0 0	
			460 0 0
Contingencies.			
Fuel, £5; Stationery, £5		10 0 0	
Postage		5 0 0	
Incidental Expenses		15 0 0	
			30 0 0
Total ... ... £			490 0 0

No. III.—Principal Secretary.

Medical—continued.

LUNATIC ASYLUM, TARBAN.

(250 Patients.)

Superintendent		650 0 0		
Medical Assistant and Dispenser		250 0 0		
Steward and Clerk, £130; Matron, £90		220 0 0		
Master Attendant		90 0 0		
Male Attendants, 3 at £72; and 7 at £66		678 0 0		
Female Attendants, 3 at £52; and 5 at £48		396 0 0		
Male Cook, £77; Gardener, £73; Carter, £54		204 0 0		
Gatekeeper		50 0 0		
Head Laundress		50 0 0		
Junior do. at £45	2	90 0 0		
			2,678 0 0	
Allowance to the Visiting Medical Board, appointed to make weekly visits, at £5 a week		260 0 0		
Allowance in lieu of Provisions, Fuel, and Light, to the Superintendent and Steward, at £45, each		90 0 0		
Books, Periodicals, and Newspapers		16 0 0		
Provisions and Medical Comforts		5,238 0 0		
Fuel and Light		580 0 0		
Forage for two Horses		127 15 0		
Purchase of a Horse		50 0 0		
Water Conveyance		30 0 0		
Coffins and Burial Expenses		25 0 0		
Medicines, Surgical Instruments and Materials		75 0 0		
Pecuniary Assistance to Patients on being discharged		20 0 0		
Farrier's and Blacksmith's Work		10 0 0		
To procure Water from Sydney, in the event of drought		45 0 0		
Stationery, £21; Postage, £10		31 0 0		
Clothing, Bedding, and Stores		2,777 0 0		
Incidental Expenses		50 0 0		
			9,424 15 0	
Total			£	12,102 15 0

LUNATIC ASYLUM, PARRAMATTA.

(470 Patients.)

Medical Superintendent		600 0 0		
Storekeeper		220 0 0		
Matron		100 0 0		
Dispenser		130 0 0		
Clerk		120 0 0		
Master Attendant		130 0 0		
Head Wardsman		75 0 0		
Male Attendants at £72	3	216 0 0		
Do. at £68	10	680 0 0		
Infirmary Attendant, £70; Nurse, £40		110 0 0		
Male Cook		80 0 0		
Female Attendants, 3 at £50; and 8 at £40		470 0 0		
Carter and Messenger, £30; Gatekeeper, £50		80 0 0		
Attendants, (Bond) at 9d. per diem	12	164 5 0		
Occasional Nurse for Infants of Lunatics		30 0 0		
Dispenser, in lieu of Quarters, at 1s. 6d. per diem		27 7 6		
			3,232 12 6	
Provisions and Medical Comforts		7,301 4 3		
Stationery, £20 17s. 8d.; Postage, £10		30 17 8		
Stores		2,500 0 0		
Incidental Expenses		271 0 0		
			10,103 1 11	
Total			£	13,335 14 5

No. III.—Principal Secretary.

Military.		Imperial Pay.	Colonial Allowance.	
Two Companies maintained at the expense of the Colony.				
Colonel, at £500 per annum—proportion for 200 Rank and File		111 2 3		
Major, at 16s. and 5s. 3d. per diem		292 0 0	95 16 3	
Captains, at 11s. 7d. and 4s. 3d.	2	422 15 10	155 2 6	
Lieutenants, at 6s. 6d. and 3s. 9d.	2	237 5 0	136 17 6	
Ensigns, at 5s. 3d. and 3s. 9d.	2	191 12 6	136 17 6	
Assistant Surgeon, at 7s. 6d. and 3s. 9d. ...	1	136 17 6	68 8 9	
Color Serjeants, at 2s. 4d. and 9d.	2	85 3 4	27 7 6	
Serjeants, at 1s. 10d. and 9d.	8	267 13 4	109 10 0	
Corporals, at 1s. 4d. and 9d.	10	243 6 8	136 17 6	
Drummers, at 1s. 1d. and 4½d....	4	79 1 8	27 7 6	
Privates, at 1s. and 4½d.	190	3,467 10 0	1,300 6 3	
Additional and Good Conduct pay		162 6 0		
		5,696 14 1	2,194 11 3	7,891 5 4
Under Military Regulations.				
Allowances to Acting Staff Officers			88 9 0	
Contingent allowance to Captains			73 0 0	
Agency for two Companies, at 6d. each, per diem			18 5 0	
Agency, at 1½d. in the pound, upon pay and annual allowances ...			35 12 7	
Agents' Postage and Stationery			2 4 5	
Allowance to Non-commissioned Officers acting as Provost-Serjeants ...			20 3 0	
Allowance for Stationery, &c., for Barrack Libraries			0 6 8	
Allowance to Schoolmaster			5 12 0	
Allowance to Schoolmistress			6 13 4	
Regimental Postage and Stationery			3 18 9	
Provisons		1,489 15 5		
Forage		85 3 4		
Fuel and Light...		260 5 6	1,835 4 3	
				2,089 9 0
Assistant Provost Serjeant, at 1s. per diem				18 5 0
Total			£	9,998 19 4

No. III.—Principal Secretary.

Military—continued.

GENERAL SERVICE OF THE MILITARY.

Under Military Regulations.					
Barrack Serjeant, at 4s. and 1s. 10½d. per diem			107 4 5		
Barrack Librarian, at 6d.			9 2 6		
Lodging Allowance.					
Major of Brigade, at 7s. 2d. per diem			130 15 10		
Commissariat Staff, at 5s. 10d.		2	212 18 4		
For Officers arriving at the Station, entitled under the Regulations			60 0 0		
Local increased rate to one Clerk, provided by the Colony so long as the double rate is continued, at 2s. per diem			36 10 0		
				556 11 1	
Colonial Allowance to Her Majesty's Land Forces stationed in New Wales, according to the following scale :—					
Senior Officer in Command, at 8s. 6d. per diem		1	155 2 6		
Officers on the General Staff, at 5s. 3d.		2	191 12 6		
Regimental and Brevet :—					
Colonel or Lieutenant Colonel ...	at 6s. 0d. per diem...	2	219 0 0		
Captains, Paymasters, and Surgeon ...	4s. 3d. ...	6	465 7 6		
Lieutenants, Adjutant, Assistant Surgeon, and Quarter Master	3s. 9d. ...	17	1,163 8 9		
Ensigns	3s. 9d. ...	4	273 15 0		
Serjeant Major and Quarter Master Serjeant	1s. 10½d. ...	2	68 8 9		
Serjeants and Corporals	0s. 9d. ...	52	711 15 0		
Privates	0s. 4½d. ...	454	3,107 1 3		
Departmental :—					
Assistant Commissary General ...	5s. 3d. ...	1	95 16 3		
Deputy Storekeeper	5s. 3d. ...	1	95 16 3		
Deputy Assistant Commissary Generals	4s. 3d. ...	2	155 2 6		
Foreman of Magazine...	3s. 9d. ...	1	68 8 9		
Clerk	3s. 9d. ...	1	68 8 9		
Acting Chaplain	3s. 9d. ...	...	68 8 9		
First Clerk to the Brigade Major, at ...	1s. 10½d....	...	34 4 5		
Second do.	9d.	...	13 13 9		
Assistant Clerk to Commissariat ...	... ...	...	75 0 0		
Provost Serjeant, at 9d.	... ...	...	13 13 9		
				7,044 4 5	
Barrack Supplies	... ...	...	224 0 0		
Washing and Repairing Bedding ...	... ...	...	370 0 0		
Postage	... ...	...	100 0 0		
				694 0 0	
Total			£	8,294 15 6	

No. III.—Principal Secretary.

Royal Artillery.		Imperial Pay.	Colonial Allowance.	
First Captain, at 12s. 2d. and 4s. 3d.		222 0 10	77 11 3	
Second Captain, at 11s. 1d. and 4s. 3d.		202 5 5	77 11 3	
First Lieutenants, at 6s. 10d. and 3s. 9d. ...	2	249 8 4	136 17 6	
Staff Serjeants, at 3s. 2d. and 1s. 10½d. ...	2	115 11 8	68 8 9	
Serjeants, at 2s. 8d. and 9d.	4	194 13 4	54 15 0	
Corporals, at 2s. 2d. and 9d.	5	197 14 2	68 8 9	
Bombardiers, at 2s. and 9d.	4	146 0 0	54 15 0	
Gunners and Drivers, at 1s. 3¼d. and 4½d. ...	95	2,203 6 1	650 3 2	
Trumpeters, at 1s. 3¼d and 4½d.	2	46 7 9	13 13 9	
Additional good conduct pay		83 0 0	.....	
		3,660 7 7	1,202 4 5	4,862 12 0
Working Pay				200 0 0
Allowance to Officer Commanding, at 4s. 6d. per diem			82 2 6	
Contingent Allowance			45 12 6	
Allowance to Acting Adjutant and Quarter Master			54 15 0	
Do. to Head Clerk			18 5 0	
Do. to Second Clerk			9 2 6	
Provisions			1,122 17 6	
Fuel, Light, and Water...			233 18 7	
Forage			170 6 8	
Clothing			350 0 0	
Stationery			50 0 0	
Postage			20 0 0	
For the apprehension of Deserters			100 0 0	
				2,257 0 3
Total ... ... £				7,319 12 3

No. III.—Principal Secretary.

Volunteer Corps.			
Rifles.			
Allowance to Serjeant-Major, 3 Serjeants, and 2 Buglers, at £50 each		300 0 0	
Uniforms, at £6	200	1,200 0 0	
Ammunition and Contingencies		200 0 0	
			1,700 0 0
Artillery.			
Uniforms, at £6	80	480 0 0	
Allowance for 1 Serjeant, at 2s., and 2 Drill Non-Commissioned Officers of Royal Artillery, at 1s. per diem		73 0 0	
Ammunition and Contingencies		95 0 0	
			648 0 0
Cavalry.			
Uniforms, at £6	50	300 0 0	
Ammunition and Contingencies		80 0 0	
			380 0 0
Allowance to the Commandant		300 0 0	
Do. for Forage to do.		45 12 6	
			345 12 6
Army-Room and Care-taker			200 0 0
Total		£	3,273 12 6

Charitable Allowances.			
For the Support of Paupers in the Colonial Hospitals		1,800 0 0	
In aid of the Sydney Infirmary and Dispensary, on condition of an equal amount being raised by Private Subscriptions		700 0 0	
In support of the Benevolent Society, Sydney, on condition of £1,000 being raised by Private Subscriptions		4,936 3 6	
In aid of the Asylum for Destitute Children, Sydney, on condition of an equal amount being raised by Private Contributions ...		1,500 0 0	
In aid of Hospitals at Windsor, Bathurst, Newcastle, Port Macquarie, and Yass, at £200 each, on same condition		1,000 0 0	
In aid of the Hospital, Parramatta, on same condition		300 0 0	
In aid of the Hospital at Brisbane, do.	300 0 0		
For repairs and additions, do.	800 0 0		
		1,100 0 0	
In aid of the Hospital at Goulburn, do.		300 0 0	
In aid of the Armidale and New England Hospital, do.		200 0 0	
In aid of the Benevolent Society, Parramatta, do.		100 0 0	
Singleton and Patrick's Plains, do.		100 0 0	
In aid of the Wide Bay and Burnett District Hospital, do. ...		200 0 0	
In aid of the Hospital at Ipswich, do.		200 0 0	
In aid of the Hospital, Maitland, do.	500 0 0		
For the erection of Fever Wards and a Dead House, do.	250 0 0		
		750 0 0	
Total		£	13,186 3 6

No. III.—Principal Secretary.

Grants in aid of Public Institutions.

In aid of the Sydney Mechanics' School of Arts				200	0	0
To supplement the present annual Endowment of £1,000 to the Australian Museum...				200	0	0
Towards building the Parramatta Mechanics' School of Arts, on condition of an equal amount being raised by Private Subscriptions ...	500	0	0			
Outfit, on the same condition...	200	0	0			
				700	0	0
In aid of the erection of a Mechanics' Institute at Mudgee, on same condition ...				500	0	0
In aid of Goulburn School of Arts, on same condition, until a Building be erected ...				100	0	0
In aid of Brisbane School of Arts, on same condition				100	0	0
Total ... ... £				1,800	0	0

Aborigines.

Cost of Blankets, Conveying, Distributing, and Marking them; Medicines and Medical Attendance				2,000	0	0
Total ... ... £				2,000	0	0

Municipal Institutions.

City of Sydney, in aid of City Funds				10,000	0	0
Total ... ... £				10,000	0	0

Miscellaneous Services.

Paper and Parchment for Printing	3,000	0	0			
Expenses attending the preparation of the Electoral Lists	600	0	0			
Erecting Pounds, and Allowances to Poundkeepers...	100	0	0			
To meet Unforeseen Expenses, to be hereafter accounted for ...	2,000	0	0			
				5,700	0	0
Total ... ... £				5,700	0	0

IV.

Administration of Justice,

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase.	Compared with 1857. Decrease.
48	Law Officers of the Crown	4,727 0 0	4,927 0 0	200 0 0	.....
48	Supreme and Circuit Courts	8,517 0 0	8,907 0 0	390 0 0	.....
49	Moreton Bay Court	3,276 0 0	3,365 0 0	89 0 0	.....
49	District Courts...	4,000 0 0	3,755 0 0	.....	245 0 0
50	Sheriff	5,032 0 0	5,613 2 0	581 2 0	.....
50	Insolvent Court	1,317 15 6	1,302 0 0	.....	15 15 6
51	Quarter Sessions	4,890 0 0	6,659 0 0	1,769 0 0	.....
51	Courts of Requests	3,289 0 0	3,293 0 0	4 0 0	.....
52	Court of Claims	300 0 0	300 0 0	.....	.....
52	Coroners	3,189 0 0	3,189 0 0	....	.....
	£	38,537 15 6	41,310 2 0	3,033 2 0	260 15 6
	Deduct Decrease			260 15 6	
	Increase, compared with 1857... .. .. £			2,772 6 6	

The Treasury, New South Wales.
31*st October*, 1857.

R. JONES.

No. IV.—Administration of Justice.

Law Officers of the Crown.

Salaries.

Crown Solicitor for Criminal Business	650 0 0	
Crown Solicitor for Civil Business	650 0 0	
Parliamentary Draftsmen	700 0 0	
Secretary to the Crown Law Officers	400 0 0	
Clerk to do.	200 0 0	
Do. Criminal Crown Solicitor	315 0 0	
Do. Civil Crown Solicitor	275 0 0	
Do. do.	275 0 0	
Messenger to the Attorney General	104 0 0	
Do. to the Solicitor General	104 0 0	
Do. to Criminal Crown Solicitor	104 0 0	
Housekeeper	40 0 0	
		3,817 0 0

Contingencies.

Fees to Prosecuting Barristers	500 0 0	
Travelling Expenses	400 0 0	
Stationery	100 0 0	
Fuel and Light	30 0 0	
Postage	10 0 0	
Stores	20 0 0	
Incidental Expenses	50 0 0	
		1,110 0 0
Total	£	4,927 0 0

Supreme and Circuit Courts.

Salaries.

Master in Equity	1,000 0 0	
Clerk ...(1st class)	275 0 0	
Clerk ...(2nd class)	215 0 0	
Clerk ...(3rd class)	200 0 0	
Messenger	104 0 0	
Prothonotary and Curator of Intestate Estates	705 0 0	
Clerk ...(1st class)	400 0 0	
Clerk ...(2nd class)	275 0 0	
Clerk ...(3rd class)	240 0 0	
Do. ... do.	200 0 0	
Clerks to the Judges, 1 at £275; 1 at £260; and 1 at £245	780 0 0	
Crier and Tipstaff	132 0 0	
Tipstaffs to the Judges, at £120 2	240 0 0	
Messenger	114 0 0	
Court-keeper, King-street	114 0 0	
Do. Darlinghurst	114 0 0	
Assistant do.	50 0 0	
Court-keeper, Goulburn	24 0 0	
		5,182 0 0

Contingencies.

Travelling Expenses of the Judges	750 0 0	
Allowances to Special Constables	25 0 0	
Allowances to Witnesses attending the Supreme and Circuit Courts	2,500 0 0	
Stationery	190 0 0	
Fuel and Light	200 0 0	
Postage	10 0 0	
Stores	20 0 0	
Incidental Expenses	30 0 0	
		3,725 0 0
Total	£	8,907 0 0

No. IV.—Administration of Justice.

Moreton Bay Court.

Salaries.		
Registrar of Court	500 0 0	
Crown Prosecutor	300 0 0	
Civil and Criminal Crown Solicitor	200 0 0	
Judge's Clerk...	200 0 0	
Registrar's Clerk	200 0 0	
Crown Solicitor's Clerk	150 0 0	
District Sheriff	300 0 0	
Bailiff	150 0 0	
Assistant Bailiff	100 0 0	
Tipstaff and Court Keeper	104 0 0	
Registrar's Messenger	104 0 0	
		2,308 0 0
Contingencies.		
Allowances to Jurors...	300 0 0	
Do. to Witnesses	500 0 0	
Stationery and Bookbinding...	78 0 0	
Fuel, Light, and Water	17 0 0	
Rent of Registrar's Office	26 0 0	
Sheriff's do.	40 0 0	
Stores	50 0 0	
Postage, and Incidental Expenses	46 0 0	
		1,057 0 0
Total ... ... £		3,365 0 0

District Courts.

Salaries.			
Judges, at £800	3	2,400 0 0	
Crown Prosecutors, at £400	3	1,200 0 0	
Clerks of the Peace and Registrars, at 100	3	300 0 0	
Registrars, at £50	9	450 0 0	
Bailiffs, at £50	12	600 0 0	
Contingencies.			
Travelling Expenses of Judges and Crown Prosecutors		1,500 0 0	
Allowances to Witnesses and Jurors		1,000 0 0	
Stationery and other Incidental Expenses		60 0 0	
		7,510 0 0	
As the Courts will probably not come into operation until the latter half of the year, a vote is proposed to be taken for half the amount only		3,755 0 0	
Total ... . £			3,755 0 0

No. IV.—Administration of Justice.

Sheriff.

Salaries.		
Sheriff	650 0 0	
Under Sheriff	400 0 0	
Clerk ... ... (2nd class) ...	300 0 0	
Do. ... ... (3rd class) ...	215 0 0	
Do. ... ... do. ...	175 0 0	
Head Bailiff, Sydney	200 0 0	
Assistant do. do.	175 0 0	
2nd do. do.	120 0 0	
Bailiff, at Maitland	185 0 0	
Do. Parramatta, Windsor, and Campbelltown	200 0 0	
Do. Muswellbrook	175 0 0	
Do. Goulburn	150 0 0	
Do. Bathurst	150 0 0	
Do. Sofala	175 0 0	
Messenger	120 0 0	
		3,390 0 0
Contingencies.		
Travelling Expenses of the Sheriff or Under Sheriff	100 0 0	
Allowances to Bailiffs for serving Summonses	132 0 0	
Do. to Jurors attending the Supreme and Circuit Courts ...	1,800 0 0	
Stationery	119 10 0	
Fuel and Light	11 12 0	
Stores	10 0 0	
Postage	25 0 0	
Incidental Expenses	25 0 0	
		2,223 2 0
Total ... ... £		5,613 2 0

Insolvent Court.

Salaries.		
Chief Commissioner	700 0 0	
Clerk ... ... (3 class)	250 0 0	
Clerk	165 0 0	
Bailiff and Messenger	165 0 0	
		1,280 0 0
Contingencies.		
Fuel and Light	7 0 0	
Postage	3 0 0	
Stationery and other Expenses	12 0 0	
		22 0 0
Total ... . £		1,302 0 0

No. IV.—Administration of Justice.

Quarter Sessions.

Salaries.		
Chairman	800 0 0	
Crown Prosecutor	700 0 0	
Clerk of the Peace	550 0 0	
Do. for Maitland	100 0 0	
Do. for Bathurst	100 0 0	
Do. for Goulburn	100 0 0	
Clerk, Sydney ... ... (3rd class) ...	260 0 0	
Messenger	104 0 0	
		2,714 0 0
Contingencies.		
Travelling Expenses	700 0 0	
Allowances to Witnesses and Jurors...	3,200 0 0	
Stationery, £20; Stores, £5	25 0 0	
Fuel and Light, £10; Incidental Expenses, £10	20 0 0	
		3,945 0 0
Total ... ... £		6,659 0 0

Courts of Requests.

Salaries.		
Commissioner...	800 0 0	
Registrar, Sydney	500 0 0	
Clerk ... ... (2nd class) ...	300 0 0	
Do. at £200 ... ... (3rd class) 2	400 0 0	
Registrars, Parramatta and Windsor, £50 2	100 0 0	
Do. Penrith and Campbelltown, £30 2	60 0 0	
Do. Liverpool...	24 0 0	
Bailiff and Crier	150 0 0	
Assistant Bailiffs, £104 3	312 0 0	
Bailiffs, Parramatta and Windsor, at £50 2	100 0 0	
Do. Penrith and Campbelltown, at £50 2	100 0 0	
Do. Liverpool	40 0 0	
Messenger	104 0 0	
Officekeeper	25 0 0	
		3,015 0 0
Contingencies.		
Travelling Expenses of Commissioner	100 0 0	
Fees to Assessors	100 0 0	
Stationery	40 0 0	
Fuel and Light, £15; Postage, £8	23 0 0	
Stores...	10 0 0	
Incidental Expenses	5 0 0	
		278 0 0
Total ... ... £		3,293 0 0

No. IV.—Administration of Justice.

Court of Claims.

Fees to Commissioners at £2 2s.; and to the Secretary at £2, on final report in each case	290 0 0	
Stationery and Postage	10 0 0	
		300 0 0
Total... ... ... £		300 0 0

Coroners.

Salaries.

Coroner, Sydney	40 0 0	
Clerk, do.	64 0 0	
Coroner, Bathurst	40 0 0	
Goulburn	40 0 0	
Illawarra	40 0 0	
Paterson and Maitland	40 0 0	
Parramatta...	40 0 0	
Windsor	40 0 0	
Berrima	20 0 0	
Braidwood	20 0 0	
Broulee	20 0 0	
Brisbane Water	20 0 0	
Campbelltown, Liverpool, and Appin	20 0 0	
Camden and Picton	20 0 0	
Carcoar	20 0 0	
Cassilis	20 0 0	
Dungog	20 0 0	
Hartley	20 0 0	
Macquarie	20 0 0	
Merton and Muswellbrook...	20 0 0	
Moreton Bay	20 0 0	
Mudgee	20 0 0	
Newcastle and Raymond Terrace	20 0 0	
Patrick's Plains	20 0 0	
Penrith	20 0 0	
Queanbeyan	20 0 0	
Scone	20 0 0	
Wellington...	20 0 0	
Wollombi and Macdonald River	20 0 0	
Yass	20 0 0	
		784 0 0

Contingencies.

Coroners' Fees on Inquests, at 20s. each	730 0 0	
Surgeons' Fees	900 0 0	
Travelling Expenses of Coroners	200 0 0	
Travelling Expenses of Surgeons	50 0 0	
Rewards for taking up dead bodies	20 0 0	
Postage	5 0 0	
Coffins, Burials, and Incidental Expenses	500 0 0	
		2,405 0 0
Total ... ... £		3,189 0 0

V.

Treasurer and Secretary for Finance and Trade.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase.	Compared with 1857. Decrease.
54	Treasury	7,207 0 0	7,030 0 0	.....	177 0 0
55	Customs	24,422 0 0	25,960 10 0	1,538 10 0	.....
56	Drawbacks and Refund of Duties ...	20,000 0 0	20,000 0 0	.....	.....
56	Distilleries	1,717 0 0	2,409 7 0	692 7 0	.....
57	Mint	14,261 17 4	11,466 10 5	.....	2,795 6 11
57	Gold Receivers	100 0 0	175 0 0	75 0 0	.....
58	Colonial Storekeeper...	3,923 0 0	4,445 0 0	522 0 0	.....
58	Gunpowder Magazine	436 4 4	749 6 10	313 2 6	.....
59	Shipping Master, Sydney...	1,390 0 0	1,874 9 4	484 9 4	.....
59	Do. Newcastle	80 0 0	80 0 0	.....	.....
59	Do. Moreton Bay ...	50 0 0	52 0 0	2 0 0	.....
60	Light Houses, Harbour, and Pilot Department	1,710 0 0	4,400 0 0	.....	1,353 0 0
60	Steam Navigation Board and Superintendent	4,043 0 0			
60	Lighthouse, South Head	932 0 0	842 0 0	.....	90 0 0
60	Do., Inner South Head ...	.....	950 0 0	950 0 0	.....
61	Floating Light, Port Jackson ...	816 0 0	746 0 0	.....	70 0 0
61	Do. Moreton Bay ...	1,234 0 0	945 10 0	.....	288 10 0
61	Lighthouse, do ...	1,190 0 0	1,010 0 0	.....	180 0 0
61	Do. Gabo Island ...	1,492 0 0	1,298 0 0	.....	194 0 0
62	Do. Kent's Group ...	500 0 0	500 0 0	.....	.....
62	Do. Newcastle ...	1,025 0 0	850 0 0	.....	175 0 0
62	Harbour Master, do. ...	2,234 0 0	2,234 0 0	.....	.....
63	Do. Moreton Bay	2,519 0 0	2,543 0 0	24 0 0	.....
63	Pilots, Port Jackson	1,200 0 0	.....	.....	1,200 0 0
63	Do. Wollongong	204 0 0	204 0 0	.....	.....
63	Do. Station, Manning River ...	728 0 0	728 0 0	.....	.....
63	Do. do. Macleay River ...	928 0 0	878 0 0	.....	50 0 0
64	Pilot, Kiama	104 0 0	104 0 0	.....	.....
64	Do. Station, Port Macquarie ...	779 0 0	779 0 0	.....	.....
64	Do. do. Clarence River ...	874 0 0	874 0 0	.....	.....
64	Do. do. Richmond River ...	778 0 0	778 0 0	.....	.....
64	Telegraph Stations, Sydney... ...	798 0 0	714 0 0	.....	84 0 0
65	Do. Moreton Bay ...	389 0 0	299 0 0	.....	90 0 0
65	Port Curtis Establishment	1,250 0 0	700 0 0	.....	550 0 0
,,	Miscellaneous Services	30 0 0	2,030 0 0	2,000 0 0	.....
		99,344 1 8	98,648 13 7	6,601 8 10	7,296 16 11
	Deduct Increase				6,601 8 10
	Decrease, compared with 1857 ... ... £				695 8 1

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

No. V.—Treasurer and Secretary for Finance and Trade.

Treasury.

Salaries.

Secretary for Finance and Trade. (Provided in Schedule.)		
Under Secretary	800 0 0	
Chief Clerk of the Pay Branch	600 0 0	
Chief Clerk of the Revenue Branch	530 0 0	
Accountant	520 0 0	
Clerk ... ... (2nd class) ...	375 0 0	
Do. ... ... do. ...	315 0 0	
Do., at £300 ... ... do. 2	600 0 0	
Do. (Auctioneer) ... ... (3rd class) ...	325 0 0	
Do. ... ... do. ...	245 0 0	
Do. at £230 ... ... do. 3	690 0 0	
Do. at £215 ... ... do. 2	430 0 0	
Do. at £200 ... ... do. 2	400 0 0	
Do. at £175 2	350 0 0	
Principal Messenger	132 0 0	
Messenger	120 0 0	
Watchman	102 0 0	
Housekeeper	48 0 0	
		6,592 0 0

Contingencies.

Stationery	200 0 0	
Postage	130 0 0	
Fuel and Light	55 0 0	
Stores	23 0 0	
Incidental Expenses	30 0 0	
		438 0 0
Total ... ... £		7,030 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Customs.

Salaries.

Sydney.

Collector			1,100 0 0	
Landing Surveyor			530 0 0	
Chief Clerk	(1st class)		530 0 0	
Cashier	do.		530 0 0	
Inspector of Warehouses			500 0 0	
Clerk	(2nd class)		375 0 0	
Do.	do.		325 0 0	
Do.	(3rd class)		275 0 0	
Do.	do.		250 0 0	
Do.	do.		225 0 0	
Do.	do.		205 0 0	
Do.	do.		200 0 0	
Do.	do.		200 0 0	
Distillery Clerk	do.		200 0 0	
First Landing Waiter			375 0 0	
Second do.			325 0 0	
Third do.			325 0 0	
Fourth do.			275 0 0	
Fifth do.			275 0 0	
Sixth do.			275 0 0	
Landing Waiters, Sydney, at £225		3	675 0 0	
First Tide Surveyor			325 0 0	
Second do.			325 0 0	
Warehouse Keeper			375 0 0	
First Locker			275 0 0	
Second do.			250 0 0	
Third do.			225 0 0	
Fourth do.			205 0 0	
Fifth do.			195 0 0	
Sixth do.			195 0 0	
Seventh do.			190 0 0	
Eighth do.			185 0 0	
Ninth do.			185 0 0	
Tenth do.			185 0 0	
Eleventh do.			185 0 0	
Twelfth do.			185 0 0	
Acting Lockers, at £165		8	1,320 0 0	
First Tide Waiter			225 0 0	
Second do.			215 0 0	
Third do.			205 0 0	
Fourth do.			195 0 0	
House Keeper			40 0 0	
Messenger			120 0 0	
Do.			104 0 0	
Warrant Messenger			96 0 0	
Do.			96 0 0	
Weighers, at £96		4	384 0 0	
Porter			114 0 0	
Watchman			114 0 0	
Coxswain, at £120		2	240 0 0	
Boatmen, at £104		9	936 0 0	
Carried forward		£	15,859 0 0	.....

No. V.—Treasurer and Secretary for Finance and Trade.

Customs—continued.

	£	15,859 0 0	
Botany Bay.			
Coast Waiter ...	...	205 0 0	
Boatmen, at £96	2	192 0 0	
Broken Bay.			
Coast Waiter ...	...	250 0 0	
Boatmen, at £90	4	360 0 0	
Newcastle.			
Sub-Collector ...	...	350 0 0	
Landing Waiter (Morpeth)	...	300 0 0	
Tide Surveyor	...	225 0 0	
Clerk ...	...	200 0 0	
Coxswain	...	120 0 0	
Boatmen, at £104	3	312 0 0	
Moreton Bay.			
Sub-Collector ...	...	500 0 0	
Landing Waiter	...	325 0 0	
Tide Surveyor at the mouth of the Harbour...	...	275 0 0	
Clerk and Locker	...	200 0 0	
Coxswain	...	120 0 0	
Boatmen, at £96	5	480 0 0	
Weigher and Office Keeper	...	118 0 0	
Eden.			
Sub-Collector ...	...	275 0 0	
Coxswain	...	132 0 0	
Boatmen, at £108	3	324 0 0	
			21,122 0 0
Contingencies.			
Allowances to extra Tide Waiters	...	4,000 0 0	
Rent ...	...	190 0 0	
New Boats	...	100 0 0	
Fuel and Light	...	48 10 0	
Gauging Instruments...	...	150 0 0	
Stationery, £200; Stores, £100; Postage, £50	...	350 0 0	
			4,838 10 0
Total	£		25,960 10 0
Drawbacks and Refund of Duties	£		20,000 0 0

Colonial Distilleries.

Salaries.			
Chief Inspector and Accountant	...	500 0 0	
Inspectors, at £375	3	1,125 0 0	
			1,625 0 0
Contingencies.			
Occasional Assistance	...	150 0 0	
Fuel and Light	...	25 2 0	
Instruments ...	...	60 0 0	
Stores...	...	3 0 0	
Porterage	...	5 0 0	
Stationery, £20; Postage, £3	...	23 0 0	
Cleaning the Office at the Brisbane Distillery, at 1s. per diem	...	18 5 0	
			284 7 0
Rewards, not exceeding £50 in each case, for information as to illicit distillation	...		500 0 0
Total	£		2,409 7 0

No. V.—Treasurer and Secretary for Finance and Trade.

Sydney Branch of the Royal Mint.

Salaries.

Deputy Master and Chief Officer				1,100 0 0	
Superintendent of Bullion Office				850 0 0	
Superintendent of Coining Department				687 0 0	
Chief Clerk of Bullion Office...				630 0 0	
Registrar and Accountant				530 0 0	
Assayers, at £630			2	1,260 0 0	
Clerks, at £225 ... ... (3rd class)			3	675 0 0	
Do. ... ... do. ...				215 0 0	
Superior Mechanics, at £230...			3	690 0 0	
Engineer of Machinery				295 0 0	
Messenger				120 0 0	
Do.				118 0 0	
Police:—					
Serjeant, at 8s. 6d.	155	2	6		
3 Constables, at 6s.	328	10	0		
				483 12 6	
Sappers and Miners:—					
1 Serjeant, at 2s. 8½d. per diem	49	8	6½		
2 Corporals, at 1s. 10¾d. do.	69	3	11½		
9 Privates, at 1s. 2½d. do.	198	9	4½		
				317 1 10	
Colonial Allowance to Sappers and Miners:—					
Serjeant and Corporals, at 1s. per diem			3	54 15 0	
Privates, at 6d., do.			9	82 2 6	
Working Pay to Serjeant, at 6s. 8d.; to Corporals and Privates, at 5s. do.				958 18 4	
					9,066 10 2

Contingencies.

Provisions for Sappers and Miners	195 14 6	
Lodging Allowance to Married Men under Military Regulations, 7 men, at 16s. a week	291 4 0	
Fuel and Light	688 18 0	
Military Contingencies, viz.:—Good Conduct Pay, alterations in Clothing, repairs of Arms, &c.	39 10 10	
Wages to Workmen, temporarily employed	150 0 0	
Labor in Assaying	100 0 0	
Waste in Coinage, at 1s. 3d. per cent., of out-turn for £700,000 ...	437 10 0	
Chemicals, Tools, &c....	272 2 11	
Repairs to Engines and Furnaces	150 0 0	
Stationery	60 0 0	
Postage	7 10 0	
Freight	7 10 0	
		2,400 0 3
Total ... ... £		11,466 10 5

Gold Receivers.

Receivers at Bathurst, Goulburn, Braidwood, Orange, and Tamworth, at £25, each	125 0 0	
To meet further similar claims that may arise	50 0 0	
		175 0 0
Total ... ... £		175 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Colonial Storekeeper.

Salaries.

Colonial Storekeeper	600 0 0	
Clerk ... ... (2nd class) ...	375 0 0	
Clerks, at £275 ... ... (3rd class) 3	825 0 0	
Do. ... ... (do.) ...	260 0 0	
Foreman of Warehouse	175 0 0	
Armourer	175 0 0	
		2,410 0 0

Contingencies.

Conveyance of Stores	800 0 0	
Rental upon Stores deposited in Private Warehouses	500 0 0	
Wages to Storehousemen, at £120 4	480 0 0	
Watchman	85 0 0	
Stationery, £30; Postage, £30; Fuel, £10	70 0 0	
Packing, and other expenses...	100 0 0	
		2,035 0 0
Total ... ... £		4,445 0 0

Gunpowder Magazine.

Foreman, at 12s. 6d. per diem	228 2 6	
		228 2 6

Contingencies.

Allowance to the Assistant Military Storekeeper for extra duties ...	50 0 0	
Wages to Cooper, at 3s. 4d., and to three Laborers, at 1s. 8d. each.	130 8 4	
Boat Hire, at 8s. a week	20 16 0	
Military Laborers	20 0 0	
Rent of Brig "Lady Mary," occupied as a temporary Floating Magazine	300 0 0	
		521 4 4
Total ... ... £		749 6 10

Note.—This Magazine is placed in charge of the Ordnance Storekeeper by the Act of Council, 16 Vic., No. 47. Of the above expenses, £101 0s. 10d., will be contributed from Imperial Funds, and credit is taken accordingly in the Estimate of Ways and Means.

No. V.—Treasurer and Secretary for Finance and Trade.

Shipping Masters.

Sydney.			
Salaries.			
Shipping Master		500 0 0	
Clerk ... ... (2nd class) ...		300 0 0	
Do. ... ... (3rd class) ...		275 0 0	
Do. ... ... do. ...		260 0 0	
Do. ... ... do. ...		245 0 0	
Messenger		104 0 0	
Do.		84 0 0	
Officekeeper		40 0 0	
			1,808 0 0
Contingencies.			
Fuel and Light		12 17 0	
Stationery		22 9 10	
Postage		5 0 0	
Stores...		1 2 6	
Incidental Expenses		25 0 0	
			66 9 4
Total... ... ... £			1,874 9 4
Newcastle.			
To conduct the duties of the Shipping Office			80 0 0
Total... ... ... £			80 0 0
Moreton Bay.			
Shipping Master		50 0 0	
			50 0 0
Contingencies.			
Stationery			2 0 0
Total... ... ... £			52 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light Houses, Harbours, and Pilot Department.

Steam Navigation Board and Superintendent.					
Superintendent		600	0	0	
Secretary and Accountant		400	0	0	
Clerks, £250; do., £200 ... ... (3rd class)	2	450	0	0	
Engineer Surveyor, £375; Shipwright do., £175		550	0	0	
Deputy Harbour Master		400	0	0	
Boatmen, at £104	8	832	0	0	
Messenger		120	0	0	
Coxswain to Governor General's Barge, at 60s. a month		36	0	0	
Crew do. 40s.	8	192	0	0	
					3,580 0 0
Contingencies.					
Fees for attendance to Non-Official Members, at £1 1s. for each sittting		300	0	0	
Travelling Expenses of Superintendent and Surveyors		250	0	0	
Stationery		50	0	0	
Postage		20	0	0	
Repairs to Boats		50	0	0	
Stores		100	0	0	
Incidental Expenses		50	0	0	
					820 0 0
Total ... ... £					4,400 0 0
Light House, South Head.					
Superintendent		180	0	0	
Light Keepers, at £84	3	252	0	0	
					432 0 0
Contingencies.					
Oil for the Light		300	0	0	
Forage and Farriery		60	0	0	
Repairs to the Machinery and Incidental Expenses...		50	0	0	
					410 0 0
Total ... ... £					842 0 0
Light House, Inner South Head.					
Principal Light Keeper		200	0	0	
First Assistant		150	0	0	
Second do.		100	0	0	
					450 0 0
Contingencies.					
Oil for the Light					500 0 0
Total ... ... £					950 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light Houses, Harbours, and Pilot Department—continued.

Floating Light, Port Jackson.			
Superintendent		180 0 0	
Light Keepers, at £84 4		336 0 0	
			516 0 0
Contingencies.			
Oil for the Light		200 0 0	
Incidental Expenses		30 0 0	
			230 0 0
Total	£		746 0 0
Floating Light, Moreton Bay.			
Superintendent		216 0 0	
Light Keepers, at £96 4		384 0 0	
			600 0 0
Contingencies.			
Repairs to the Ship		50 0 0	
Oil for the Light		200 0 0	
Provisions		30 10 0	
Repairs and Incidental Expenses		50 0 0	
Stores...		15 0 0	
			345 10 0
Total	£		945 10 0
Light House, Moreton Bay.			
Superintendent		216 0 0	
Light Keepers, at £108 3		324 0 0	
			540 0 0
Contingencies.			
Oil for the Light		300 0 0	
Forage		20 0 0	
Repairs to Machinery and Incidental Expenses		100 0 0	
Expense of Communication		50 0 0	
			470 0 0
Total	£		1,010 0 0
Light House, Gabo Island.			
Superintendent		216 0 0	
Light Keepers, at £108 4		432 0 0	
			648 0 0
Contingencies.			
Oil for the Light		500 0 0	
Fuel		60 0 0	
New Boat		40 0 0	
Repairs to Machinery and Incidental Expenses		50 0 0	
			650 0 0
Total	£		1,298 0 0

Note.—One-half of the actual expense will be contributed by the Government of Victoria towards the maintenance of this Light House, and credit is taken accordingly in the Estimate of Ways and Means.

No. V.—Treasurer and Secretary for Finance and Trade.

Light Houses, Harbours, and Pilot Department—continued.

Light House, Kent's Group.			
Contribution of one-third of the probable expense of maintaining the Light House			500 0 0
Light House, Newcastle.			
Principal Light Keeper		200 0 0	
First Assistant		150 0 0	
Second do.		100 0 0	
			450 0 0
Contingencies.			
Oil for the Light		300 0 0	
Repairs to the Machinery and Incidental Expenses...		100 0 0	
			400 0 0
Total ... ... £			850 0 0
Harbour Master, Newcastle.			
Harbour Master		275 0 0	
Assistant do.		175 0 0	
Clerk		175 0 0	
Pilots, at £175	2	350 0 0	
Signal Master...		120 0 0	
Boatmen, at £96	10	960 0 0	
			2,055 0 0
Contingencies.			
Stationery		8 0 0	
Postage		6 0 0	
New Boats		50 0 0	
Repairs to Telegraph and Buoys		40 0 0	
Stores		75 0 0	
			179 0 0
Total ... ... £			2,234 0 0
Harbour Master, Moreton Bay.			
Harbour Master		300 0 0	
Pilots, at £175	2	350 0 0	
River Pilot		175 0 0	
Master of the Buoy-boat		120 0 0	
Boatmen, at £96	13	1,248 0 0	
			2,193 0 0
Contingencies.			
New Boat		50 0 0	
New Buoy		50 0 0	
Replacing Buoys, Anchors, Cables; Repairs to Buoy-boat, &c. ...		124 0 0	
Repairs to Boats and Buoys		50 0 0	
Stores		71 0 0	
Stationery		3 0 0	
Postage		2 0 0	
			350 0 0
Total ... ... £			2,543 0 0

No. V.—The Treasurer and Secretary for Finance and Trade.

Light Houses, Harbours, and Pilot Department—continued.

Pilot at Wollongong.		
Pilot in charge of the Basin...	104 0 0	104 0 0
Contingencies.		
For keeping in repair the Moorings at Wollongong, Kiama, and Ulladulla	100 0 0	100 0 0
Total ... ... £		204 0 0
Pilot Station, Manning River.		
Pilot	175 0 0	
Boatmen, at £96 5	480 0 0	655 0 0
Contingencies.		
Stationery and Postage	3 0 0	
Stores...	40 0 0	
Incidental Expenses	30 0 0	73 0 0
Total ... . £		728 0 0
Pilot Station, Macleay River.		
Pilot	175 0 0	
Boatmen, at £96 5	480 0 0	655 0 0
Contingencies.		
Stationery and Postage	3 0 0	
Stores...	40 0 0	
New Boats	50 0 0	
Flagstaffs, Anchors, Warps, &c.	100 0 0	
Incidental Expenses	30 0 0	223 0 0
Total ... . £		878 0 0

No. V.—The Treasurer and Secretary for Finance and Trade.

Light Houses, Harbours, and Pilot Department—continued.

Pilot at Kiama.			
Pilot in charge of the Moorings and for peventing the improper deposit of ballast		104 0 0	104 0 0
Pilot Station, Port Macquarie.			
Pilot		175 0 0	
Boatmen, at £96	5	480 0 0	
			655 0 0
Contingencies.			
New Boats		50 0 0	
Repairs to Boats, and Incidental Expenses		30 0 0	
Stationery and Postage		4 0 0	
Stores...		40 0 0	
			124 0 0
Total ... ... £			779 0 0
Pilot Station, Clarence River.			
Pilot		175 0 0	
Boatmen, at £96	6	576 0 0	
			751 0 0
Contingencies.			
New Boat		50 0 0	
Repairs to Boats and Incidental Expenses		30 0 0	
Stationery and Postage		3 0 0	
Stores		40 0 0	
			123 0 0
Total ... ... £			874 0 0
Pilot Station, Richmond River.			
Pilot		175 0 0	
Boatmen, at £96	5	480 0 0	
			655 0 0
Contingencies.			
New Boat		50 0 0	
Stationery and Postage		3 0 0	
Stores		40 0 0	
Incidental Expenses		30 0 0	
			123 0 0
Total ... ... £			778 0 0
Telegraph Stations.			
Signal Master, Sydney		200 0 0	
South Head		180 0 0	
Messengers, Sydney, at £84...	2	168 0 0	
South Head		84 0 0	
			632 0 0
Contingencies.			
Stationery		5 0 0	
Fuel and Light		17 0 0	
Blue Lights for the use of Pilots, South Head		10 0 0	
Stores...		40 0 0	
Incidental Expenses		10 0 0	
			82 0 0
Total ... ... £			714 0 0

No. V.—Treasurer and Secretary for Finance and Trade.

Light Houses, Harbours, and Pilot Department.—continued.			
Telegraph Stations, Moreton Bay.			
Signal Masters, at £132	2	264 0 0	
			264 0 0
Contingencies.			
Oil and Candles		5 0 0	
Blue Lights		10 0 0	
Flag Staffs, Rope, Signals, Bunting, &c.		10 0 0	
Incidental Expenses		10 0 0	
			35 0 0
Total ... ... £			299 0 0
Port Curtis Establishment.			
Coxswain		100 0 0	
Boatmen, at £90	4	360 0 0	
Contingencies...		240 0 0	
			700 0 0
Total ... ... £			700 0 0
Miscellaneous Services.			
Provisions to be left at Booby Island, for the relief of Shipwrecked Persons		30 0 0	
To defray the expense of the employment of the Steam Dredge ...		2,000 0 0	
Total ... ... £			2,030 0 0

VI.

Secretary for Lands and Public Works.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857. Increase.	Compared with 1857. Decrease.
68	Secretary for Lands and Public Works	6,114 14 0	6,214 14 0	100 0 0	
69	Survey and Management of Crown Lands	59,856 17 0	56,601 12 6	.....	3,255 4 6
69	Commission on Lands...	... ...	4,000 0 0	4,000 0 0	
	Gold Fields—				
70	Within the Settled Districts ...	11,392 4 7	17,631 17 4	989 12 9	
	Beyond do. ...	5,250 0 0			
70	Contingent	2,500 0 0	2,500 0 0		
	Internal Communications comprising Railways—				
71	Working Expenses	... ...	66,800 0 0	66,800 0 0	
72	Extension and Trial Surveys. (Loan)	... ...	27,000 0 0	27,000 0 0	
72	Extensions of Existing Lines. (Loan)	300,000 0 0	727,300 0 0	427,300 0 0	
	Roads—				
73	Salaries and Contingencies ...	3,250 0 0	4,650 0 0	1,400 0 0	
73	Construction and Maintenance	55,548 3 8	84,000 0 0	28,451 16 4	
73	Do. (Loan)	14,814 0 0	... ...	.....	14,814 0 0
	Electric Telegraph—				
74	Electric Telegraph. (Loan) ...	38,000 0 0	... ...	.....	38,000 0 0
	Harbours and River Navigation—				
74	Salaries and Contingencies ...	... ...	1,350 0 0	1,350 0 0	
74	Public Works	5,936 0 0	10,432 0 0	4,496 0 0	
74	Do. (Loan)	32,113 18 11	... .	.....	32,113 18 11
	Colonial Architect—				
75	Salaries and Contingencies ...	4,824 0 0	5,239 0 0	415 0 0	
76	Public Buildings	25,595 0 0	40,415 0 0	14,820 0 0	
76	Do. (Loan)	21,790 0 0	... ...	.....	21,790 0 0
76	Miscellaneous Public Works ...	2,669 11 0	10,386 0 0	7,716 9 0	
76	Do. (Loan)	1,000 0 0	... ...	.....	1,000 0 0
	Botanic Gardens—				
77	Sydney	2,029 0 0	2,086 17 6	57 17 6	
77	Brisbane	550 0 0	650 0 0	100 0 0	
77	Government Domains and Hyde Park	1,169 0 0	1,398 17 6	229 17 6	
77	Coal Fields, &c....	680 0 0	680 0 0	.....	
77	Miscellaneous	... ...	431 0 0	431 0 0	
		595,082 9 2	1069,766 18 10	585,657 13 1	110,973 0 0
	Deduct Decrease			110,973 3 5	
	Increase, compared with 1857 ... ... £			474,684 9 8	

The Treasury, New South Wales,
31st October, 1857.

R. JONES.

No. VI.—Secretary for Lands and Public Works.

The Secretary for Lands and Public Works.

Salaries.			
Secretary for Lands and Public Works		1,500 0 0	
Under Secretary		800 0 0	
Chief Clerk of Land Branch		500 0 0	
Do. of Public Works' Branch		400 0 0	
Clerks, at £350	2	700 0 0	
Do. £250	3	750 0 0	
Do £200	2	400 0 0	
Do. £150	2	300 0 0	
Messenger		103 14 0	
Do.		100 0 0	
Office Keeper		61 0 0	
			5,614 14 0
Contingencies.			
Rent of Office		400 0 0	
Furniture		50 0 0	
Stationery		50 0 0	
Fuel and Light		50 0 0	
Postage		20 0 0	
Incidental Expenses		30 0 0	600 0 0
Total			£ 6,214 14 0

No. VI.—Secretary for Lands and Public Works.

Survey and Management of Crown Lands.

Surveyor General		1,050 0 0	
Deputy Surveyor General		775 0 0	
District Surveyors, at £500	7	3,500 0 0	
Commissioners of Crown Lands, at £500	5	2,500 0 0	
Surveyors, 1st class, at £400	7	2,800 0 0	
Do. 2nd class, at £300	7	2,100 0 0	
Chief Draftsman		650 0 0	
Draftsmen, 1st class, at £400	1	1,150 0 0	
Do. do. £375	2		
Do. 2nd class, £300	4	1,200 0 0	
Do. 3rd class, £240	4	960 0 0	
Do. 4th class, £220	2	840 0 0	
Do. do. £200	2		
Preparation of Maps for Publication...		600 0 0	
Description Writers, at £150	2	300 0 0	
Chief Clerk (Secretary and Cashier)		650 0 0	
Accountant		400 0 0	
Clerk, ... (1st class)	1	400 0 0	
Do. £355 ... ... (2nd class)	1	1,255 0 0	
Do. £300 ... ... (do.)	3		
Do. £245 ... ... (3rd class)	3	1,735 0 0	
Do. £200 ... ... (do.)	5		
Do. £185	8	1,480 0 0	
Preparation of Deeds...		350 0 0	
Messengers, at £100	3	300 0 0	
Housekeeper		50 0 0	
Wages to Surveyors' Laborers, (21 parties)		4,200 0 0	
Fees to Licensed Surveyors		10,000 0 0	
Rangers, at £132 10s.	2	265 0 0	
Troopers, at 5s. 6d. per diem...	15	1,505 12 6	41,015 12 6

Contingencies.

Allowances for Travelling	454 7 6	
Allowance for a Horse for the Surveyor General	45 12 6	
Forage for Surveyors' Horses in the Field	3,449 5 0	
Allowance for fencing Paddocks and Forage for Commissioners' and Troopers' Horses	1,095 0 0	
Provision for Parties in the Field	3,449 5 0	
Allowance for Provisions to Commissioners and Troopers	547 10 0	
Saddlery, Arms, and Ammunition for Troopers	200 0 0	
Remount Horses	250 0 0	
Buildings, Repairs, and Rent...	1,225 0 0	
Allowance to purchase and maintain Equipment	2,100 0 0	
Purchase of Parchment and Stationery	650 0 0	
Lithographing	500 0 0	
Purchase of Surveying Instruments...	300 0 0	
Drawing Instruments and Materials...	200 0 0	
Horse-shoeing...	250 0 0	
Passage and Freight	200 0 0	
Fuel and Light	70 0 0	
Furniture	100 0 0	
Postage and Incidental Expenses	500 0 0	
		15,586 0 0
Total, Survey and Management... ...£		56,601 12 6

Commission on Sales of Land, Immigration Remittances, &c	4,000 0 0

No. VI.—Secretary for Lands and Public Works.

Gold Fields.

Commissioners, at £550	2	1,100	0	0		
Assistant Commissioners, 1st class, at £450...	6	2,700	0	0		
Sub-Commissioner		275	0	0		
Do. being Clerks of Petty Sessions and Gold Receivers, at £100	5	500	0	0		
Serjeant-Major, at 7s. 3d. per diem		132	6	3		
Serjeants, at 6s.	13	1,423	10	0		
Corporals, at 5s. 4d.	5	486	13	4		
Troopers, at 4s. 9d.	42	3,640	17	6		
Native Trooper, at 1s.		18	5	0		
					10,276	12 1

Contingencies.

Provisions		1,539	17	6		
Allowance to 1 Serjeant and 2 Troopers on Escort duty, at 1s. per diem		54	15	0		
Fuel and Light		75	4	0		
Forage		3,645	10	0		
Horse Medicines and Farriery		87	0	0		
Clothing, Saddlery, and Equipments		250	0	0		
Medical Attendance on Police		75	0	0		
Stationery and Postage		206	10	0		
Stores and Carriage		420	0	0		
Horse-shoeing, and Repairs of Saddlery and Equipments		180	0	0		
Remount Horse		120	0	0		
Blacksmiths' Work		20	0	0		
Agistment of Police Horses		20	0	0		
Rent		65	0	0		
Repairs to Buildings		335	0	0		
Furniture		16	0	0		
Travelling expenses of Police		20	0	0		
Incidental Expenses		225	8	9		
					7,355	5 3
Total				£	17,631	17 4

Gold Contingent.

To meet unforeseen Expenses in case of emergency at the Gold Fields, to be hereafter accounted for					2,500	0 0

No. VI.—Secretary for Lands and Public Works.

Department of Internal Communications, comprising Railways, Surveys, Roads, Electric Telegraph, Harbours and River Navigation.

RAILWAYS.

Salaries.							
Chief Commissioner			1,500	0	0		
Secretary			600	0	0		
Engineer in Chief			1,500	0	0		
Accountant			500	0	0		
Traffic Manager*			400	0	0		
Messenger			104	0	0		
Do.			100	0	0		
Housekeeper			50	0	0		
Clerk } Secretary's Branch {			300	0	0		
Do. } Secretary's Branch {			200	0	0		
Clerk ... } Accountant's and Audit Branch { ...			300	0	0		
Clerks, at £180 } Accountant's and Audit Branch { 2			360	0	0		
Storekeeper } Accountant's and Audit Branch { ...			400	0	0		
Foreman of Stores } Accountant's and Audit Branch { ...			200	0	0		
Ticket Printer } Accountant's and Audit Branch { ...			150	0	0		
Assistant Engineer ... ... } Engineer Branch { ...			700	0	0		
Assistant do. ... ... } Engineer Branch { ...			450	0	0		
Assistant do. ... ... } Engineer Branch { ...			400	0	0		
Draughtsman ... ... } Engineer Branch { ...			500	0	0		
Do. ... ... } Engineer Branch { ...			350	0	0		
Assistant do. ... ... } Engineer Branch { ...			156	0	0		
Inspectors of Permanent Way, at £400 ... ... } Engineer Branch { 2			800	0	0		
Inspector of Works & Workshops } Engineer Branch { ...			400	0	0		
Clerk ... ... } Engineer Branch { ...			300	0	0		
Do. ... ... } Engineer Branch { ...			180	0	0		
						10,900	0 0
Contingencies.							
Law Expenses			1,000	0	0		
Rent			800	0	0		
Travelling Expenses			500	0	0		
Office Contingencies, including Furniture, Fuel, Stationery, and Postage			400	0	0		
						2,700	0 0
						13,600	0 0
Of the total amount, (£13,600,) it is proposed to charge one-half to Capital, and one-half to Revenue; the Vote required from Revenue, therefore, is						.....	6,800 0 0
Working Expenses of 54 miles of Railway.							
Repairs to permanent way, including Buildings						13,000	0 0
Wages to Station Masters, and Clerks, Foremen, Workmen employed in repairs to rolling stock, Engine Drivers, Firemen, Fitters, Cleaners, Guards, Porters						30,000	0 0
Materials and General Stores, Firewood, Oil, Tallow, and Waste ...						17,000	0 0
							60,000 0 0
Total, Railways						£	66,800 0 0

* With one per cent. upon net receipts until the income amounts to £700 per annum.

No. VI.—Secretary for Lands and Public Works.

Internal Communications.—continued.

RAILWAYS.

EXTENSION AND TRIAL SURVEYS.

Salaries.					
Assistant Engineers, at £700	2	1,400	0	0	
Surveyors, at £400	9	3,600	0	0	
Detachment of Royal Engineers		2,010	9	6	
Chainmen, under Royal Engineers, at £45	40	1,800	0	0	
					8,810 9 6
Allowances.					
Field expenses of Engineers and their Assistants		1,600	0	0	
Do. 9 Surveyors, at £400		3,600	0	0	
Detachment of Royal Engineers		1,001	12	4	
Provisions for Chainmen		1,460	0	0	
Contingencies.					
Detachment of Royal Engineers		2,266	10	0	
					9,928 2 4
Contingent sum to provide such further assistance as may prove necessary when the Surveys are in progress, and returns of existing traffic, and any other unforeseen or incidental expenses..		8,261	8	2	
					8,261 8 2
Total Vote, to be provided by Loan ... ... £					27,000 0 0

EXTENSION OF EXISTING LINES.—(TO BE PROVIDED FOR BY LOAN.)

Parramatta to Penrith, including Land, 21¾ miles	205,000	0	0	
West Maitland to Singleton, including Land, 27⅞ miles	312,000	0	0	
Campbelltown to Menangle, including Land, 5¾ miles	65,000	0	0	
Menangle to Picton, including Land, 14¼ miles	178,000	0	0	
Rolling Stock for Penrith Line	28,500	0	0	
Rolling Stock for Picton Line	29,000	0	0	
Contingent Sum for unforeseen and incidental Expenses	10,000	0	0	
Total Cost of Works, including an assumed sum for Land...	827,500	0	0	
Deduct, vote for Rails in 1857	107,000	0	0	
				720,500 0 0
Add, proportion of Salaries and Contingencies chargeable to Capital				6,800 0 0
Total Vote, to be provided by Loan ... ... £				727,300 0 0

No. VI—Secretary for Lands and Public Works.

Internal Communications.—continued.

ROADS.

Salaries.					
Assistant Engineers	2	1,400	0	0	
Surveyors	4	2,000	0	0	
Clerk		350	0	0	
					3,750 0 0
Contingencies.					
Travelling Expenses, Assistant Engineers		400	0	0	
Do. Surveyors		400	0	0	
Other Contingencies		100	0	0	
					900 0 0
Total...		...		...£	4,650 0 0
Construction and Maintenance of Roads and Bridges.					
For the construction, maintenance, and repair of Public Roads, Bridges, and Ferries, as per Schedule		80,000	0	0	
For the formation of the Road from the Dapto Road (at Figtree Bridge) to the Cordeaux River		400	0	0	
For the construction of a Bridge over the Paterson at Clark's Crossing-place		1,000	0	0	
For the construction of a Bridge over the Peel at Tamworth ...		1,400	0	0	
For opening up a Road through Manly Cove		100	0	0	
For the formation of a Road from the navigable portion of the Hunter to Port Stephens, on condition that the like sum is raised by private contribution		250	0	0	
For the construction of a Bridge over the Vale Creek, on same condition		300	0	0	
For the construction of a Bridge over Prospect Creek, and the repairs of the Road from Smithfield to Parramatta, on same condition		250	0	0	
To provide a Punt at Aberdeen, on the Northern Road		300	0	0	
Total...				£	84,000 0 0

N. B.—Should the entire main thoroughfares of the Country be placed under this Department, the above staff will require to be proportioned to the work ordered.

No. VI.—Secretary for Lands and Public Works.

Internal Communications—continued.

ELECTRIC TELEGRAPH.

(No Vote is required for this Service in 1858, it being anticipated that all Expenses will be covered from the Vote for the year 1857.)

HARBOURS AND RIVER NAVIGATION.

Salaries.*		
Assistant Engineer	700 0 0	
Draughtsman	350 0 0	
		1,050 0 0
Contingencies.		
Travelling Allowances	200 0 0	
Other Contingencies	100 0 0	
		300 0 0
Total ... ... £		1,350 0 0

PUBLIC WORKS CONNECTED WITH HARBOURS AND RIVER NAVIGATION.

To placing Beacons for crossing the Bar at Wide Bay, and buoys in the Channel of the River Mary...	500 0 0	
To improve the Navigation of the Rivers Murray and Murrumbidgee	2,000 0 0	
For providing gun-carriages and platforms for Defences, Port Jackson, Lantern on Fort Denison, &c.	800 0 0	
For the Defences of Port Jackson, a further sum of	3,000 0 0	
For the construction of the Dry Dock, Cockatoo Island, and for the employment of the Convicts there (as per Schedule)† a further sum of	4,132 0 0	
Total ... ...£		10,432 0 0

† (Schedule referred to.)

Civil Engineer	630 0 0
Clerk .. ..(3rd class) ..	190 0 0
Foreman Engineer	284 0 0
Foreman of Works	190 0 0
Foremen of Works, at £164	328 0 0
Foreman of Works	146 0 0
Two Boatmen, at £104 each	208 0 0
Task-work Clerk	20 0 0
2,800 yards cubic excavation, surface, at 4s, ...	560 0 0
2,320 do. do. below surface, at 5s.	580 0 0
6,700 cubic feet masonry, at 1s. 6d.	502 0 0
Removal of present Water Tank and Filtering Bed..	300 0 0
Contingencies (one-tenth)	194 0 0
	4,132 0 0

* N.B.—The Staff required must depend upon the character and extent of the works sanctioned.

No. VI.—Secretary for Lands and Public Works.

Colonial Architect.

Salaries.		
Colonial Architect	1,000 0 0	
First Clerk of Works...	600 0 0	
Clerk of Works, Moreton Bay	400 0 0	
Clerk of Works	400 0 0	
Do.	300 0 0	
First Foreman of Works	250 0 0	
Second Do.	250 0 0	
Draughtsman...	250 0 0	
Chief Clerk	500 0 0	
Clerk ... ... (2nd class) ...	300 0 0	
Do.... ... ... (3rd class) ...	250 0 0	
Messenger	84 0 0	
Office Keeper...	40 0 0	
		4,624 0 0
Contingencies.		
Forage for the horses of the Architect and the first Clerk of Works	100 0 0	
Travelling Expenses of the Architect and Officers of the Department, when proceeding to inspect Public Works and Buildings	300 0 0	
Fuel, Light, and Water	15 0 0	
Postage	15 0 0	
Stationery	50 0 0	
Advertising	85 0 0	
Incidental Expenses	50 0 0	
		615 0 0
Total ... ... £		5,239 0 0

No. VI.—Secretary for Lands and Public Works.

Colonial Architect.—continued.

PUBLIC WORKS AND BUILDINGS.

For ordinary repairs, alterations, and additions to Public Buildings generally	6,000	0	0			
The like in respect to Police Buildings, Country Districts	1,500	0	0			
For additions and repairs to the Lunatic Asylum, Tarban Creek ...	6,000	0	0			
the Prisoners' Barracks, Cockatoo Island	150	0	0			
For the repair of the Victoria Barracks and the various Military Buildings in Sydney and the Country Districts	1,500	0	0			
For lighting Lamps, sweeping Chimnies, &c., at the Victoria Barracks	250	0	0			
For special repairs to the Court and Watch House, Wee Waa ...	250	0	0			
The like in respect of Court and Watch House, Raymond Terrace...	350	0	0			
Court and Watch House, Moulamein ...	300	0	0			
Court and Watch House, Tenterfield ...	250	0	0			
To provide Furniture and Fittings for Public Offices generally ...	1,500	0	0			
Furniture for Police Buildings, Country Districts	450	0	0			
For the erection of Court Houses of the 1st class at Armidale and Gundagai, at £2,000 each	4,000	0	0			
For the erection of Court Houses of the 2nd class at Gayndah, Moama, Kiama, Campbelltown, Wellington, and Tumut, at £800 each	4,800	0	0			
(Previous votes of £800 for Gundagai, £500 for Kiama, and £700 for Wellington, being considered cancelled.)						
For the erection of Court Houses of the 3rd Class, at Coonabarrabran, Condamine, and Gulligal, at £400 each	1,200	0	0			
For the erection of Watch-houses at the following places:—Wellington, Gayndah, Tamworth, Moama, Condamine, Mundooran, Gulligal (further sum), Clerkness, Bendemeer, Moonbi, Cowra, and Gunnadah (Namoi,) at £400 each...	4,800	0	0			
Towards the erection of Gaol Buildings (in connexion with the extension of criminal jurisdiction in Country Districts) ...	6,000	0	0			
For the erection of a Watch House at Bargo, the further sum of ...	50	0	0			
For additions to Quarters for the Gaoler, Goulburn Gaol	500	0	0			
For the erection of Sheds for Customs' Officers, Circular Quay ...	215	0	0			
For lighting the Government Lamps in Sydney	350	0	0			
				40,415	0	0

MISCELLANEOUS PUBLIC WORKS.

For keeping in repair the Fences of the Domain and Botanic Gardens	200	0	0			
To be expended under the superintendence of the Hyde Park Committee	1,000	0	0			
For attending to the Sluices, Cook's River Dam	36	0	0			
For providing materials and implements for the employment of prisoners in Darlinghurst Gaol	2,000	0	0			
The like in respect of prisoners in Parramatta Gaol	1,000	0	0			
For the employment of prisoners on the streets of Brisbane ...	250	0	0			
" " the streets of Ipswich... ...	150	0	0			
For additional planting and fences at Newcastle Sandhills	100	0	0			
For the completion of the Abattoir at Glebe Island...	3,850	0	0			
For the completion of the Road to the Abattoir, Glebe Island ...	1,800	0	0			
				10,386	0	0

No. VI.—Secretary for Lands and Public Works.

Botanic Gardens.

Sydney.

Director	350 0 0	
Overseer	200 0 0	
		550 0 0
Contingencies.		
Wages to Gardeners and Laborers	1,000 0 0	
Travelling and other Expenses of the Director in the discharge of his duties	100 0 0	
Forage for one Horse...	63 17 6	
Cases for Plants, and to meet the expense of transmission	40 0 0	
Fuel to heat Plant-house during Winter	20 0 0	
Towards the formation of a Public Botanical Library	50 0 0	
Purchase of Manure	10 0 0	
Incidental Expenses	100 0 0	
Stores	100 0 0	
Postage	3 0 0	
To keep in repair Plant Pots and Frames	30 0 0	
Bricks for guttering sides of Walks...	20 0 0	
		1,536 17 6
Total, Sydney ... ... £		2,086 17 6

Brisbane.

Superintendent	200 0 0	
Wages to Laborers	300 0 0	
Incidental Expenses	150 0 0	
		650 0 0
Total, Brisbane ... ... £		650 0 0

Government Domains and Hyde Park.

General Overseer	150 0 0	
Bailiff	108 0 0	
Wages to Laborers	600 0 0	
Forage for one Horse...	63 17 6	
Incidental Expenses	15 0 0	
Stores...	40 0 0	
To purchase Iron Hurdles to fence round young Plantations ...	200 0 0	
To gravel and keep in repair the Roads in the Inner and Outer Domain	60 0 0	
To widen and gravel Road to the Entrance to the Domain ...	87 0 0	
To make the Road from the Baths to Lower Domain Lodge ...	75 0 0	
		1,398 17 6
Total ... ... £		1,398 17 6

Examiner of Coal Mines and Coal Fields.

Allowance of £2 2s. per diem, while actually employed (say, 300 days)	630 0 0	
Incidental Expenses	25 0 0	
Horse Hire	25 0 0	
		680 0 0
Total .. .. £		680 0 0

Miscellaneous.

Compensation to Mr. Peter Rawlings, for the loss which he sustained by the line of Railway being carried through his property	431 0 0

VII.

The Auditor General.

STATEMENT OF THE ESTIMATE FOR 1858, COMPARED WITH THAT FOR 1857.

Page.	Department.	1857.	1858.	Compared with 1857.	
				Increase.	Decrease.
80	Auditor General	5,302 0 0	5,042 0 0	.....	260 0 0
	Decrease, compared with 1857 ... ... £			.....	260 0 0

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

No. VII.—Auditor General.

Auditor General.

Salaries.			
Auditor General (provided in Schedule)			
Chief Clerk		530 0 0	
Accountant ... ...(1st class) ...		400 0 0	
Inspector of Customs' and Revenue Accounts ... do. ...		400 0 0	
Examining Clerk ... ... do. ...		400 0 0	
Corresponding Clerk ... ...(2nd class) ...		335 0 0	
Clerk ... ... do. ...		300 0 0	
Do. at £245 ... ...(3rd class)	4	980 0 0	
Do. at £230 ... ... do.	6	1,380 0 0	
Messenger		102 0 0	
Housekeeper		40 0 0	
			4,867 0 0
Contingencies.			
Fuel and Light		30 0 0	
Stationery		100 0 0	
Postage		30 0 0	
Stores...		5 0 0	
Incidental Expenses		10 0 0	
			175 0 0
Total ... . £			5,042 0 0

1857.

NEW SOUTH WALES.

Legislative Assembly.

ADDITIONAL SUPPLEMENTARY ESTIMATE FOR 1857.

Ordered by the Legislative Assembly to be Printed, 28 *October,* 1857.

W. DENISON, *Message No.* 5.

Governor General.

In accordance with the provision contained in the 54th Clause of the Constitution Act, the Governor General herewith submits, for the consideration of the Legislative Assemby, an additional Supplementary Estimate of Expenditure for the present year.

Government House,

Sydney, 28 *October,* 1857.

I.—SCHEDULE A.							
THE JUDGES.							
Addition to the Salaries of Their Honors, viz.:—							
Chief Justice from 2,000 to 2,600		600	0	0			
Puisne Judges, each, from £1,500 to £2,000 ...	3	1,500	0	0			
					2,100	0	0
II.—EXECUTIVE AND LEGISLATIVE.							
LEGISLATIVE ASSEMBLY.							
Increase to the salary of the First Clerk Assistant, from £500 to £600					100	0	0
III.—PRINCIPAL SECRETARY.							
POLICE.							
Allowance in lieu of forage to the Clerk of Petty Sessions, Binalong					20	0	0
THE PRINTING OFFICE.							
To meet deficiency in the sum voted for Wages to Workmen and Apprentices and for the purchase of additional Type					2,500	0	0
MILITARY.							
Colonial Allowance to Her Majesty's 77th Regiment, from 27 September to 23 October, 1857		800	0	0			
Lodging Allowance to Officers of the Royal Artillery, from 27 July, viz:—							
2 Captains, at 8s. 2d. per diem		129	0	8			
2 Lieutenants at 6s. 8d.		105	6	8			
					1,034	7	4
GRANTS IN AID OF PUBLIC INSTITUTIONS.							
In aid of the Building Fund of the Bathurst School of Arts, on condition that an equal sum be raised by private contribution		1,000	0	0			
In aid of the Building Fund of the Parramatta School of Arts, on the like condition		500	0	0			
					1,500	0	0
MISCELLANEOUS.							
Gratuity to John Doyle, formerly of the Police Force, and lately a Letter Carrier at West Maitland, disabled in the execution of his duty		50	0	0			
To defray the expenses of an expedition in search of Dr. Leichhardt		4,500	0	0			
To defray expenses incurred for the relief of Sufferers by the late floods in the Hunter River District		600	0	0			
For the erection of a Tablet over the remains of the Sufferers by the Wrecks of the "Dunbar" and "Catherine Adamson," a sum not exceeding		150	0	0			
					5,300	0	0
IV.—ADMINISTRATION OF JUSTICE.							
SUPREME AND CIRCUIT COURTS.							
To meet deficiency in the amount voted for Allowances to Witnesses...					1,000	0	0
MORETON BAY COURT.							
For the purchase of an Iron Safe for holding Deeds, and of a Cash Box, for the Registrar of the Court					40	0	0
SHERIFF.							
To meet deficiency in the amount voted for Allowances to Jurors...					600	0	0
QUARTER SESSIONS.							
To meet deficiency in the amount voted for Allowances to Witnesses and Jurors, and for Travelling Expenses					1,800	0	0
Carried forward ... ... £					15,994	7	4

Brought forward ... ... £				15,994	7	4
V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.						
TREASURY.						
To meet claim for re-payment to Mrs. Catherine Doniher of a like sum lodged by her in the Treasury, in 1853				6	0	0
GUNPOWDER MAGAZINE.						
Rent of brig "Lady Mary," employed as a temporary Floating Magazine, from 1 July to 31 December				150	0	0
LIGHT, PILOT, AND NAVIGATION BOARD.						
Iron Safe, stationery, and other articles required for the Board, on its first establishment	50	0	0			
SUPERINTENDENT'S DEPARTMENT.						
For the purchase of a Life Boat, to be procured from England	100	0	0			
For the purchase of Manby's Mortar and Apparatus, do.	150	0	0			
HARBOUR MASTER, NEWCASTLE.						
For the purchase of a Life Boat do. do. ...	100	0	0			
HARBOUR MASTER, MORETON BAY.						
For repairs and alterations to the Buoy Boat "Spitfire" ...	167	9	3			
FLOATING LIGHT, MORETON BAY.						
For the purchase of a Boat	43	0	0			
				610	9	3
VI.—SECRETARY FOR LANDS AND PUBLIC WORKS.						
PUBLIC WORKS AND BUILDINGS, &c.						
For the construction of a New Lighthouse on the Inner South Reef, Port Jackson	2,800	0	0			
For the erection of Obelisks as leading marks to assist in the navigation of the various channels in Port Jackson	500	0	0			
For the construction of the Electric Telegraph between Sydney and the South Head	700	0	0			
For planting the front of the Terrace of the Victoria Barracks with ornamental Trees and Shrubs	100	0	0			
For the survey of the lands adjacent to the River Hunter, with a view to ascertain whether any measures can be adopted to lessen the injury from floods in future	1,000	0	0			
For the repairs of the damages done to Roads and Bridges by the recent floods	5,000	0	0			
For additions and repairs to the Court House, Brisbane, a further sum of...	148	10	0			
For repairing the Main North Road at Warland's Flat	1,000	0	0			
For repairs to Road between Binalong and Bowning	100	0	0			
For repairs on the Binalong and Burrowa Road	100	0	0			
For repairs to Road from Binalong to Murrumbuna	100	0	0			
For sundry small repairs to Public Roads, Bridges, and Ferries ...	100	0	0			
For the repairs of the Bathurst Road	1,000	0	0			
To cover expense of depositing silt on the reclaimed space in the Botanic Gardens	1,293	18	0			
				13,942	8	0
TOTAL ... ... £				30,703	4	7

The Treasury, New South Wales,
27th October, 1857.

R. JONES,
Treasurer.

1857.

Legislative Assembly.

NEW SOUTH WALES.

Finance 1857-8.

STATEMENTS OF ACCOUNT

HAVING REFERENCE TO

THE WAYS AND MEANS

FOR

1857-8.

Laid upon the Table by the Minister for Finance and Trade,
4TH NOVEMBER, 1857.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
4TH NOVEMBER, 1857.

SYDNEY:

PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

FINANCE, 1857-8.

No. 1.

BALANCE SHEET shewing the ACTUAL DEFICIT of REVENUE on 31st of December, 1856, and the ESTIMATED DEFICIT on 31st December, 1857.

Dr.		£ s. d.	Cr.	£ s. d.
To Estimated Cash Deficit of Revenue Proper, exclusively of Loans on 31st December, 1856	151,623 4 5		By Revenue actually collected to 30th September, 1857 (Statement annexed)	886,418 8 2
Increase in Revenue over Estimate	31,279 9 9	120,343 14 8		
Amount of Appropriations for 1857	1,103,940 15 11		Estimated Revenue to the 31st of December, 1857	259,920 0 0
Not likely to be required	30,000 0 0	1,073,940 15 11		1,146,338 8 2
Supplementary Estimate for 1857, as voted	49,894 17 2			
Additional do. do. as proposed	30,703 4 7	80,598 1 9	Estimated Deficit on 31st December, 1857	128,544 4 2
	£	1,274,882 12 4	£	1,274,882 12 4

Estimated Deficit on 1st January, 1858 ..... £128,544 4 2

The Treasury, New South Wales,
31st October, 1857.

R. JONES.

357

No. 2.

ESTIMATED ACCOUNT CURRENT of REVENUE and EXPENDITURE, carried on to 31 December, 1858.

		£ s. d.			£ s. d.
To Estimated Deficiency on 1 January		128,544 4 2	By Estimated Revenue, as per Statement of Ways and Means	2,166,861 0 0	
Estimates laid before the Assembly	2,101,943 12 8		*Less*, Revenue to be raised by Loan	819,300 0 0	1,347,561 0 0
Instalment towards liquidating the Deficit of 1856, 20 Vict., No. 20	16,544 4 2		Authority to Borrow, to cover Deficit, 1 January, 1858		128,544 4 2
	2,118,487 16 10				
Less—Sums to be raised by Loan—					
Railway Extensions... 754,300 0 0					
To pay off Debentures 65,000 0 0					
	819,300 0 0				
		1,299,187 16 10			
Apparent Balance at Credit of Consolidated Revenue, 31 December...		48,373 3 2			
	£	1,476,105 4 2		£	1,476,105 4 2
Apparent Balance at credit of Consolidated Revenue, 1 January, 1859...		48,373 3 2	Authority to Borrow, under 20 Vict., No. 20, to cover Deficit on 1 January, 1859		112,000 0 0

The Treasury, New South Wales,

31*st October*, 1857.

R. JONES.

No. 3.

REVENUE AND RECEIPTS, FROM 1ST JANUARY TO 30TH SEPTEMBER, 1857.

Customs	396,462	12	9
Duty on Colonial Spirits	46,409	3	8
Gold Licenses, Royalty, &c.	2,797	15	0
Duty on Gold	10,409	12	2
Miners' Rights, &c.	5,169	15	0
Fees for Escort and Conveyance of Gold	3,354	2	4
Mint Receipts	6,542	1	6
Land Sales	146,253	7	5
Immigration Remittances	14,055	3	
Rents of Land	53,738	13	4
Quit Rents	55	9	6
Redemption of Quit Rents	12	11	2
Survey of Land	442	5	0
Rents, exclusive of Land	8,254	17	1
Licenses	62,381	1	6
Postage	25,990	14	9
Fines and Forfeitures	5,730	10	10
Fees of Office	21,745	12	11
Railway Tolls	8,936	11	2
Assessment on Stock	30,356	5	10
Sale of Government Property	2,121	13	5
Reimbursements in aid of Expenses	6,237	14	7
Miscellaneous Receipts	2,341	12	4
Interest on Bank Deposits	3,441	15	6
Balances in the hands of Public Officers refunded	6,737	7	8
Transfers from other Revenues	874	3	11
Assisted Immigrants' Fund	544	5	11
Accrued Interest on Debentures at time of issue	2,018	16	7
Colonial Agent's Stock Account	4,207	17	3
Interest on City Debentures	7,392	17	9
Advances to Public Officers refunded	1,401	16	10
TOTAL	886,418	8	2

The Treasury, New South Wales,
31st October, 1857.

R. JONES.

No. 4.

ESTIMATED REVENUE AND RECEIPTS, FROM 1ST OCTOBER TO 31ST DECEMBER, 1857.

Customs	130,000	0	0
Duty on Colonial Spirits	18,000	0	0
Duty on Gold	5,000	0	0
Miners' Rights, &c.	1,500	0	0
Fees for Escort and Conveyance of Gold	500	0	0
Mint Receipts	3,000	0	0
Land Sales	45,000	0	0
Immigration Remittances	5,000	0	0
Rents of Land	5,000	0	0
Quit Rents	50	0	0
Redemption of Quit Rents	20	0	0
Survey of Land	150	0	0
Rents, exclusive of Land	2,700	0	0
Licenses	2,500	0	0
Postage...	9,000	0	0
Fines and Forfeitures	2,000	0	0
Fees of Office	7,500	0	0
Railway Tolls	3,000	0	0
Assessment on Stock	1,000	0	0
Sale of Government Property	450	0	0
Reimbursements in aid of Expenses	3,000	0	0
Miscellaneous Receipts	450	0	0
Interest on Bank Deposits	1,500	0	0
Balances in the hands of Public Officers refunded	600	0	0
Colonial Agent's Stock Account	5,000	0	0
Interest on City Debentures	8,000	0	0
TOTAL	259,920	0	0

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

No. 5.

ABSTRACT OF THE PROBABLE REVENUES OF THE GOVERNMENT OF NEW SOUTH WALES, FOR THE YEAR 1858.

		ESTIMATE FOR 1858.	REVENUE OF 1856.
CURRENT REVENUE.			
Customs		535,000	471,400
Duty on Spirits distilled in the Colony		70,000	51,075
Gold		31,500	35,156
Mint Receipts		11,000	12,556
Land Revenue		400,750	298,630
Rents—Exclusive of Land		16,600	10,734
Licenses		64,700	49,711
Postage		36,000	29,458
Fines and Forfeitures		7,500	9,713
Fees of Office		30,310	26,401
Railway Tolls		82,000	11,157
Assessment on Stock		.....	31,387
Sale of Government Property		1,000	1,343
Reimbursements in aid of Expenses incurred by Government ...		10,351	9,650
Interest on City Debentures		20,000	5,885
Miscellaneous Receipts...		5,850	12,963
Immigration Remittances		25,000	13,701
		1,347,561	
TO BE RAISED BY LOAN.			
To pay off Debentures to an equal amount falling due in 1858	65,000		
To meet the expenses of Railways' Extension and Surveys	754,300		
		819,300	
TOTAL ... ... £		2,166,861	1,080,920

The Treasury, New South Wales,
31*st October*, 1857.

R. JONES.

ESTIMATES OF REVENUE, 1858, DETAILED.

	Estimate for 1858.	Revenue of 1856.
CUSTOMS.		
Spirits	346,000	314,544
Wine	30,000	24,238
Ale, Porter, and Beer of all sorts	9,000	7,762
Tobacco...	51,000	39,056
Tea	30,000	25,490
Sugar and Molasses	63,000	56,914
Coffee Chocolate, and Cocoa	4,000	3,387
Currants, Raisins, and other Dried Fruits	.....	9
Opium	2,000	
	535,000	471,400
DUTY ON SPIRITS DISTILLED IN THE COLONY	70,000	51,075
GOLD.		
Duty on Gold	20,000	
Miners' Rights	6,000	
Business Licenses	4,000	
Fees for Escort and Conveyance of Gold, &c....	1,500	4,474
Licenses to Dig and Search for Gold	.....	30,682
	31,500	35,156
MINT RECEIPTS...	11,000	12,556
LAND REVENUE.		
Proceeds of Land Sales	230,000	245,555
Rents of Land	170,000	51,366
Quit Rents	200	1,018
Redemption of Quit Rents	50	219
Survey of Runs	500	472
	400,750	298,630
RENTS—Exclusive of Land.		
Tolls and Ferries	8,000	1,705
Wharves	7,800	8,439
Military Canteen, Sydney	600	449
Government Buildings and Premises	200	123
Property Escheated to the Crown	.....	18
	16,600	10,734
Carried forward... ... ... £	1,064,850	879,551

ESTIMATES OF REVENUE, 1858, DETAILED.—*Continued.*

	Estimate for 1858.	Revenue of 1856.
Brought forward ... . £	1,064,850	879,551
LICENSES.		
To Wholesale Spirit Dealers	7,000	
To Auctioneers...	2,000	1,952
To Bonded Storekeepers	4,700	
To Retail Fermented and Spirituous Liquors...	45,000	42,058
Night Licenses to Publicans and for Billiard Tables	3,500	3,270
To Distillers and Rectifiers	.....	53
To Hawkers and Pedlers	300	315
To Pawnbrokers	200	156
To cut Timber and make Bricks, &c., on Crown Lands	2,000	1,830
All other Licenses	....	77
	64,700	49,711
POSTAGE	36,000	29,458
FINES AND FORFEITURES.		
Sheriff	1,500	2,400
Courts of Petty Sessions	3,500	3,342
Water Police Court	200	231
For the Unauthorised Occupation of Crown Lands	2,000	894
Crown's Share of Seizures by the Department of Customs and Distilleries	100	240
Proceeds of Sale of Confiscated and Unclaimed Property	200	2,606
	7,500	9,713
FEES OF OFFICE.		
On Commissions to Public Officers	100	176
On Certificates of Naturalization	50	61
On Copies and Transcripts of Papers	10	11
On the Preparation of Title Deeds	5,000	4,161
On the Enrolment of Title Deeds	5,000	4,383
Registrar General	4,600	13
Registrar of Deeds, &c...	.....	2,767
Prothonotary of Supreme Court	2,000	3,205
Master in Equity	900	814
Curator of Intestate Estates	400	569
Insolvent Courts	1,450	1,428
Sheriff	3,000	1,537
Courts of Requests	1,550	1,240
Courts of Petty Sessions	2,500	2,297
Water Police Court	450	537
Shipping Masters	3,000	2,814
Steam Navigation Board	200	242
Court of Claims	100	146
	30,310	26,401
RAILWAY TOLLS	82,000	11,157
Carried forward ... ... £	1,285,360	1,005,991

ESTIMATES OF REVENUE, 1858, DETAILED.—*Continued.*

		Estimate for 1858.	Revenue of 1856.
Brought forward... ... ... £		1,285,360	1,005,991
ASSESSMENT ON STOCK		.....	31,387
SALE OF GOVERNMENT PROPERTY.			
Cast Horses and Bullocks		1,000	546
Condemned and Unserviceable Articles and Stores			519
Ballast from Cockatoo Island			87
Other Articles			191
Lithographs of Lands			
		1,000	1,343
REIMBURSEMENTS IN AID OF EXPENSES INCURRED BY GOVERNMENT.			
For the Treatment of Patients in the Lunatic Asylum		800	814
Collections by the Accountant of the Government Printing Office ...		1,600	1,666
Contributions by the Commissariat towards the support of Prisoners confined on Cockatoo Island...		1,200	196
Do. towards the Support of the Gunpowder Magazine		101	89
For Arms and Accoutrements lost or destroyed by the Police ...		.....	19
For the Hire of the Steam Dredge		.....	94
For Work performed by Prisoners in Gaol		2,500	2,783
Amount to be contributed by the Government of Victoria, for maintaining the Light House on Gabo Island		650	
Other Reimbursements		3,500	3,989
		10,351	9,650
INTEREST ON CITY DEBENTURES		20,000	5,885
MISCELLANEOUS RECEIPTS.			
Unclaimed Balances of the Proceeds of Insolvent Estates		.....	876
Store Rent of Gunpowder		750	572
Surcharges Recovered		.....	250
Balances in the hands of Public Officers, &c., refunded		.....	8,422
Fees on presenting Private Bills to the Parliament, and on Letters of Registration		100	170
Interest on Bank Deposits		4,000	2,027
Other Miscellaneous Receipts		1,000	646
		5,850	12,963
IMMIGRATION REMITTANCES		25,000	13,701
£		1,347,561	1,080,920
TO BE RAISED BY LOAN.			
To pay off Debentures to an equal amount falling due in 1858	65,000		
To meet the expense of Railways' Extension and Surveys	754,300	819,300	
£		2,166,861	

No. 6.

LOANS' ACCOUNT

BALANCE SHEET,

FROM JANUARY TO SEPTEMBER,

1857.

Dr. LOANS' ACCOUNT

RECEIPTS.		AMOUNTS.
To—		
Balance on 31st December, 1856 ... ... £		94,567 12 6
17 VICTORIA, No. 34:— Proceeds of Debentures sold		5,639 0 0
17 VICTORIA, No. 35:— Proceeds of Debentures sold		30,138 0 0
19 VICTORIA, Nos. 38 & 40:— Proceeds of Debentures sold		160,330 10 0
20 VICTORIA, No. 1:— Proceeds of Debentures sold		15,000 0 0
20 VICTORIA, No. 16:— Proceeds of Debentures sold		130,311 0 0
Transfer from Consolidated Revenue		26 15 3
Repayments—		
19 Victoria, Nos. 38 & 40	115 8 7	
20 Victoria, No. 33	7 9 1	
		122 17 8
TOTAL ... ... £		436,135 15 5

The Treasury, New South Wales,
31st October, 1857.

JANUARY TO SEPTEMBER, 1857. Cr.

PAYMENTS.		AMOUNTS.
By—		
17 VICTORIA, No. 34 :—		
Sydney Sewerage		15,000 0 0
17 VICTORIA, No. 35 :—		
Sydney Water Works		30,000 0 0
18 VICTORIA, No. 35 :—		
New Water Police Watch House...	1,533 6 8	
Watch House, Ipswich	1,105 9 1	
Court House, Camden	1,666 0 0	
Police Station, South Sydney	187 19 4	
Light House, Cape Moreton...	213 17 9	
Signal House, Newcastle	396 19 0	
Bridge, Queanbeyan	935 19 9	
Bridge, Gunning	66 3 4	
		6,105 14 11
19 VICTORIA, Nos. 38 & 40 :—		
Improvements, River Hunter	7,643 12 2	
Works of Defence, Sydney Harbour	17,909 16 2	
Legislative Council Buildings	3,687 3 1	
Water Supply, Gladstone	164 3 1	
Fitz Roy Dock, Cockatoo	2,969 8 10	
Railway Surveys	9,286 2 5	
Observatory and Time Ball	1,816 9 2	
St. Paul's College...	3,000 0 0	
Court House, Wollongong	200 0 0	
Site for Light House, Newcastle	155 13 8	
		46,832 8 7
20 VICTORIA, No. 1 :—		
Land and Immigration Debentures paid off		15,000 0 0
20 VICTORIA, No. 1 :—		
Railway Works, &c.		95,172 9 5
20 VICTORIA, No. 33 :—		
Removing obstructions, Rivers Brisbane and Bremer	250 0 0	
Repair of Streets of Brisbane	2,000 0 0	
Watch House, Gatton	450 0 0	
Roadway and Tank, Drayton	500 0 0	
Repair of the Streets at Ipswich	2,000 0 0	
Electric Telegraph between Sydney and Melbourne	1,500 0 0	
Bridge over Laidley Creek	500 0 0	
Bridge over Breakfast Creek	1,500 0 0	
Additional Accommodation, Sydney Infirmary ...	2,500 0 0	
Asylum for Destitute Children	5,000 0 0	
Light House, Newcastle	937 12 4	
Defences of Port Jackson	3,616 7 9	
Dockyard, Buildings and Machinery, Dry Dock, Cockatoo	40 14 10	
Public Wharf, Maryborough	500 0 0	
Bridge at Ipswich...	150 0 0	
		21,444 14 11
20 VICTORIA, No. 16 :—		
Land and Immigration Debentures paid off, &c.		130,900 0 0
Transfer to Consolidated Revenue		14 18 5
	£	360,470 6 3
Balance on 30th September, 1857		75,665 9 2
TOTAL	£	436,135 15 5

No. 7.

STATEMENT, shewing the Total Debt of the Colony; the Sums authorised to be Raised by certain of the Loan Acts; and of the Amounts Raised under each of those Acts respectively, on the 31st of October, 1857.

SERVICES.	Amounts authorised to be Raised.	Amounts Raised.	Balances to be Raised.	Total Debt.	REMARKS.
Land and Immigration Debentures	.....	.....	.....	213,000 0 0	
Sydney Railway Co.	.....	.....	.....	217,500 0 0	
Public Works— 18 Vic., 35	178,750 0 0	72,450 0 0	106,300 0 0	79,000 0 0	
Railways— 18 Vic., 40	.....	.....	.....	666,800 0 0	
Public Works— 19 Vic., 38 & 40	385,323 0 0	362,081 12 6	23,241 7 6	392,000 0 0	
Sydney Sewerage— 17 Vic., 34	200,000 0 0	170,845 2 6	29,154 17 6	184,750 0 0	Including £6,450 of £10 Debentures actually sold.
Sydney Water— 17 Vic., 35	200,000 0 0	138,058 12 6	61,941 7 6	147,400 0 0	
L. & I. Debentures— 20 Vic., No. 1	73,776 0 0	70,500 0 0	3,276 0 0	70,500 0 0	
Railways— 20 Vic., 1	200,000 0 0	199,997 10 0	.....	203,000 0 0	
L. & I. Debentures— 20 Vic., 16	130,400 0 0	130,311 0 0	89 0 0	132,300 0 0	
Deficit— 20 Vic., 20	150,000 0 0	.....	150,000 0 0	.....	
Public Works— 20 Vic., 33	107,717 18 11	.....	107,717 18 11	.....	
Railways— 20 Vic., 34	300,000 0 0	.....	300,000 0 0	.....	
£	1,925,966 18 11	1,144,243 17 6	781,720 11 5	2,306,250 0 0	

Note.—It is likely that a further sum of £60,000 will have to be raised, being £20,000 each for the Affiliated Colleges in connection with the Presbyterian, Wesleyan, and Roman Catholic Churches, 19 Vic., 38.

The Treasury, New South Wales,
31 October, 1857.

R. JONES.

No. 8.

STATEMENT of the estimated REVENUE derivable from LAND and RENTS, and of the estimated EXPENSES chargeable thereon, for 1858.

PARTICULARS.	AMOUNT. £	s.	d.
REVENUE.			
Land Revenue	400,750	0	0
Rents,—Exclusive of Land	16,600	0	0
TOTAL ... ... £	417,350	0	0

PARTICULARS.	AMOUNT. £	s.	d.
CHARGES.			
Secretary for Lands and Public Works	6,214	14	0
Survey and Management of Crown Lands	56,601	12	6
Commission on Land Sales, &c.	4,000	0	0
Emigration from the United Kingdom	50,000	0	0
Immigration Agent, Sydney	6,210	15	0
Quarantine	2,393	5	0
Roads and Bridges, Harbor Works, and River Navigation	100,432	0	0
Endowments, Municipal Bodies	10,000	0	0
Native Police	17,696	18	4
Aborigines	2,000	0	0
Interest on Loans (deducting the Interest payable on Corporation Debentures, and the net balance of Railway Tolls)	104,800	0	0
Balance available for other purposes	57,000	15	2
TOTAL ... ... £	417,350	0	0

The Treasury,
31st October, 1857.

R. JONES.

1857.

Legislative Assembly.

NEW SOUTH WALES.

TREASURY BILLS.

(MESSAGE FROM HIS EXCELLENCY THE GOVERNOR GENERAL.)

Ordered by the Legislative Assembly to be Printed, 24 November, 1857.

W. DENISON,
Governor General.

Message No. 11.

It being found expedient to raise an amount of money, not exceeding Four hundred thousand pounds, for carrying on Public Works already sanctioned by the Legislature, and for paying off Debentures falling due next year; and it being considered advisable to provide such amount by the issue of Treasury Bills, the Governor General submits the subject to the consideration of the Legislative Assembly, and recommends that provision may be made accordingly.

Government House,
Sydney, 24 November, 1857.

Legislative Assembly.

FINANCE 1857-8.

SESSION, 1857.

MEMORANDUM EXPLANATORY of PROCEEDINGS on FINANCE, for the Year 1857–8, *during the Session of* 1857, *which was terminated by Proclamation of Prorogation on the* 18*th December*, 1857.

I. SUPPLY.

1. Supplementary Estimates for 1857.

The Supplementary Estimate, brought down by Mr. Donaldson (see page 231*), was voted,—partly during the Administration of Mr. Parker and partly during the Administration of Mr. Cowper;—and the Resolutions thereupon (Nos. 1 to 36 inclusive,) agreed to in the Committee, were adopted by the House on the 19th August and 28th October. (See Votes and Proceedings, Nos. 5 and 22, at pages 326 and 210).

An additional Supplementary Estimate (see page 239) was brought down by Mr. Jones and voted during the Administration of Mr. Cowper; and the Resolutions thereupon (Nos. 37 to 51 inclusive) were adopted by the House on the 13th November. (See Votes and Proceedings No. 32, at page 333).

Resolutions to meet these Votes of Supply were subsequently agreed to in the Committee of Ways and Means (see *below*), and adopted by the House, but no further proceeding was taken thereupon in the House.

2. Estimates for 1858.

The Estimates for 1858, brought down by Mr. Donaldson, under the Administration of Mr. Parker, were, under that of Mr. Cowper, wholly withdrawn on 28th October without a vote having been taken upon any item therein; and other Estimates for that year (see page 243) were substituted on 3rd November. (See Messages Nos. 4 and 6, at pages 209 and 215).

The proceedings upon the last-mentioned Estimates were limited to the following Resolutions, agreed to in the Committee, but not reported to the House, viz.:—

(1.) Resolved, that there be granted to Her Majesty, in the year 1858, a sum not exceeding £100, to meet necessary additional expenditure under Schedule (A) to Schedule (1) of the Act of the Imperial Parliament, 18 and 19 Vict., Cap. 54.,—being to cover the increase of the salary of the Auditor General from £900 to £1,000.

(2.) Resolved, that there be granted to Her Majesty, in the year 1858, a sum not exceeding £733 6s. 8d, to defray pensions not provided for by Schedule (B) to Schedule (1) of the Act of the Imperial Parliament, 18 and 19 Vict., Cap. 54.,—being £200 to Lady Forbes, widow of Sir Francis Forbes, formerly Chief Justice; £200 to Lady Dowling, widow of Sir James Dowling, late Chief Justice; £100 to Mrs. Anne Kinchela, widow of the late Mr. Justice Kinchela; £133 6s. 8d. to Mr. Edward Robert Stack, late master of the Benevolent Asylum, at Sydney; and £100 to Mrs. Anne Petrie, the daughter of the late Captain Flinders.

(3.) Resolved, that there be granted to Her Majesty, in the year 1858, a sum not exceeding £14,328 8s., to meet necessary additional expenditure under Schedule (C) to Schedule (1) of the Act of the Imperial Parliament, 18 and 19 Vict, Cap. 54.

(4.) Resolved, that there be granted to Her Majesty, a sum not exceeding £2,316 9s. 9d., to defray the salaries and contingencies of His Excellency the Governor General's Establishment, for the year 1858.

(5.) Resolved, that there be granted to Her Majesty, a sum not exceeding £4,964 15s., to defray the salaries and contingencies of the Legislative Council Establishment, for the year 1858.

(6.) Resolved, that there be granted to Her Majesty, a sum not exceeding £5,890, to defray the salaries of the Legislative Assembly Establishment, for the year 1858.

But a Vote of Credit, agreed to in the Committee, was adopted by the House, for sums not exceeding £228,000 and £15,000 respectively, to defray expenses from 1 January to 31 March. (See Votes and Proceedings, No. 51, p. 338)

II. WAYS AND MEANS.

The following Resolutions were agreed to in the Committee, and adopted by the House:—

Resolution 1—(See Votes and Proceedings, No. 11 p. 398), granting a Duty upon Opium—subsequently embodied in the Opium Duty Act, No. 1, (see p. 413).

Resolution 2—for £49,894 17s. 2d, (see Votes and Proceedings No. 31, p. 403) to meet the Resolutions of Supply adopted on the Supplementary Estimate for 1857.

Resolution 3—for £30,590 4s. 7d., (see Votes and Proceedings No. 40, p. 408) to meet the Resolutions of Supply adopted on the Additional Supplementary Estimate for 1857.

Resolutions 4 to 7, inclusive, authorising Treasury Bills to be made out for any sum or sums not exceeding £400,000 (see Votes and Proceedings No 40, p. 409), to make good the Supply already granted to Her Majesty for services to be defrayed by means of Loans,—subsequently embodied in the Treasury Bills Act, p. 423.

No Appropriation Bill ordered in this Session.

Legislative Assembly Offices,
Sydney, 18 *December*, 1857.

R. O'CONNOR,
Clerk of the Legislative Assembly.

* The References to Pages in this Memorandum are to those of the Finance Volume for 1857–8.

1857.

NEW SOUTH WALES.

Legislative Assembly.

REPORT OF THE BOARD,

APPOINTED BY HIS EXCELLENCY THE GOVERNOR GENERAL AND EXECUTIVE COUNCIL, TO CONSIDER AND SUGGEST IMPROVEMENTS IN THE MODE OF TRANSACTING THE

BUSINESS OF THE TREASURY.

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

THE Board appointed to consider and report upon the changes which it would be desirable to make in the present system of Public Accounts, have agreed to the following Report:—

1. The system in operation until 1853 prescribed the liquidation of all claims upon the Government at the Treasury, after examination at the Audit Office. However suitable this may have been to an earlier state of the Colony, it had certainly ceased to be so under its altered circumstances; it involved delay, complication, and labour, and was, therefore, unsatisfactory, and opposed to efficiency and economy. It withheld from the Heads of Departments, the power and the responsibility naturally and properly attaching to them for the due application and disbursement of the sums appropriated for the services of their respective Departments, and, consequent on this, relieved them from the duty of furnishing returns and information respecting their expenditure sought by the Executive or by the Legislature. The control thus withheld from the Heads of Departments, devolved on the Treasury, while responsibilities and duties which it would have been better to have attached to them, were almost entirely cast on the Audit Office. This necessitated the keeping, both in the Treasury and in the Audit Office, particularly in the latter, the whole accounts of the Public Expenditure in the most extended and minute detail, and was unsatisfactory in this, if in nothing else, that it increased labor, and left the officers who should be best acquainted with the requirements of their respective services, and best able to supply information respecting their Expenditure, without power to direct its distribution, and without voice to explain it.

2. Such was the system which, till within the last four years, was in operation; step by step, however, within that period, but mainly within the last twelve months, the obvious necessity of the case, and the recognition of correct views have led to the adoption of the system which is now, to the extent shewn in the accompanying paper, in actual operation.

3. To the several Officers, named in that paper, as Public Accountants, monthly advances within the appropriation for their respective departments, or for services with the payment of which they are charged, are made on applications forwarded by them to the Finance Minister or to the Auditor General, and found unobjectionable, the amounts being paid to their credit in the Australian Joint Stock Bank. These officers are required to conform to Regulations as to the mode of drawing their cheques, to keep proper books, and accounts of their expenditure, and to transmit monthly to the Auditor General for audit and entry, transcripts of their Cash Books, accompanied by the proper vouchers and authorities, by the butts

of

of the cheques drawn, by their Bank Pass-Book, by a certificate from the Manager or proper officer of the Bank, of the balance of their account on the last day of the month, and by the statement of the cheques outstanding on that day.

4. For payments which it has not been found possible to entrust to the head of any department, and for those of a miscellaneous character and of small amount, Advances, under precisely similar conditions, are made to, and accounted for, by the Secretary to the Treasury.

5. To the several Public Accountants, discharges, on the final Audit of their Accounts, are given by the Auditor General.

6. Such is the system actually in operation; but it wants confirmation, and requires to be amended by the removal of the defects of the former system, which still cling around it; the most prominent of these, and the alterations calculated to remedy them, we now proceed to state.

7. Defects.

1st. The almost entire absence of responsibility on the part of the Finance Minister, as regards the payments from the Treasury; the warrant authorising these, being, in every instance, before presentation to the Governor General for his signature, countersigned by the Auditor General, and by the Principal Secretary, and His Excellency's signature discharging the Finance Minister from any responsibility save that of the payments being in conformity with the Warrants.

2nd. The continuing to cast on the Audit Office the duty of preparing Returns, and of furnishing all information respecting Expenditure, sought by the Executive or by the Legislature, compelling that Office to keep the whole accounts of the Colony in minute detail, and to interfere, beyond the degree necessary, with the minor classification of disbursements by Public Accountants.

8. Having pointed out the most prominent defects of the system in actual operation, we proceed to state what we consider calculated to remedy these, and to supply the want to which we have referred.

9. We recommend, then, that every Department shall be made *directly responsible for the proper disbursement of its expenditure, and for furnishing every information in respect of the same;* that the duties of the Audit Office shall be confined to auditing, after payment, the Accounts of the various Departments, and to entering them according to a classification regulated between that Office and the Departments.

10. That the system of sending Accounts to the Audit Office for examination, *before payment,* shall be altogether discontinued.

11. That the various persons enumerated in the annexed Schedule shall be constituted Public Accountants, and, as such, made to disburse the entire Expenditure of the particular Departments set against their respective names.

12. That such Accountants shall be under obligation to keep proper books and Account of their Expenditure, and to transmit transcripts of their Cash Books, accompanied by the necessary Vouchers and Authorities, to the Auditor General, monthly, for Audit and Entry.

13. That for the disbursement of the Expenditure under the Schedules, and of such expenditure as, on account of the smallness of any service, or from other causes, it may be undesirable to entrust to any particular Department,— a "Department for Miscellaneous "Expenditure" shall be created within the Treasury, exercising the same functions in every respect as the other Public Accountants.

14. That the whole of the payments from the Treasury shall be made by periodical advances of money to the various Public Accountants, for the purpose of defraying the expenditure of their respective Departments.

15. The following course we recommend to be taken in respect of these payments.

16. At a stated time, to be arranged between the Treasurer and the various Public Accountants, requisitions should be forwarded to him for such an advance of money as they may consider sufficient to cover the expenditure of their respective Departments for a given period.

17. It should be the duty of the Treasurer, on the receipt of such requisition, after satisfying himself that the sum required came within the amount voted by the Legislature for

for the particular service, or being for any extraordinary expenditure, had been duly authorised, to prepare the Warrant for the advance, which should be referred to the Auditor General for his countersignature, or a statement of the objections which may in his opinion exist to the advance being made.

18. The Warrant should be submitted by the Treasurer to the Governor General, bearing the countersignature of the Auditor General, or accompanied by his objections to the advance being made; His Excellency will then be in a position to obtain, if he see fit, the advice of His Executive Council before giving validity to the Warrant.

19. The advance authorised should be placed to the credit of the Public Accountant, at a Bank selected by the Treasurer with such further instructions as the Treasurer may see fit to give for the public security.

20. With this payment the *responsibility of the Treasurer should cease* and that of the Accountant commence: he should be responsible for disbursing the money in his hands in the manner authorised by the Legislature or Executive; he should be under obligation to keep a Cash Book and a Ledger for the correct and proper entry of all such payments;—to transmit Monthly to the Auditor General, as already pointed out, a copy of such Cash Book, accompanied by original Vouchers, and by authorities for all payments, and at the end of every Quarter an Abstract shewing the classification of the Expenditure of the past Quarter under the various Heads of Service authorised by the Appropriation Act, or as may be otherwise directed: to keep copies of all Vouchers so transmitted to the Auditor General: to compile all returns and to furnish every information at any time required in respect of his Expenditure and Accounts.

21. On receipt of these Accounts it should be the duty of the Auditor General forthwith to audit the same,—to enter them, as classified under the authorised Heads of Expenditure, in the general Accounts of the Colony, and when finally passed by him, to certify to the Treasurer and the Accountant the amount for which the latter has been finally discharged.

22. From the altered mode of keeping the Public Accounts, it would, we think, result,—

1st. That, instead of the responsibility of disbursing the Public Expenditure resting, as formerly, with the Auditor General and Colonial Secretary, it would in the first instance rest with the Secretary for Finance and Trade, who ought, in our opinion, to be the person responsible to the Country for the Expenditure of the Public Moneys according to law; and such responsibility would subsequently be transferred to the several Heads of Departments, upon whose recommendations the vote for such Expenditure was probably taken, and under whose superintendence the Legislature must have contemplated that the particular service or work would have to be carried out.

2nd. That the Accounts of the Treasury would be greatly simplified and the number of payments probably reduced from 800 or 1,000 to 30, or at most 40 per month, while, by entirely relieving the Audit Office from the preparation of the Warrants for these 800 or 1,000 payments, and by diminishing the number to be prepared at the Treasury to 30 or 40, a very large amount of labor, of correspondence, and of reference, would be saved.

3rd. That by avoiding the delays and references incidental to the present system, all claims upon the public might be more promptly discharged, and any inconvenience to the Public Creditor be avoided.

4th. That by transferring to the various Departments the entire keeping of their accounts, the recording of minute particulars, and the furnishing of all returns and other information required, the Audit Office would be relieved from many duties now cast upon it, and the Auditor General be enabled to confine the work of his office to auditing the Public Accounts after payment, and checking irregularity and misappropriation.

STUART A. DONALDSON.
EDW. KNOX.
GEORGE KING.
E. W. WARD.
W. C. MAYNE.

SCHEDULE

STATEMENT of Services, the Expenses of which are defrayed either wholly or in part by Advance from the Treasury to Heads of Departments and others entrusted with the Expenditure on account thereof.

Head of Service.	To whom Advanced.	Remarks.
Legislative Council	The Clerk of Council	
Legislative Assembly	„ Clerk of Assembly	
Executive Council	„ Clerk of Council	Salaries only
Principal Secretary's Establishmt.	„ Principal Secretary	Salaries only
Native Police, Northern District	Government Resident	
Registrar General	Head of Department	
Postal	Do.	Exclusive of Vote for Steam Communication with England
National Schools	Chairman	
Denominational Schools	Do.	
Protestant Orphan School	Superintendent	
Immigration	Agent	Expenditure in the Colony only
Police—		
Judicial, Sydney	Police Magistrate	
Water	Water Police Magistrate	
Metropolitan and Rural Police	Inspector General	
Gaols	Sheriff	Salaries and Contingencies partially
Gaol, Parramatta	Visiting Justice	
Gaol, Brisbane	District Sheriff	
Penal	Visiting Magistrate	
Military Establishments	Assistant Commissary General	
Lunatic Asylum, Tarban	Superintendent	
Do. Parramatta	Do.	
Printing Office	Accountant	
Law Officers' Establishment	Secretary to Law Officers	Partially
Supreme Court, including witnesses	Prothonotary	
Circuit Courts, Witnesses	Police Magistrates at Assize Towns	
Sheriff, including Jurors	Sheriff	
Insolvent Court	Chief Commissioner	
Quarter Sessions	Clerk of the Peace, Sydney	
Courts of Requests	Registrar, Sydney	
Treasury	Secretary to Treasury	
Commission, Rent, &c., &c., relating to Land Sales	Secretary to Treasury	
Customs	Collector	
Distilleries	Chief Inspector	
Mint	Deputy Master	
Postage Stamp Office	The Government Printer	
Colonial Storekeeper	Colonial Storekeeper	
Gunpowder Magazine	Deputy Ordnance Storekeeper	
Shipping Master, Sydney	Shipping Master	
Lands and Works Establishment	Under Secretary	
Survey	Surveyor General	
Crown Lands	Chief Commissioner	
Colonial Architect	Colonial Architect	
Public Works and Buildings	Surveyor General, Colonial Architect, Civil Engineer, Government Resident, Brisbane; Benches of Magistrates, and others	A few of the Votes for Works and Buildings are at present being expended by direct payments from the Treasury
Roads and Bridges	Partly by Colonial Architect, and partly by Road Trustees, Benches of Magistrates, and Police Magistrates	
Railways	Chief Commissioner of Railways	
Botanic Gardens, &c.	The Director	
Botanic Gardens, Brisbane	W. A. Duncan, Esq.	Partially
Auditor General's Department	Secretary to Treasury	
Gold Fields, Western and Southern Districts	Police Salaries by Inspector General of Police, and Contingencies by Commissioners	
Gold, Beyond	Chief Commissioner of Crown Lands	
Native Police, Southern	Inspector General	
Presbyterian Ministers	The Moderator	
Wesleyan do.	The President	

SCHEDULE

SCHEDULE REFERRED TO

Governor General's Establishment ...	...The Private Secretary.
Legislative Council	„ Clerk of Council.
Legislative Assembly	„ Clerk of Assembly.
Executive Council	„ Clerk of Council.
Principal Secretary's Establishment	„ Under Secretary.
Government Resident, Brisbane, and all Expenses for the District of Moreton Bay	„ Government Resident.
Registrar General	„ Head of Department.
Postal	„ Do.
National Schools	„ Chairman.
Denominational	„ Do.
Protestant Orphan School	„ Visiting Magistrate.
Roman Catholic Orphan School	„ Chairman of Committee.
Immigration	„ Agent.
Police—	
Judicial	„ Police Magistrate.
Water	„ Water Police Magistrate.
Metropolitan and Rural Police	„ Inspector General of Police.
Gaols	„ Sheriff.
Penal	„ Visiting Magistrate.
Military Establishments	„ Assistant Commissary General.
Lunatic Asylum, Tarban	„ Superintendent.
„ *Parramatta*	„ Do.
Printing and Bookbinding Department... ...	„ Accountant.
Law Officers' Establishment	...Secretary to Law Officers.
Supreme and Circuit Courts, including Witnesses	Prothonotary.
Sheriff, including Jurors	...Sheriff.
Insolvent Court	...Chief Commissioner.
Quarter Sessions	...Clerk of the Peace.
Courts of Requests...	...Registrar, Sydney.
Treasury...	...Secretary to Treasury.
Commission Rent, &c., &c. relating to Land Sales	Chief Commissioner of Crown Lands.
Customs	...Collector.
Distilleries	...Chief Inspector.
Mint	...The Deputy Master.
Gold Receivers	...Commissioner of each District.
Postage Stamp Office	...The Government Printer.
Colonial Storekeeper	...The Colonial Storekeeper.
Gunpowder Magazine	...Deputy Ordnance Storekeeper.
Shipping Masters	...Shipping Master of each Station.
Port Office, Harbour Master, Lighthouses, Pilots, &c....	Superintendent of Lights, Pilots, and Navigation.
Lands and Works Establishment	...Under Secretary.
Board of Works	... Ditto.
Survey	...Surveyor General.
Management of Crown Lands	...Chief Commissioner of Crown Lands.
Roads and Bridges, and Colonial Architect's Establishment, &c....	Colonial Architect.
Port Curtis	...Commissioner of Crown Lands.
Botanic Gardens, Domains, &c.	...The Director.
Auditor General	...Secretary to Treasury (as at present).
Gold Fields, Western	...Commissioner Johnson.
„ *Southern*	... „ King.
„ *Beyond*	...Chief Commissioner of Crown Lands.
Native Police, Southern...	.. Inspector General of Police.
Observatory	...Astronomer.
Charitable Allowances ... ... *Aborigines*	Under Secretary to the Government.
Coal Fields, &c.	...Surveyor General.
Court of Claims	..Secretary to the Commission.
Presbyterian Clergy	...The Moderator.
Wesleyan...	...The President.

The following to continue to receive payments directly from the Treasury, viz.:—

Church of England Clergy.
Roman Catholic do.
Salaries, Schedule A.
Pensions, Schedule B.
Health Officer.
Vaccination.
Coroners.

It is desirable that arrangement should hereafter be made for the payment of the Church of England and Roman Catholic Clergy, by the Heads of these Denominations.

The *Secretary* pays by advance,—

The Treasury Establishment.
Audit Office.
Commission on Land Sales.
Advertising Land.
Rent to Commissioners.

in all about £18,000 or £20,000 a year.

NOTE.—The Branch proposed in Treasury for "*Miscellaneous*" payments, is, to some extent, in operation.

1857.

Legislative Assembly.

NEW SOUTH WALES.

COLONIAL TREASURY ACCOUNTS.

(REVISION OF UNDER RESPONSIBLE GOVERNMENT.)

Ordered by the Legislative Assembly to be Printed, 27 October, 1857.

RETURN to an *Order* made by the Honorable the Legislative Assembly, on 23rd October, 1857, that there be laid upon the Table of this House—

"All documents and correspondence relating to the Investiga-
"tions which may have taken place into the Accounts, or intro-
"missions of the several Gentlemen who have held the office of
"Treasurer of the Colony of New South Wales, since the
"introduction of Responsible Government.

1857.

Legislative Assembly.

NEW SOUTH WALES.

COLONIAL TREASURY ACCOUNTS.

(REVISION OF UNDER RESPONSIBLE GOVERNMENT.)

Ordered by the Legislative Assembly to be Printed, 27 *October,* 1857.

BOARD OF AUDIT *to* HIS EXCELLENCY SIR W. DENISON.

(Copy.) *Sydney,* 10 *June,* 1856.

In pursuance of the instructions contained in Your Excellency's Warrant of the 9th instant, we have the honor to report, that we proceeded to the Colonial Treasury at the hour of 12 o'clock on that day, and, having produced the Warrant to the Honorable the Colonial Treasurer, we examined the several Cash Books, and found that the following amounts stood to the credit of the several branches of Revenue and Receipts, as follows:—

REVENUE ACCOUNTS.			
Consolidated Revenue	43,297	3	5
Schedule A of Act 13 and 14 Vic., Chap. 59...	12,254	19	10
Territorial Revenue	3,645	5	11
Church and School Fund	9,324	7	2
LODGMENT ACCOUNTS.			
Immigration Remittances	2,861	10	0
Police Reward Fund	7,763	9	5
Police Superannuation Fund	5,740	3	9
Poundage	15,062	1	0
Imperial Postage	5,381	15	10
Shipping Master	57	15	9
Savings' Bank Deposits	60,000	0	0
Revenue Suspense Account	2,536	2	5
Sundry Deposits	3,409	4	4
Making a total of	£171,333	18	10

On this amount the Treasurer is entitled to receive credit for the following sums, viz.:—

Overdraft under the Scab in Sheep Act, 19 Vic., No. 27	1,743	14	5
Government Debentures belonging to the Police Reward and Superannuation Funds	7,500	0	0
Savings' Bank Deposits transferred to Mint Bullion Account, Bank of New South Wales	60,000	0	0
In all	£69,243	14	5

Leaving a balance to be accounted for, by deposits in the several Banks and cash in the Treasury Chest, of £102,090 4s. 5d.

We

We accordingly sent to the Managers of the several Banks in which deposits are kept by the Treasurer, and ascertained that the balances standing at his credit, on the evening of the 7th instant, were as follows, viz. :—

	£	s.	d.
Bank of New South Wales	34,032	9	9
Commercial Bank	15,060	12	3
Bank of Australasia	24,020	5	3
Union Bank of Australia	1,056	14	1
Joint Stock Bank	14,484	8	8
London Chartered Bank	14,665	7	2
Also Cash in the hands of the Paying Teller...	115	7	0
In all ... ...£	103,435	4	2

Which shews a balance, in excess of that standing in the Treasury Books, of £1,344 19s. 9d.

This surplus is to be accounted for, in consequence of the non-payment of cheques which have been issued from the Treasury, but not presented at the Banks, amounting to £1,228 14s. 2d., a list of which is herewith appended. This reduces the difference to £116 5s. 7d., to which must be added the sum of £45 8s., the amount of two dishonored cheques, charged by the Joint Stock and Union Banks to the Treasurer's account, and not written off in his Books; this makes the amount actually in excess of the Treasurer's balance to be £161 13s. 7d.

This sum is presumed to be made up of cheques issued from the Treasury, and, not as yet presented for payment, supposed to be lost or destroyed.

We have, therefore, to report that the whole of the balances, as exhibited in the Treasury Books, are either available at the Banks or otherwise satisfactorily accounted for, at the date on which we were directed to make the inspection.

C. D. RIDDELL.
SAM. D. GORDON.
CLARK IRVING.

HIS EXCELLENCY
SIR WILLIAM DENISON,
&c., &c., &c.

LIST OF UNPRESENTED CHEQUES ON 7 JUNE, 1856.

COMMERCIAL BANK.

			£	s.	d.	£	s.	d.
1856.								
Feb.	8	Gordon	41	13	4			
"		Do.	41	13	4			
May	22	Dowling	193	5	8			
"		Coombe	25	0	0			
"		Armstrong	13	10	6			
"	29	Kettle	23	15	0			
"	22	Dowling	23	17	10			
June	5	Seamen and Boy, "Spitfire"	14	19	11			
"		Barton	26	13	4			
"		Duffy	8	0	10			
"		Downs	8	18	3			
"		Raymond	18	15	0			
"		Still	2	0	10			
"		Dalton	13	7	5			
"		Culham	9	4	1			
"		Reg and Bailiffs	39	16	3			
"		French	11	4	9			
"		Good	11	4	9			
"		Reynolds	16	18	3			
						543	19	4

BANK OF AUSTRALASIA.

1850.								
Jan.	20	Morrison	5	16	8			
1852.								
April	20	Farr	5	16	3			
1854.								
Feb.	27	Beecher	17	15	0			
1855.								
Feb.	13	Do.	25	5	4			
March	5	Minter	4	3	4			
1856.								
March	25	Pickwood	24	1	5			
"		Do.	16	13	4			
June	3	Brown	9	7	6			
						108	18	10
		Carried forward				652	18	2

			£ s. d.	£ s. d.
		Brought forward		652 18 2
		London Chartered Bank.		
1855.				
April	7	Minter	4 3 4	
July	3	do.	4 3 4	
1856.				
Feb.	15	Armstrong	15 0 0	
April	9	Gooley	11 9 7	
„	22	Shanley	1 19 2	
May	16	Thatcher	4 9 9	
June	3	Gilchrist	18 15 0	
„		Forster	16 13 4	
„		Kenny	3 12 8	
June	6	Emmett	16 13 4	
„		Barnes	122 18 0	
„		Taggart	47 15 0	
				267 12 6
		Bank of New South Wales.		
1851.				
Feb.	1	Turner	51 15 0	
1852.				
March	30	Flinn	5 0 0	
1854.				
Sept.	23	Elmore	15 19 0	
1855.				
July	30	Shanks	30 10 0	
1856.				
Jan.	25	Beecher	16 13 4	
1855.				
Sept.	6	Minter	4 3 4	
1856.				
March	14	Bayley	3 8 0	
„	19	Ashwin	25 0 0	
May	26	Gannon	3 5 0	
„		M'Encroe	25 0 0	
„		Woolfrey	25 0 0	
June	4	Denison	17 4 1	
				222 17 9
		Joint Stock Bank.		
1855.				
Oct.	2	Minter	4 3 4	
1856.				
Feb.	22	Jones	0 12 9	
June	3	Lindsay	11 0 0	
„		Do.	36 13 4	
				52 9 5
		Union Bank.		
1850.				
Oct.	16	M'Guire	2 18 6	
1852.				
March	8	Smith	3 6 8	
April	6	Hipwell	2 18 4	
Oct.	18	Bracher	12 7 6	
1853.				
April	9	Boyle	7 2 0	
1855.				
Feb.	6	Minter	4 3 4	
				32 16 4
		Total		£1,228 14 2

C. I.
S. D. G.

Board of Audit *to* **His Excellency Sir W. Denison.**

Sydney, 27 *August*, 1856.

In pursuance of the instructions contained in Your Excellency's Warrant of the 26th instant, we have the honor to report that we proceeded to the Colonial Treasury, at the hour of two o'clock this day, and, having produced the Warrant to the Honorable the Colonial Treasuer, we examined the several Cash Books, and found that the following amounts stood to the credit of the several branches of Revenue and Receipts, as follows :—

Revenue Accounts.

Schedule A of Act 13 and 14 Vict., Cap. 59	10,680 18 0
Territorial Revenue	2,122 6 11
Church and School Estates Fund	7,964 15 11
	£20,768 0 10

Lodgment

LODGMENT ACCOUNTS.

Immigration Remittances	4,234	0	0
Police Reward Fund	8,303	3	9
Police Superannuation Fund	6,294	4	9
Poundage	15,520	7	5
Imperial Postage	5,633	14	4
Shipping Master	110	1	1
Savings Bank Deposits	60,000	0	0
Revenue Suspense Account	3,529	12	11
Sundry Deposits	2,033	9	0
Making a Total of ... £	126,426	14	1

On this amount the Treasurer is entitled to receive credit for the following sums:—

Overdraft on the Consolidated Revenue	18,990	18	10
Overdraft under the Scab in Sheep Act, 19 Vic., No. 27	2,181	8	10
Government Debentures belonging to the Police Reward and Superannuation Funds	7,500	0	0
Savings Bank Deposits transferred to Mint Bullion Account	60,000	0	0
In all ... ... £	88,672	7	8

Leaving a Balance to be accounted for, by deposits in the several Banks and Cash in the Treasury Chest, of £37,754 6s. 5d.

We accordingly sent to the Managers of the several Banks in which deposits are kept by the Treasurer, and ascertained that the balances standing at his credit, on the evening of the 26th instant, were as follows, viz.:—

Bank of New South Wales	12,779	2	8
Commercial Bank	10,178	2	7
Bank of Australasia	2,584	15	8
Union Bank of Australia	8	16	9
Joint Stock Bank	11,609	15	9
Do. do. Suspense Acct.	1,803	19	1
London Chartered Bank	1,100	8	0
Also, Cash in the hands of the Paying Teller	161	14	3
In all ... ... £	40,226	14	9

Which shows a balance in excess of that standing in the Treasury Books of £2,472 8s. 4d.

This surplus is to be accounted for in consequence of the non-payment of cheques which have been issued from the Treasury, but not presented at the Banks, amounting to £2,377 5s. 3d., a list of which is herewith appended. This reduces the difference to £95 3s. 1d., to which must be added the sum of £45 8s., the amount of two dishonored cheques, charged by the Joint Stock and Union Banks to the Treasurer's account, and not written off in the List Books; this makes the amount actually in excess of the Treasurer's balance to be £140 11s. 1d.

This sum is presumed to be made up of cheques issued from the Treasury, and, not as yet presented for payment, supposed to be lost or destroyed.

We have therefore to report that the whole of the balances, as exhibited in the Treasury Books, are either available at the Banks, or otherwise satisfactorily accounted for at the date on which we were directed to make the inspection.

THOMAS HOLT.
R. JONES.
HENRY BUCKLEY.

LIST

LIST OF UNPRESENTED CHEQUES, 26 AUGUST, 1856.

Bank of New South Wales.

		£ s. d.	£ s. d.
1851.			
Feb. 1	Turner	51 15 0	
1852.			
March 30	Flinn	5 0 0	
1855.			
July 30	Shanks	30 10 0	
Aug. 6	Gordon	41 13 4	
„ 11	Lardner	11 10 0	
„ 19	Ashwin	25 0 0	
„	Smith	22 4 5	
„	Bryant	7 9 6	
„ 23	M'Fetridge	9 0 0	
„ 26	North	16 13 4	
„	Brown	20 16 8	
„	Gray	33 6 8	
„	Daveny	20 16 8	
„	Edwards	16 13 4	
„	Moore	16 13 4	
„	Kelly	42 13 4	
„	Pickwood	16 13 4	
„	Wright	16 13 4	
„	Rose	16 13 4	
„	Moreton	9 5 9	
„	Do.	9 15 0	
„	O'Reilly	25 0 0	
„	Brooks	19 2 10	
„	Agnew	30 0 0	
„	Roche	58 14 8	
„	Beardmore	14 6 11	
„	Pickwood	4 18 0	
„	Antill	4 15 3	
„	Glennie	3 14 3	
1856.			
Aug. 26	Clark	3 15 0	
„	Johnson	2 0 0	
„	Walford	1 0 0	
„	Kemp	16 13 4	
„	Do.	5 11 1	
„	Allen	16 13 4	
„	Do.	5 11 1	
„	Horton	16 13 4	
„	Do.	5 11 1	
„	King	16 13 4	
„	Do.	5 11 1	
„	Elder	16 13 4	
„	Do.	5 11 1	
„	Gore	16 13 4	
„	Do.	8 6 8	
„	Brigstocke	44 8 10	
„	Bloomfield	22 4 5	
„	Coombs	33 6 8	
„	Dudding	13 7 4	
„	Butler	50 0 0	
			907 12 7

Bank of Australasia.

1850.			
Jan. 20	Morrison	5 16 8	
1852.			
April 20	Farr	5 16 3	
1856.			
July 28	M'Alister	4 15 0	
			16 7 11

London Chartered.

1856.			
April 22	Shanley	1 19 2	
July 1	Bolan	1 16 1	
			3 15 3

Union Bank.

1853.			
April 9	Boyle	7 2 0	
			7 2 0

Commercial Bank.

1856.			
Aug. 4	Moriarty	56 5 0	
„ 12	Wright	7 10 0	
„ 25	Hyde	19 2 0	
„	Davidson	62 10 0	
„	Templar	65 0 0	
„ 26	Nowland	25 16 9	
„	Nicholson	24 7 6	
„	Gas Company	86 18 9	
„	Greig	34 8 5	
„	West	3 4 0	
„	Miller	2 0 0	
„	Sullivan	2 0 0	
„	Stacy	4 3 0	
„	White	2 6 3	
„	Brown	1 11 3	
„	Do.	1 8 0	
	Carried forward	598 10 11	
	Carried forward		934 17 9

			£ s. d.	£ s. d.
		Brought forward		934 10 11
		COMMERCIAL BANK.—*Continued.*		
1856.		Brought forward	398 10 11	
Aug. 26	..	Lindsay	2 10 0	
„	..	Briggs	3 12 10	
„	..	Macdonald	1 17 5	
„	..	Do.	3 2 3	
„	..	Rose	1 11 8	
				411 5 1
		JOINT STOCK BANK.		
Feb. 22	..	Jones	0 12 9	
June 30	..	Mann	5 12 4	
Aug. 1	..	Allen	41 13 4	
„	..	M'Evilly	18 1 1	
„	..	Allen	34 14 5	
„	..	Culhane	9 4 1	
„ 15	..	Bowman	13 11 0	
„	..	Croasdill	32 0 9	
„ 26	..	Crummer	250 0 0	
„	..	Mann	400 0 0	
„	..	Procter	100 0 0	
„	..	Yeatman	14 13 5	
„	..	Freeburn	16 13 4	
„	..	Boatmen, C.R.P.S.	41 6 3	
„	..	King	20 4 10	
„	..	Shardon	29 16 10	
				1,028 4 5
1856.		JOINT STOCK BANK SUSPENSE ACCOUNT.		
Aug. 25	..	Lynch		2 18 0
		TOTAL		£2,377 5 3

Initialed.—R. J. H. B.

The Treasury,
27 *August*, 1856.

JNO. WELLS,
Accountant.

BOARD OF AUDIT *to* HIS EXCELLENCY SIR W. DENISON.

Sydney, 6 *October*, 1856.

In pursuance of the instructions contained in Your Excellency's Warrant of the 3rd instant, we have the honor to report, that we proceeded to the Colonial Treasury at the hour of 10 o'clock on the following day, and, having produced the Warrant to the Honorable the Colonial Treasurer, we examined the several Cash Books, and found that the following amounts stood to the credit of the several branches of Revenue and Receipts, as follows, viz. :—

REVENUE ACCOUNTS.

Schedule A of Act 13 & 14 Vic., cap. 59 ...	11,110	17	5
Territorial Revenue	1,952	5	2
Church and School Fund	7,358	19	6

LODGMENT ACCOUNTS.

Immigration Remittances	5,476	0	0
Police Reward Fund	8,441	15	5
Police Superannuation Fund	6,451	0	2
Poundage Account	15,949	17	11
Imperial Postage	5,894	10	9
Shipping Master's Account	63	15	2
Savings Bank Deposits	60,000	0	0
Revenue Suspense Account	4,202	6	1
Sundry Deposits	1,993	9	0
Making a total of	£128,894	16	7

On this amount the Treasurer is entitled to receive credit for the following sums, viz. :—

Overdraft on the Consolidated Revenue Account.	1,477	17	2
Overdraft under the Scab in Sheep Act 19 Vic., No. 27	2,232	7	10
Government Debentures belonging to Police Reward and Superannuation Funds ...	7,500	0	0
Savings Bank Deposit transferred to Mint Bullion Account	60,000	0	0
In all	£71,210	5	0

Leaving

Leaving a balance to be accounted for by deposits in the several Banks and cash in the Treasury Chest of, £57,684 11s. 7d.

We accordingly sent to the Managers of the several Banks in which deposits are kept by the Treasurer, and ascertained that the balances standing at his credit, on the evening of the 3rd instant, were as follows, viz.:—

	£	s.	d.
Bank of New South Wales	2,011	16	4
Commercial	2,242	9	2
Bank of Australasia	2,557	11	1
Union Bank	8	16	9
Joint Stock Bank	50,993	19	11
Do. (Suspense Acct.)	2,704	4	7
London Chartered Bank	1,098	8	10
	61,617	6	8
Also, Cash in hands of Paying Teller ...	193	7	7
	£61,810	14	3

Which shows a balance, in excess of that standing in the Treasury Books, of £4,126 2s. 8d. This surplus is to be accounted for, in consequence of the non payment of cheques which have been issued from the Treasury, but not presented at the Banks, amounting to £4,041 16s. 3d., a list of which is herewith appended. This reduces the difference to £84 6s. 5d., to which must be added the sum of £45 8s., the amount of two dishonored cheques, charged by the Joint Stock Bank and Union Bank to the Treasurer's account, and not written off in his book; this makes the amount actually in excess of the Treasury balance to be £129 14s. 5d.

This sum is presumed to be made up of cheques issued from the Treasury, and not as yet presented for payment, supposed to be lost or destroyed.

We have, therefore, to report, that the whole of the Balances as exhibited in the Treasury Books are either available at the Banks, or otherwise satisfactorily accounted for, at the date on which we were directed to make the inspection.

JOHN CAMPBELL.
R. JONES.
THOS. HOLT.

HIS EXCELLENCY
SIR W. T. DENISON,
&c., &c., &c.

LIST OF UNPRESENTED CHEQUES, 3 OCTOBER, 1856.

JOINT STOCK BANK.

1856.			£	s.	d.
Feb.	22	Jones	0	12	9
June	30	Mann	5	12	4
Aug.	15	Croasdill	32	0	9
Sept.	2	Taylor	9	0	9
„	30	White	4	0	0
„		Mayne	422	1	8
Oct.	2	Cary	66	13	4
„		Murray	42	10	0
„		Mayne	32	10	0
„		Denison	583	6	8
„		„	33	6	8
„		Cowper	166	13	4
„		Campbell	104	3	4
„		Martin	125	0	0
„		Cheeke	66	13	4
„		Moriarty	62	10	0
„		Emmott	16	13	4
„		Stephen	191	13	4
„		Dickenson	150	0	0
„		Therry	150	0	0
„		Milford	125	0	0
„		Dillon	56	5	0
„		Billyard	33	6	8
„		Forster	26	13	4
„		Lee	20	16	8
„		McNish	17	6	8
„		Duffy	10	6	8
„		Kelly	8	12	6
		Carried forward	2,563	9	1

JOINT STOCK BANK.—*Continued.*

			£ s. d.	£ s. d.
		Brought forward	2563 9 1	
1856.				
Oct.	3	Police Superannuation Fund	80 11 5	
„		Police Reward Fund	98 11 8	
„		French	10 17 6	
„		Dean	10 17 6	
„		Good	10 17 6	
„		McBean	10 17 6	
„		McArthur	18 1 1	
„		Allan	22 4 5	
„		Reddall	22 4 5	
„		Priddle	22 4 5	
„		Gunther	18 1 1	
„		Hain	4 19 1	
„		Moriarty	56 5 0	
„		Cahil	25 0 0	
„		Bowdler	20 0 0	
„		Shaw	25 0 0	
„		Crook	25 0 0	
„		Myhill	25 0 0	
„		McVeigh	25 0 0	
„		Skates	8 17 6	
„		Berry	5 18 4	
„		Maley	8 17 6	
„		O'Shea	8 17 6	
Oct.	2	Barnett	8 17 6	
„		Moffitt	20 1 1	
„		Nelahon	7 5 0	
„		Howell	7 5 0	
Oct.	3	Peisley	7 5 0	
„		Graham	15 11 1	
„		Dowd	7 5 0	
„		Siddens	15 11 1	
„		Fitzgerald	7 5 0	
„		Hongan	7 5 0	
„		Bowdler	7 5 0	
„		Pettitt	15 11 1	
„		Do.	7 5 0	
„		Compton	7 5 0	
„		Turner	7 5 0	
„		Blanche	7 5 0	
„		Naper	14 5 0	
„		Hogarty	5 17 6	
„		Governor General's Establishment	15 16 3	
„		Riddell	83 6 8	
„		Merewether	75 0 0	
„		Manning	66 13 4	
„		Cheeke	22 10 0	
„		Browne	10 10 0	
„		Pring	130 0 0	
„		Clarke	97 0 0	
„		Edwards	8 12 6	
„		Rundle	17 5 0	
„		Porter	3 3 4	
				3,832 18 11

BANK OF NEW SOUTH WALES.

1855.				
July	30	Shanks	30 10 0	
Aug.	11	Lardner	11 10 0	
„	19	Bryant	7 9 6	
„	23	McFetridge	9 0 0	
1856.				
Sept.	9	Lindsey	8 13 4	
„	15	Browne	1 0 6	
				68 3 4

COMMERCIAL BANK.

1856.				
Aug.	4	Moriarty	56 5 0	
Sept.	9	Mitchell	8 3 5	
„		Gordon	41 13 4	
Sept.	19	Quinlan	5 14 2	
				111 15 11

UNION BANK.

1853.				
April	9	Boyle	7 2 0	
				7 2 0

LONDON CHARTERED BANK.

1856.				
July	1	Bolan	1 16 1	
				1 16 1

JOINT STOCK BANK.

(Suspense.)				
Sept.	26	Lewis	20 0 0	
				20 0 0
		TOTAL..	.. ..	£4,041 16 3

The Treasury,
6 *October*, 1856.

JNO. WELLS,
Accountant.

Sydney,

Sydney, 8 *September*, 1857.

In compliance with the request of the Honorable Stuart A. Donaldson and the Honorable Richard Jones, we proceeded to the Colonial Treasury for the purpose of ascertaining the balance at the Credit of the Government, on the evening of the 5th instant, after the close of business, and having examined the several Cash Books, we found that the following amounts stood to the credit of the various branches of the Public Accounts, viz :—

REVENUE ACCOUNTS.

Consolidated Revenue, viz :—						
Revenue Proper	35,714	19	6			
Loans Account	83,610	18	11			
Assessment on Sheep	11,339	15	8			
Schedules A. B. and C.	33	9	10			
Church and School Fund	8,311	1	8			
				139,010	5	7

LODGMENT ACCOUNTS.

Police Reward Fund	10,652	1	3			
Police Superanuation Fund	7,843	18	9			
Poundage	15,435	9	1			
Imperial Postage	192	6	9			
Shipping Master	342	15	6			
Savings Bank Deposits	60,000	0	0			
Revenue Suspense Fund (old)	1,078	1	6			
Ditto. (new)	3,387	11	9			
Sundry Deposits	964	2	9			
Trust Money Deposits	62,470	11	9			
				162,366	19	1
Debenture Suspense Account				10,000	0	0
Making a Total of				£311,377	4	8

On this balance the Treasurer is entitled to receive credit for the following sums, viz. :—

For amount of Government Debentures belonging to the Police Reward and Superannuation Fund Board (in vault)	16,500	0	0
Savings Bank Deposits transferred to Mint Bullion Account	60,000	0	0
Debenture Suspense Account	10,000	0	0
	£86,500	0	0

Leaving a Balance to be accounted for by Deposits in the Banks and Cash in the Treasury Chest of £224,877 4s. 8d.

We accordingly sent to the Managers of the several Banks, and ascertained that the balances standing at the credit of the Government on the 5th instant were as follows, viz. :—

Bank of New South Wales	58	15	1
Commercial Bank	94	15	11
Union Bank	8	16	9
Bank of Australasia	12	8	2
Joint Stock Bank	128,096	4	6
Ditto, Suspense Account	3,508	8	11
Ditto, Debenture Account	5,476	18	6
Oriental Bank	90,000	0	0
	£227,256	7	10
Which, together with ... ... the amount of Cash in the hands of the Paying Teller, shews a Balance of... ...	289	15	4
	£227,546	3	2

being in excess of that exhibited in the Treasury Books by the sum of £2,668 18s. 6d. This surplus is accounted for in consequence of the non-payment of cheques which have been issued from the Treasury, but not presented at the Banks, a list of which is hereunto appended, amounting to £2,550 17s. 5d., which reduces the difference to £118 1s. 1d.

This

This sum is presumed to be made up of cheques issued from the Treasury, but not as yet presented for payment, which are supposed to have been lost or destroyed.

We have, therefore, to report that the whole of the balances exhibited in the Treasury Books are either available at the Banks, or otherwise satisfactorily accounted for, at the date on which we were requested to make the inspection.

HENRY BUCKLEY.
SAMUEL D. GORDON.
THOMAS HOLT.

LIST OF TREASURER'S CHEQUES UNPRESENTED ON 5 SEPTEMBER, 1857.

Joint Stock Bank.

When drawn.	No.	Name.	Amount.	
1856.				
Sept. 2	279	Taylor	9 0 9	
Nov. 7	962	Peacock	10 10 2	
Dec. 3	1317	Easton	3 5 0	
1857.				
Feb. 16	2754	Hall	3 2 9	
April 16	3088	Ravenscroft	2 13 6	
June 4	3719	Burns	3 12 7	
July 14	4202	Wythes	2 19 3	
Aug. 15	4555	Doyle	3 2 6	
"	4639	Choppin	3 3 0	
"	4640	Morgan	5 13 0	
" 17	4643	Ashwin	8 6 8	
"	4654	Ashwin	16 13 4	
" 19	874*	Mitchell	21 8 6	
" 20	4691	Coffey & Ors.	43 1 1	
"	4695	Johnson & Anr.	41 13 4	
" 21	4713	Bowman	13 9 7	
" 27	4762	Hughes	1 2 6	
" 25	4749	Innes	1 4 0	
" 31	4784	Goodwin	3 11 6	
Sept. 2	885*	Shawnessy	24 10 2	
" 3	4807	Cartwright	21 13 11	
" 4	4831	Barton	26 5 0	
"	4837	Alleyne & Ors.	78 16 8	
"	4839	Moriarty	62 10 0	
"	4842	Wise	83 6 8	
" 5	888*	Barker	250 0 0	
"	4842	Rich	27 10 0	
"	4843	Wickham	58 6 8	
"	4844	Johnson	16 13 4	
"	4845	Barney	1,500 0 0	
"	4846	Palmer	25 0 0	
June 30	3959	Carter	1 0 0	
				2,373 5 5

Suspense Account.

1856.				
Oct. 25	51	Flanagan	3 7 5	
Nov. 4	62	Do.	3 7 5	
April 14	172	Robertson	0 10 0	
May 4	187	N. Barry	0 13 0	
" 22	206	Melville	0 15 0	
" 29	211	Emerson	2 0 0	
June 23	233	Miles	4 9 7	
July 8	252	Colin Fletcher	4 10 0	
" 16	262	Perry	8 16 10	
Aug. 20	292	Pring	1 1 4	
" 27	296	Corfield	3 6 7	
Sept. 5	304	Transfer	30 0 0	
"	305	Do.	8 0 0	
"	306	Do.	42 0 0	
"	307	Do.	8 0 0	
				120 17 2

Union Bank.

1853.			
April 9		Boyle	7 2 0

Bank of New South Wales.

1845.				
Oct. 31	975	Wyatt	11 13 4	
1855.				
July 30	759	Shanks	30 10 0	
Aug. 19	200	Bryant	7 9 6	
				49 12 10
		Total		£2,550 17 5

Treasury,
7 September, 1857.

JNO. WELLS,
Acct.

1857.

NEW SOUTH WALES.

Legislative Assembly.

DISHONORED CHEQUE.

(PROCEEDINGS RELATIVE TO MR. H. FISHER'S.)

Ordered by the Legislative Assembly to be Printed, 18 *August,* 1857.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL TREASURER.

Civil Crown Solicitor's Office,
Sydney, 11 *May,* 1857.

SIR,

Referring to your Minute of the 14th November last, with regard to a Dishonored Cheque, dated the 15th September, 1851, drawn by H. Fisher on the Commercia Banking Company, for £30 8s., I have the honor to inform you as follows:—

I made application to Mr. Fisher for payment of the £30 8s., and interest thereon, and subsequently received from his Solicitor, Mr. Gilbert Wright, a letter, dated 1st December, 1856, which I now enclose. Mr. Wright not having fulfilled the promised contained in the second paragraph of his letter, I from time to time urged upon him the necessity for his doing so, and at last I received a letter from him, dated 31st March, 1857, which is sent herewith.

From a perusal of these letters from Mr. Wright, it will be seen that that gentleman is unable to shew that the Cheque in question has been actually paid, although he offers to give the Government the declaration of his client that the Cheque has either been paid or accounted for subsequently in other transactions, and that he is not indebted to the Crown in any amount whatever.

Since the receipt of Mr. Wright's letter of the 31st March, I have made inquiries of different persons whom I have thought might be able to thrown some light upon the matter, with a view to elucidate the facts,—amongst others I have seen Mr. Stirling, the Chief Inspector of Distilleries, and he has made a search in his books, but without finding any such sum as £30 8s. entered therein as for duty on any one or more casks issued from Mr. Fisher's Distillery in the month of September, 1851; I have received a note from Mr. Stirling to that effect, which note I beg to hand to you, enclosed.

I have also seen Mr. Croft, one of Fisher's trustees under the assignment, but can get no information from him.

I have also explained the matter to one of Mr. Fisher's sons, and he promised to see whether he could learn anything that might throw light on the subject; he has since been with me, and has informed me that all he had been able to ascertain was, that at the Commercial Bank, on the 15th of September, 1851, there was only 4s. 7d. standing to the credit

 of

of his father, but that on the 17th of the same month, there was a balance in his favor of £127 10s. 7d., and that on the following day a Cheque was paid, in favor of duty, for £40 19s. This statement Mr. Fisher, junior, brought to me in writing, and is purported to be signed by John Harkness, Commercial Bank, Sydney, 7th May, 1857.

I have also had an interview with Mr. Fisher, the drawer of the Cheque, who says that he is quite sure he is not in debt to the Government, and that the amount of the Cheque, he believes, was included in some other subsequent Cheque for, or payment on account of a larger amount of duty than that for which the Cheque in question is drawn, and that such Cheque was not returned to him as it should have been. Mr. Fisher further informs me that he is entirely without means, and that, consequently, if the Government institute legal proceedings for the recovery of the £30 8s., and obtain a verdict and issue execution against him, he shall have no alternative but to go to prison, a place which he says he could, in his circumstances, hardly object to go to.

Judging from Mr. Fisher's appearance, he being almost without shoes to his feet, I can scarcely disbelieve this statement, and think it highly probable that even if a verdict should be recovered against him (which, considering all the circumstances of the case, I hardly think likely,) the Crown will not get one farthing from him.

Together with the papers above referred to as being sent to you, herewith, I beg also to enclose the Cheque, and I have the honor to ask that I may receive your directions, in the event of your wishing me to do anything further in regard to this matter.

I have, &c.,

W. W. BILLYARD,
Civil Crown Solicitor.

THE HONORABLE
THE TREASURER.

[*Enclosures referred to.*]

The amount of the Cheque, £30 8s., does not correspond with the amount of duty charged on any one or more casks issued from the Distillery in the month of September, 1851.

It must, therefore, have reference to some private arrangement between the Distiller and the Cashier at the Treasury.

J. S.

Chief Inspector of Distilleries' Office,
5 *May*, 1857.

No. 1, *King-street, Sydney,*
1 *December*, 1856.

CROWN *v.* FISHER.

DEAR SIR,

Mr. Fisher has placed in my hands your communication of the 22nd November ultimo, only received on Saturday last, the direction having been erroneous.

As for two years and upwards subsequent to the 15th September, 1851, (the date of the Cheque), my client had, from time to time, balances at the Commercial Bank amply sufficient to have met the amount if the Cheque had been presented, he is under the distinct impression and conviction that the amount of the Cheque *has been included in a subsequent Cheque for a larger amount.* Having about three years ago made an assignment, and subsequently having been insolvent, he cannot, by an immediate reference to his books, explain the transaction. I have applied, however, to his trustees, to borrow the books, when I trust I shall be in a position to afford a satisfactory explanation.

My client, meantime, is penniless; and, unless the Government seek his incarceration, proceedings are useless.

Though it be true that "*nullum tempus occurret Reginæ,*" still the Crown is liable for laches; and a jury would, after five years, presume payment, if not of the Cheque of the moneys represented by the Cheque, particularly when those moneys were lodged in the Commercial Bank, ready to be appropriated, if presented.

But it was, in fact, Mr. Macpherson's irregularity, who did *not* return the Cheque when the amount was included in a subsequent Cheque.

I am, &c.,
GILBERT WRIGHT.

WILLIAM W. BILLYARD, ESQ.,
Civil Crown Solicitor.

No. 1,

No. 1, *King-street, Sydney,*
31 *March,* 1857.

REGINA *v.* FISHER.

DEAR SIR,

Referring to my letter to you of the 1st December last, respecting the claim of the Crown against Mr. Henry Fisher, late Distiller, on his Dishonored Cheque of the 15th day of September, 1851, and referring also to your several letters of the 17th December, 1856, and the 28th March, 1857, I am instructed by my client to state in reply, that he has applied to the trustees under his assignment, both by the letter of which I enclose a copy and verbally, and has been unable to obtain from them access to the books and vouchers therein mentioned, and to which access was sought.

I have also applied to the Official Assignee under Mr. Fisher's insolvency, who informs me that he has no books whatever in that estate, they having been taken possession of by the trustees under the assignment.

Under these circumstances, combined with the death of Mr. Macpherson, and the five years' laches of the Crown, my client having also lost the controul of his affairs, cannot obtain the evidence which would completely exonerate him. I can do no more than offer his solemn declaration that the money has been paid, or accounted for subsequently in other transactions, and that Mr. Henry Fisher is not indebted to the Crown in any amount whatever.

This evidence *would,* I am sure, convince a jury, and *should,* I think, satisfy the Government.

If sued, my client will defend in *formâ pauperis,* and if a jury *can* be found who *would* find a verdict against him, his ultimate destination will be Darlinghurst Gaol. I am acting gratuitously, for the very obvious reason that he has not the means of paying me.

I am, &c.,
GILBERT WRIGHT.

WILLIAM W. BILLYARD, ESQ.,
Civil Crown Solicitor.

1857.

NEW SOUTH WALES.

Legislative Assembly.

COLONIAL INDUSTRY.

(PETITION FOR PROTECTION TO.)

Ordered by the Legislative Assembly to be Printed, 23 *October,* 1857.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Your Majesty's loyal subjects, James Murphy, Alderman of the City of Sydney, in the Colony of New South Wales; and William Bell Allen, of the aforesaid place, householder,—

HUMBLY SHEWETH:—

That, at a Public Meeting, held at the Lyceum Theatre, in York-street, Sydney, for the purpose of petitioning your Honorable House to take into your wise consideration the circumstances of the Colony, with a view of affording such encouragement to Colonial industry as your Honorable House should think fit—which meeting was held on the twenty-first day of September last.

That, at the aforesaid Meeting the following Resolutions were adopted:—

1st.—That the wealth and prosperity of New South Wales consist in the development of her internal resources, and the profitable employment of labour in various operations of production as much as in the gold-mining and pastoral pursuits hitherto followed.

2nd.—That the enormous indigenous wealth of New South Wales consists of large tracts of the finest agricultural land; woods of the most enduring capacity, fit for the ship-builder, wheelwright, cabinet-maker, and builder; coal of excellent quality, found in many parts at the very surface; iron ore in various parts, yielding from forty to ninety per cent. of the finest iron in the world; copper and gold mines, &c., &c., of great richness; a great extent of seaboard, indented everywhere with bays and harbours; a climate proverbial for its salubrity. Although this great national wealth has been known for many years to exist, it has been found too much for individual effort to develop it without State encouragement; this Meeting, therefore, considers it the duty of the colonists to press on the Government the absolute necessity of passing some measures, at an early date, that will enable them to realize these vast treasures that are lying waste everywhere around them.

3rd.—That this Meeting, whilst deploring the want of employment felt by our operatives; the general depression of business; the prostration of agriculture; the stagnation in manufacturing; the generally dependent state of the Colony on foreign supplies; considers all traceable to the excessive importation of such foreign commodities as we are perfectly well able to produce ourselves, and the abstraction of our circulating capital for the payment of them. This Meeting is therefore of opinion that, in order to stop this waste of colonial resources, such duties for protection should be laid as would direct the labour of the Colony into the most profitable channels of production; induce capitalists to invest in agriculture and manufacturing; give employment to the people; make the Colony less dependent on foreign supplies; that we may realize at least a portion of that indigenous wealth referred to in the preceding resolution.

4th.—That the following gentlemen be appointed a Committee to prepare a Petition to both Houses of Parliament, embodying the foregoing Resolutions, signed by the Chairman and the Secretary of the "League" for the protection of Australian Industry, on behalf of this Meeting.—That W. B. Dalley, Esq., be requested to present it in the Legislative Assembly, and the Honorable James Norton in the Legislative Council; and that each gentleman be requested to support its prayer—Mr. John Lucas, Mr. Begg, Mr. Alderson, Mr. Powell, and Mr. Stewart.

Your Petitioners, therefore, humbly pray your Honorable House to take the foregoing allegations into your favorable consideration, and grant a Committee of your Honorable House to inquire into the state of the country in these particulars, with a view to the adoption of such measures of encouragement to Colonial enterprize as to your Honorable House may seem meet.

And your Petitioners, as in duty bound, will ever pray, &c.

[*Here follow* 2 *Signatures.*]

1857.

NEW SOUTH WALES.

Legislative Assembly.

BONDED WAREHOUSES.

(NUMBER OF IN SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 12 *August,* 1857.

A RETURN of the Number of Bonded Warehouses in the City of Sydney; the several Dates when Licensed; the Names of the Proprietors or Occupiers; the several Dates of Payment; and the Amount of Duty paid by each under and since the passing of an Act of the Parliament of New South Wales, intituled, "*An Act "to impose a Duty on Bonded Warehouses,*" 20 Vic., No. 21.

Also,

A like Return for the City of Newcastle and the Towns of Morpeth and Brisbane.

BONDED WAREHOUSES.

PORT OF SYDNEY, 1857.

Name of Warehouse.	Name of Licensee.	Capacity this Year.	Date of Original License.	Fee.	Amount Paid.	Date of Payment.	Remarks.
		tons.		£	£		
Tooth's	Messrs. Tooth	3875	22 Aug., 1855	300	300	14 April, 1857.	Fee charged from 31 March, 1857. (Vide Section 1 of 20 Vic., No. 21.)
Campbell's	Messrs. Campbell & Co.	2188	1 Jan., 1830	264	264	Ditto.	
Sugar Company ..	Colonial Sugar Refining Company	1342	" "	180	180	Ditto.	
Moore's	Henry Moore	4305	1 Jan., 1835	300	300	Ditto.	
Towns'	Messrs. R. Towns & Co.	1941	11 Nov., 1844	239	239	Ditto.	
Pollard's.....	E. H. Pollard	2150	26 May, 1840	260	260	14 April, 1857, £144 31 July, 1857, £116	
Brown's	Messrs. Brown & Co.....	1670	4 April, 1854	212	212	14 April, 1857.	
Lamb's	Messrs. Lamb & Co.	2689	12 March, 1839	300	300	Ditto.	
Exchange	Henry Fisher	1474	21 March, 1855	193	193	Ditto.	
Lloyd's	Messrs. G. A. Lloyd & Co.	1653	16 Feb., 1854	211	211	Ditto.	
Ditto	Ditto	201	" "	20	20	22 May, 1857	Addition made May, 1857.
Botts' (or Willis')..	Messrs. Willis, Merry, & Co. ..	3706	15 Oct., 1846	300	300	14 April, 1857.	
Walker's.....	Messrs. Wilkinson & Co.	1315	16 Feb., 1854	177	177	Ditto.	
M'Namara's	Macnamara & Son	1995	16 Feb., 1854	245	245	Ditto.	
Leigh's	J. M. Leigh.....	1138	12 June, 1854	159	159	Ditto.	
Gilchrist's	Messrs. Gilchrist, Watt, & Co..	966	3 July, 1856	142	142	Ditto.	
Anderson's.....	Anderson, Brothers, & Co.	740	25 May, 1848	119	119	Ditto.	
Circular	Messrs. How, Walker, & Co....	1037	16 Feb., 1854	149	149	Ditto.	
Ditto	Ditto Ditto ..	582	" "	58	58	30 April, 1857	Addition made April, 1857.
Smith's	Smith, Brothers, & Co.....	760	24 July, 1843	121	121	14 April, 1857.	
Kirchner's	Messrs. Kirchner & Co	433	4 April, 1854	89	89	Ditto.	
Cooper's	Messrs. D. Cooper & Co.	616	12 March, 1839	107	107	Ditto.	
Griffiths'.....	Messrs. Griffiths, Fanning, & Co.	472	7 July, 1845	93	93	Ditto.	
Dry Dock	H. Larmour.....	207	3 Jan., 1857	66	66	Ditto.	

PORT OF NEWCASTLE, 1857.

Name of Warehouse.	Name of Licensee.	Capacity this Year.	Date of Original License.	Fee.	Amount Paid.	Date of Payment.	Remarks.
		Tons.		£	£		
Bingle & Sons....	Messrs Bingle & Sons	135	18 July, 1855	58	58	30 April, 1857.	

TOWN

TOWN OF MORPETH, 1857.

Name of Warehouse.	Name of Licensee.	Capacity this Year.	Date of Original License.	Fee.	Amount Paid.	Date of Payment.	Remarks.
		tons.		£	£		
Taylor's	James Taylor	218	17 Oct., 1855	66	66	30 April, 1857.	

TOWN OF BRISBANE, 1857.

Name of Warehouse.	Name of Licensee.	Capacity this Year.	Date of Original License.	Fee.	Amount Paid.	Date of Payment.	Remarks.
		tons.		£	£		
Raff & Co.'s	Messrs. G. Raff & Co.	280	21 Feb., 1853	73	73	14 May, 1857.	
Messrs. Harris's ..	Messrs. J. G. Harris	189	8 March, 1855	63	63	Ditto.	
Towns & Co.....	Messrs. R. Towns & Co.	238	20 Feb., 1850	68	68	Ditto.	

(Vide Section 1 of 20 Victoria, No. 21.)

J. GIBBES,
Collector of Customs.

Custom House, Sydney,
11 *August,* 1857

1857.

NEW SOUTH WALES.

Legislative Assembly.

CUSTOMS DUES—MURRAY RIVER.

(CORRESPONDENCE RELATIVE TO)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

SCHEDULE.

CUSTOMS.—MURRAY RIVER.

No. 1.

THE COLLECTOR OF CUSTOMS, VICTORIA, *to* THE HONORABLE THE TREASURER.

7, *Jamison-street, Sydney,*
13*th January,* 1857.

SIR,

With reference to the conversation I had the honor of having with you this morning, on the subject of my mission from the Government of Victoria, I now beg to state, that I am directed to propose, for your consideration, that an arrangement should be made with the Government of New South Wales for collection, at the common frontier, after 1st March next, of duty on goods carried up the River Murray, and for a free trade across the River Murray.

The basis of such an agreement would be—

1. The establishment of a Custom House at or near the common boundary. To fix upon the exact spot. To decide under the supervision of which of the two Governments the establishment should be placed; the number and cost of that establishment, &c.
2. To settle what rate of duty should be adopted by New South Wales and Victoria. To consider the best means for collecting the Gold Export duty. As to Tonnage Dues. Fees on license of Steamers under Steam Navigation Acts, Passenger Rates, &c.
3. As to the division of the proceeds of Collections.

With regard to the items in the Tariff of New South Wales which differ from the Victorian rates, I feel warranted in stating, after hearing your decided objection to any increase upon the existing rates, that the Government of Victoria will, under the circumstances, be disposed to adopt your Tariff as it now stands; and this concession, it is hoped, will remove some of the difficulties which before seemed to stand in the way of the mode suggested for the collection of the duties.

I have, &c.,

THOS. DRYBURGH.

THE HONORABLE
THE COLONIAL TREASURER.

No. 2.

THE COLLECTOR OF CUSTOMS, VICTORIA, *to* THE HONORABLE THE TREASURER.

7, *Jamison-street, Sydney,*
16*th January,* 1857.

SIR,

Anticipating that my report on the result of my mission to this Government may induce the Government of Victoria to renew negotiations with the Government of South Australia for arranging some equitable plan, which shall meet the approval of the three Colonies, for the collection and distribution of the duties upon goods carried up the River Murray, I have the honor to request, with the view of facilitating the desired agreement, that I may be favored with the views of this Government respecting the conditions under which the South Australian Government might for the future be expected to regulate the Murray River trade and collect our duties.

On behalf of the Victorian Government, I venture to state, that the alteration of the South Australian Tariff, to accord with those of New South Wales and Victoria, in so far at least

least as the rated duties are concerned, will be regarded as indispensable to any safe or satisfactory arrangement for collecting the duties at Goolwa; and, assuming that Victoria agrees to adopt the New South Wales Tariff, I shall be glad to carry with me a special expression of your opinion on the desirability and necessity of the South Australian Government conceding to the extent above stated.

I have, &c.,
THOS. DRYBURGH.

THE HONORABLE
S. A. DONALDSON, ESQ.,
&c., &c., &c.

No. 3.

JOHN S SPRENT, ESQ., *to* THE HONORABLE THE COMMISSIONER OF TRADE AND CUSTOMS, MELBOURNE.

Melbourne, 12th November, 1856.

SIR,

I have the honor to report to you the manner in which the present arrangements relative to the trade on the Murray River are carried out.

At Goolwa, distant from Adelaide about sixty miles, all cargo for the up-river trade is shipped; goods dutiable by the South Australian tariff must be duty paid previous to shipment, the great bulk arriving from Adelaide *viâ* Port Elliot, and from thence by a tramway seven miles to Goolwa, where the upward manifest is prepared, entries passed, and the ships cleared in the usual manner; but as it happens several of the steamers make trading voyages, and therefore find it impossible to enter out the cargo for any particular colony, a system was devised of making the captain on his return from the upward voyage, and before entering inwards, declare at what place and in which Colony the cargo has been landed. On this declaration being made, each Government is credited with the amount of duty chargeable on the articles landed within the boundaries of their respective Colonies.

The number of Customs stations on the Murray is four, viz.:

"Belvoir."		
"Echuca" (distant from Belvoir)	.....	400 miles.
"Swan Hill" " "	.....	666 "
"Mildura" " "	.....	1,059 "

the position of these places I have endeavoured to indicate, as nearly as possible, on the accompanying sketch. I have also subjoined a table shewing the distance the principal places on the river are from each other.

As to the conduct of our officers and their operations at the above-mentioned stations, I have found that the most active and really effective officer is the searcher at Belvoir; he is in the habit of meeting as many of the steamers as possible at Ford's Station, about 30 miles distant from Belvoir by land, and 100 by the river; he there superintends the discharge of cargo, and in the event of the steamer going up to Albury, returns with her to his own station, where his time is mostly occupied in the prevention of gold smuggling; when the vessel leaves again on her downward voyage he returns to Ford's Station in her, where he remains until she starts again, after which he returns to Belvoir overland. The vessels are under no Customs supervision now until they arrive at Echuca, which is about two miles below Maiden's Point. An officer of Police performs the duties of searcher there, which are almost entirely confined to the prevention of gold smuggling. In consequence, however, of the absence in Melbourne of that officer, I could obtain no official information concerning this Department.

At Swan Hill, some 260 miles lower down the river, the duties of searcher are also performed by an officer of Police, but as he too was absent in Melbourne, I was unable to learn how his Customs duties were conducted.

Jamison's Station, Mildura, is the last place on the Victoria frontier where we have an officer of this Department; it is about 400 miles below Swan Hill, and 200 miles above the South Australian boundary line The duties of the officer at this point appear to be very light, as there is nothing landed there except some settlers' stores occasionally: in two cases copies of the ship's manifest have been taken, but as the cargoes could not be examined it only occasioned useless delay. From all I have seen, I have come to the conclusion that Police and Customs duties cannot be advantageously combined.

With

With reference to the protection afforded to the Revenue of this Colony, by the Officers of the Customs in South Australia, I would observe, that, with the exception of the Sub-Collector of Customs at Port Elliot, I do not think there is one Officer engaged in the performance of such a duty; the declaration of captains of steamers, the smallness of the duties levied, and the labor and risk of landing cargo along so dangerous a coast, at any other place than Port Elliot, constitute almost the sole protection to our Revenue.

I have, &c.,

JOHN S. SPRENT.

THE HONORABLE
THE COMMISSIONER OF TRADE AND CUSTOMS,
Melbourne.

NAME OF PLACE.	PROVINCE.	DISTANCE FROM PLACE TO PLACE.	GOOLWA.	DARLING.	MAIDEN'S.	FORD'S.	ALBURY.
Albury	N.S.W.	....	1754	1106	396	100	....
Jinjindra	Vict.	24	1730	1082	372	76	24
Owlong	N.S.W.	36	1694	1046	336	40	60
Ford's	Vict.	40	1654	1006	296	....	100
Collindina	N.S.W.	40	1614	966	259	40	145
Ovens	Vict.	15	1599	951	241	55	155
Mulwayla	N.S.W.	24	1575	927	217	75	175
Cabran	Vict.	50	1525	877	167	129	229
Yulima	"	90	1435	787	77	219	319
Edward River	N.S.W.	24	1411	763	53	243	343
Lake Moira	.....	15	1396	748	38	258	358
Goulburn	Vict.	18	1378	730	20	276	376
Maiden's Punt	N.S.W.	20	1558	710	....	296	396
Echuca	Vict.	4	1354	706	4	300	400
Peracoota	N.S.W.	42	1312	664	46	342	444
Grun	"	150	1162	514	196	492	592
Swan Hill	Vict.	74	1088	440	270	566	666
Coghill's	"	94	994	346	364	660	760
Wakool R.	N.S.W.	46	948	300	410	706	806
Windomal	"	15	933	285	425	721	821
Murrumbidgee R.	"	25	908	260	450	746	846
Mialman	"	32	876	228	482	778	878
Euston	Vict.	28	848	200	510	806	906
Mildma (M'Grath's)	"	104	744	96	614	910	1110
" (Jamison's)	"	46	698	50	660	956	1059
Darling R.	N.S.W.	50	648	....	710	1036	1106
Moorna	"	35	613	35	745	1041	1141
Chowilla (M'Kinlay's)	"	50	563	85	795	1091	1191
" Boundary	S. A.	70	493	155	865	1161	1261
Puringa	"	45	448	200	910	1206	1306
Overland Corner	"	85	363	285	995	1291	1391
N. W. Bound.	"	110	253	395	1105	1401	1501
Morundu	"	55	198	450	1160	1456	1556
Reedy Creek	"	70	128	520	1230	1526	1626
Wellington	"	80	48	600	1310	1606	1706
Point Poonmondi	"	6	42	606	1316	1612	1712
Point Sturt	"	25	17	631	1341	1637	1737
Goolwa	"	17	....	648	1358	1654	1754

No. 4.

JOHN S. SPRENT, ESQ., *to* THE HONORABLE THE COMMISSIONER OF TRADE AND CUSTOMS MELBOURNE.

Melbourne, 15*th November*, 1856.

SIR,

In reporting upon the existing arrangement with the neighbouring Colonies respecting the collection of duty on goods sent up the Murray River, I would observe that, as a temporary measure, while the trade was in its infancy, and the navigation above the Darling a matter of uncertainty, the present arrangement is the best that could have been devised, the practicability of navigating the Upper Murray, during at least four months of year, having this season been proved beyond a doubt, renders a modification of that arrangement imperative.

Presuming the Tariffs of New South Wales, South Australia, and Victoria remain as at present, the establishment of a Custom House on the border will be necessary, where all vessels passing up the river from South Australia would be required to land their cargoes for examination and payment of duty, according to the Victorian Tariff; the declaration of the masters on their return, and the entries in the log-book, would show in which Colony the cargo

cargo was landed, so that credit might be given to the respective Governments for the amount of duty collected. Although this mode of collection would involve great delay, and immense labour, I conceive it to be the only effective method, so long as the Tariffs remain unequal; or, supposing the South Australian Government collected the duties for each Colony according to its Tariff, I consider the same examination at the border to be necessary, for there is no doubt large quantities of dutiable goods landed in Victoria would be returned as landed in South Australia, and thereby evade payment of the full amount of duty.

Any modification of the present arrangement must be made more especially with a view to the collection of a higher duty on tobacco, the loss to this Colony on other articles being comparatively small; for the quarter ending 30th September I have found it does not exceed one hundred pounds sterling, whereas, from most reliable information, I have ascertained that during the four months the Upper River is open, viz., from 1st August to 30th November, one hundred and thirty tons of tobacco will have been landed above the South Australian boundary, ten tons of which are for New South Wales, the remaining hundred and twenty tons for Victoria, at a clear loss to this Colony of nineteen thousand six hundred pounds sterling, as shewn in the annexed table.

I have, &c.,
J. S. SPRENT.

THE HONORABLE
THE COMMISSIONER OF TRADE AND CUSTOMS,
Melbourne.

Weight of Tobacco.	Amount of Duty by Victorian Tariff	Amount Collected by South Australia	Moiety paid to N. S. Wales.	Amount received by Victoria.	Loss to Victoria on 120 tons Tobacco.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
120 tons—268,800 lbs.	26,800 0 0	13,440 0 0	6,720 0 0	6,720 0 0	20,160 0 0
Deduct Moiety of Duty received on 10 tons Tobacco landed in New South Wales....					560 0 0
Total loss to Victoria on 130 tons Tobacco landed on the Murray.....					19,600 0 0

No. 5.

THE SECRETARY TO THE TREASURY OF NEW SOUTH WALES *to* THOMAS DRYBURGH, ESQ.

The Treasury, New South Wales,
17th January, 1857.

SIR,

I am directed by the Honorable the Secretary for Finance and Trade to inform you, with reference to your communications of 13th and 16th instant, that the important subject submitted by you is at present under the consideration of the Executive Council, and that a reply to your letters will be made as soon as possible.

I have, &c.,
HENRY LANE.

THOMAS DRYBURGH, ESQ.,
7, Jamison-street.

No. 6.

THE HONORABLE THE TREASURER *to* T. DRYBURGH, ESQ.

The Treasury, New South Wales,
Sydney, 21st January, 1857.

SIR,

I have the honor to acknowledge the receipt of your letters, (1.) dated 13th January, 1857, submitting the basis of an arrangement, proposed to be made by the Government of Victoria with that of New South Wales, for the collection, at the common frontier, after 1st March proximo, of duty on goods carried up the River Murray, for a free-trade across that river; and stating that, the Government of Victoria will be disposed under the circumstances, to adopt the Tariff of New South Wales, as it now stands.

(2.) dated 16th instant, requesting, with a view to facilitate an agreement between the three Colonies of New South Wales, Victoria, and South Australia, for the collection and apportionment of duties upon goods carried up the River Murray, that you may be

 favored

favored with the views of this Government respecting the conditions under which the South Australian Government might for the future be expected to regulate the Murray River trade, and collect our Duties,—stating, that the alteration of the South Australian Tariff to accord with those of New South Wales and Victoria, will be regarded as indispensable to any arrangement for collecting the Duties at Goolwa; and requesting the expression of an opinion on the desirability and necessity of the South Australian Government conceding to such extent.

Copy herewith.

Before replying to your letters, I would beg to draw your attention to an Act of the Legislature of New South Wales, 19 Vict, No. 21, which will explain to you that Legislative action is necessary before the present existing arrangements with South Australia can be modified.

I have now the honor to inform you, in reply to your two letters, that, as already communicated on the 17th instant, the subject was submitted by me for the consideration of His Excellency the Governor General and the Executive Council; and I am now in the position to state, that the Government of New South Wales, under a strong sense of the importance of co-operation amongst the three Colonies so greatly interested in the subject now under consideration, do not think it advisable to enter into any arrangement with the Government of Victoria until the opinion of that of South Australia be ascertained.

A communication shall, accordingly, be forwarded to Adelaide, and the result thereof made known to the Government of Victoria, without delay.

If the Government of South Australia will agree to a common Tariff, no necessity may arise for the establishment of a Custom House on the Boundary, as suggested in your letter of the 13th instant.

In reference to the last paragraph of your letter of the 13th instant, I may observe, that while this Government will, of course, concur in an assimilation of the Tariffs of Victoria and New South Wales, by the adoption of the Tariff of this Colony, as suggested, it cannot bind this Legislature in coming Sessions not to alter some of the Duties at present imposed, nor to refrain from imposing fresh duties on articles hitherto imported free; and I may add, that this Government is not, therefore, at present, prepared to admit that the consent of the South Australian Government to an assimilation of their Duties with those of New South Wales, on their present basis, will form an indispensable condition to any arrangement hereafter to be made for the collection, at Goolwa, of the Duties leviable in the three Colonies.

I must not omit to draw your attention to the fact, which has an important bearing upon the question, that Victoria, owing to the geographical position of Melbourne, and its proximity to the southern boundary of New South Wales on the River Murray, would gain largely by a free trade across that river, whether a Custom House be established on the common boundary of the three Colonies or not, provided the duties be assimilated on articles capable of easy transit, such as tobacco.

I beg to add, in conclusion, that the object of your mission to Sydney is deserving of and has received my earnest attention, with the view of arranging such a system for the Collection of Duties on goods river borne by the Murray, as may be quite fair to Victoria; and that on this, as on all occasions, this Government desire to enter upon all matters of mutual interest, in the best possible spirit, for the interests of both Colonies equally.

I have, &c.,

STUART A. DONALDSON.

T. DRYBURGH, ESQ.,
Collector of Customs, Victoria,
7, Jamison-street, Sydney.

No. 7.

THE HONORABLE THE TREASURER *to* THE PRINCIPAL SECRETARY OF NEW SOUTH WALES.

The Treasury, New South Wales,
29*th January*, 1857.

SIR,

I have the honor to enclose copies of letters which have lately passed between Mr. Dryburgh, Collector of Customs of the Colony of Victoria and myself, upon the subject of establishing a Custom House at the common boundary between New South Wales, Victoria, and South Australia, upon the River Murray.

I beg that you will bring under the especial notice of the Colonial Secretary of South Australia this correspondence; in which are explained, in general terms, the views entertained by this Government upon the important trade of the River Murray, in relation to the

the existing Customs' Tariffs of the three Colonies; and that you will draw attention to the following remarks and propositions which I desire to lay before the Government of South Australia, with the object of preventing the occurrence of certain differences which seem not unlikely to arise out of the present condition of that trade; and, if possible, of bringing about an assimilation of those Tariffs.

The Secretary at Adelaide will probably receive, simultaneously with yours, a communication from Victoria; I need not, therefore, enter into any detail of the opinions of that Government upon this matter, but will confine myself to explaining two proposals on the part of the Government of New South Wales, either of which, if agreed to by that of South Australia, would, it appears to me, produce a uniformity of action which seems hardly possible under present circumstances.

I will premise that the proposal of Victoria to establish a Custom House, jointly with New South Wales, at the common boundary would involve a very serious inconvenience to the trade of the Murray, since every vessel passing up would be compelled to discharge cargo, in order to show what quantity of dutiable goods might be on board.

To this proposition this Government is very unwilling to consent; at the same time, there cannot be a doubt that the revenues of Victoria and New South Wales must suffer so long as the trade of the Murray is carried on as at present; the duties collected at Goolwa, being those of South Australia, which are so much lower in the article of tobacco as to render this item alone one of grave importance.

Before coming to any arrangement with Victoria, this Government is desirous of bringing about an absolute assimilation of the Tariff of South Australia with that of New South Wales, so far at least as relates to the articles on which duties are imposed by the Customs Duties Act of New South Wales, but leaving perhaps to South Australia her *ad valorem* duties should she still desire to retain them.

From Mr. Dryburgh's letter of the 13th instant, you will perceive that the Victoria Government are willing to assimilate their Tariff to ours in all respects.

If the Government of South Australia do not concur in this proposal, then I would urge an assimilation of the Tariffs of the three Colonies for the river trade, that is to say, that on all goods passing up the Murray, the same rates of duty as those imposed by the Tariff of New South Wales, on all goods river borne, shall be collected at Goolwa by the Custom House of South Australia.

In case of an acquiescence in the *former* of these proposals, I would suggest that a subdivision of the duties so collected at Goolwa should take place as follows, viz.:—

1. Credit should be taken by South Australia on the entries of goods actually made for her own Territory.
2. The residue of the duties collected should be divided equally between New South Wales and Victoria, that is to say, be placed to their credit by the Government of South Australia, one moiety to each.

In case of the consent of South Australia to the proposal for a River Tariff, the duties should be apportioned according to the actual entries at Goolwa, for either Colony, as the case may be.

This arrangement, I have reason to believe, the Government of Victoria will agree to.

Should South Australia acquiesce in either of these solutions of the present difficulty, there would appear to be no necessity for the establishment of a Custom House at the common boundary on the Murray.

But if these proposals are declined, it will then remain for this Government to consider, however reluctantly, the propriety of joining with Victoria in taking the necessary steps to protect the revenues of both Colonies, which must evidently suffer so long as the duty collected at Goolwa, as in tobacco, for instance, is only one-half of that which is imposed by the Tariffs of the two Colonies.

The Act 19 Vict., No. 21, passed by the Legislature of New South Wales, is still in force; but notice will be given to discontinue the arrangement at present in existence, as set forth in that Act, in case the present propositions are not accepted.

Trusting that you will request from the Secretary of South Australia the favor of an answer at as early a date as may be convenient,

I have, &c.,

STUART A. DONALDSON.

THE HONORABLE
THE PRINCIPAL SECRETARY,
New South Wales.

PROCEEDINGS

PROCEEDINGS of the Executive Council on the 19th January, 1857, with respect to the Collection of Customs Duty on Goods via *the River Murray.*

Minute No. 57–4.—Confirmed 27th January, 1857.

Referring to the proceedings on the 23rd July last and previous dates, His Excellency the Governor General lays before the Council two letters from Mr. Dryburgh, Collector of Customs for Victoria, on the subject of the collection of the duties on goods carried up the River Murray.

2. In the one, of date 13th January, Mr. Dryburgh proposes, on behalf of his own Government, that an arrangement should be made with this Government for the collection of the duties at the common frontier from the 1st March next; and for a free trade accross the river, and that the basis of that arrangement should be—

(1.) A Custom House on the common boundary.

(2.) A settlement of the rate of duties to be collected; and,

(3.) A division of the proceeds.

He also states, that as this Government object to increase their rate of duties, that the Government of Victoria will be disposed to adopt the Tariff of New South Wales as it now stands.

3. In the other, of date 16th January, he requests, with a view to facilitate the arrangement of a plan for the collection and apportionment of the duties which may meet the approval of the three Colonies—New South Wales, Victoria, and South Australia—that he may be favoured with the views of this Government as to the conditions under which South Australia might for the future be expected to regulate the trade of the Murray and collect our duties; and on the assumption that Victoria agrees to adopt the New South Wales Tariff, especially desires an expression of opinion as to the desirability and necessity of South Australia altering hers, so as to assimilate the three Tariffs; a concession which, he states, will be regarded by his Government as indispensable to any arrangement for the collection of the duties at Goolwa.

4. After deliberating at some length upon these proposals, the Council advise that the attention of Mr. Dryburgh be, in *limine*, drawn to the 7th Act of the Legislature of New South Wales, 19 Victoria, No. 21, from which he will perceive that Legislative action is necessary before the existing arrangement with South Australia can be modified, and they further advise that he be informed as follows, viz.:—

That under a strong sense of the importance of co-operation amongst the three Colonies so deeply interested in the subject now under consideration, this Government do not think it advisable to enter into any arrangement with the Government of Victoria until the opinion of that of South Australia be ascertained.

With this view a communication will be forwarded to Adelaide, and the result thereof made known to the Government of Victoria without delay.

5. If the South Australian Government agree to a common Tariff, no necessity may arise for the establishment of a Custom House on the common boundary, as proposed.

6. In reference to the last paragraph of the letter of the 13th, it should be observed, that whilst this Government will of course concur in an assimilation of the Tariffs of Victoria and New South Wales by the adoption of the Tariff of this Colony, it cannot bind the Legislature in future Sessions not to alter some of the duties at present imposed, nor to refrain from imposing fresh duties on articles hitherto imported free, and that this Government, therefore, are not prepared to admit that the consent of the South Australian Government to an assimilation of their duties to those of New South Wales, on their present basis, will form an indispensable condition to any arrangement hereafter to be made for the collection at Goolwa of the duties leviable in the three Colonies.

7. The attention of Mr. Dryburgh should also be drawn to the fact which has an important bearing on the question, that, owing to the geographical position of Melbourne, and its proximity to the southern boundary of New South Wales on the River Murray, Victoria would gain largely by a free trade across that river, whether a Custom House be established on the common boundary or not, provided the duties be assimilated on articles of easy transit, such as tobacco.

8. The Council finally advise that the proposal emanating from the Government of Victoria be submitted to that of South Australia, and that at the same time it be explained to them that this Government are willing to concur in an assimilation of the Tariffs of the three Colonies, or will agree to a special Tariff for the River Murray; and, provided that either of these proposals be accepted, to an arrangement for the collection of all the duties at Goolwa; but, that if the South Australian Government decline to accede to either of these proposals, this Government will then be less indisposed to unite with Victoria in placing a Custom House at the common boundary.

EDWARD C. MEREWETHER,
Clerk of the Council.

Executive Council Office,
Sydney, 20th January, 1857

1857.

NEW SOUTH WALES.

Legislative Assembly.

MURRAY RIVER CUSTOMS DUTIES.

(FURTHER CORRESPONDENCE RELATIVE TO.)

Ordered by the Legislative Assembly to be Printed, 27 *October,* 1857.

SCHEDULE.

MURRAY RIVER CUSTOMS DUTIES.

No. 1.

THE CHIEF SECRETARY, SOUTH AUSTRALIA, *to* THE COLONIAL SECRETARY, NEW SOUTH WALES.

South Australia,
Chief Secretary's Office,
Adelaide, 29 *May,* 1857.

SIR,

I have the honor to enclose, for the information of the Governor General of New South Wales, copy of a letter addressed to me on the 19th instant by the Chief Secretary of Victoria, on the subject of the collection of duties on river-borne goods, and of my reply thereto, together with the draft of a Bill, therein referred to, which was laid before the Legislature of this Province on the 26th instant.

I beg to state, that the Government of Sir R. G. MacDonnell have had no hesitation in assenting to the suggestions of the Victorian Government, to collect the duties on goods passing up the River Murray for consumption in New South Wales and Victoria, according to the Tariff of New South Wales, and in introducing the requisite Bill to give assent to such arrangement without further communication with you—because that arrangement appears to be precisely in accordance with the views of the Government of New South Wales, as conveyed in the last paragraph of your Despatch of the 31st January last.

I have, &c.,
B. T. FINNISS,
Chief Secretary.

THE HONORABLE
THE COLONIAL SECRETARY,
New South Wales.

[*Enclosure in No.* 1.]

SOUTH AUSTRALIA.

MURRAY RIVER DUTIES.

Ordered by the House of Assembly to Printed, 26 *May,* 1857.

CORRESPONDENCE with Victoria relative to the Levying Customs Dues on Murray-borne Goods.

Victoria, Chief Secretary's Office,
Melbourne, 19 *May,* 1857.

SIR,

I have the honor, by desire of the Chief Secretary, to acknowledge the receipt of your Despatch of the 25th February last, relative to the arrangements for levying Customs Dues on Murray-borne goods, together with certain Correspondence which you had received from the Government of New South Wales, and also a Minute by Mr. Torrens on the subject, which your Government are prepared to adopt as their line of policy in coming to an arrangement for regulating this trade; and I have received the commands of Sir Henry Barkly to transmit to you a copy of a Minute from the Honorable the Commissioner of Trade and Customs of Victoria, of which His Excellency in Council has been pleased to approve.

I am to invite your attention to the fourth paragraph of this Minute, by which you will observe that this Government agrees to accept the Tariff of New South Wales, and is willing to authorize its collection at the river mouth by the Government of South Australia; and I am to request that you will urge upon the attention of Sir R. MacDonnell the necessity for taking steps, with as little delay as possible, for causing the arrangements now proposed to be made the subject of a Legislative enactment; but at the same time I am to state that, in compliance with the sixth paragraph, His Excellency deems it desirable that a conference should be held by delegates from each of the Colonies interested, with the view of settling this question upon a permanent footing; and I am to suggest the propriety of making Melbourne the place of meeting, as holding the most central position.

In conclusion, I am to state that the Government of New South Wales has been communicated with upon this subject, and also with regard to a re-adjustment of the distribution of the duties collected, for the reasons stated in Mr. M'Culloch's Minute.

I have, &c.,
J. MOORE,
Under Secretary.

THE HONORABLE
THE CHIEF SECRETARY,
South Australia.

MINUTE

MINUTE relative to the adjustment of the Duties on Goods imported viâ *the River Murray.*

The assimilation of the Tariffs of the three Colonies is the simplest, and would ultimately form the most lasting and satisfactory settlement of this very difficult question; but as the South Australian Government is averse to the abandonment of their present system of duties, this solution of the question must for the present be deferred.

I cannot approve of the suggestion for this Government, in conjunction with that of New South Wales, to have a Customs Establishment at the common boundary. It appears to me that it would be altogether a retrograde step to adopt the system of collecting duties along such an inland frontier, and especially to authorize the collecting of moneys at such an outlying point as the common boundary.

The suggestion of Mr. Torrens, in his Memorandum attached to the Despatch of the Chief Secretary of South Australia, of the 25th February, wherein he recommends that the Government of that province should undertake to inspect and carefully examine all goods laden in river boats, and to clear out these crafts, setting forth the description of goods, packages, marks, &c., in a despatch to be sent by the vessel (duplicates being at the same time transmitted by post to Officers of Customs of New South Wales and Victoria, at the various landing-places along the river), would be of immense advantage in receiving the duties, as the officers alluded to would, by the assistance of this document, be in a position to claim duties on the various shipments as they arrived. But this would involve the necessity of their being collected at certain points on the Murray, and, as before remarked, I am opposed to such a system, if it is possible to avoid it.

The Government of Victoria, in conjunction with that of New South Wales, should, I think, again urge upon the Government of South Australia the desirability of its collecting duties on goods shipped by the Murray River boats according to the Tariff of New South Wales. Mr. Finniss, in his Despatch dated 11th October, 1855, and addressed to the Government of New South Wales, in giving Sir Richard MacDonnell's opinion, states,—"The suggestion His Excellency would make is, that authority should be given by the South Australian "Legislature to the Executive here to authorize its Collectors up the Murray to levy on goods "destined either for New South Wales or Victoria those duties which the respective Governments of these Colonies may from time to time signify their wish to impose."

The adoption of this course would more completely protect the Revenue of this Colony and that of New South Wales than any of the other proposals, with the exception of assimilated Tariffs.

As it is of great importance to this Colony, both as affecting its revenue and trade, that there be an immediate adjustment of this question, I would recommend that this Government agree to accept of the New South Wales Tariff for goods liable to duty sent up the Murray. But as such duties are on some articles, especially on tea, considerably under those of this Colony, such a settlement can scarcely be looked on as one of a permanent character. The river will, however, be navigable within a few weeks, and the above arrangement appears to me to be the only one which can be carried out in time to meet the present season's traffic.

I would, however, recommend that this Government invite the other two Colonies to a conference, by delegates, with a view to arriving at some more satisfactory and lasting adjustment of this question.

I cannot conclude this Minute without remarking upon the distribution of the duties collected on account of New South Wales and Victoria; they are at present equally divided between the two, irrespectively of the quantities of goods landed in either Colony. When the traffic (as was originally anticipated) was confined only to the pastoral inhabitants, this division appeared to be the most equitable that could be made, but as it is now an acknowledged fact, that about three-fourths of the goods sent up the Murray are for consumption in Victoria, since a large trade has been opened up with the diggings, I would submit that the attention of the Government of New South Wales be called to this fact; and I do not think that they could object to a re-adjustment of the distribution allotting to this Colony, say three-fourths of the duties, especially when it is considered that we are subject to loss to a certain extent by adopting their Tariff.

JAMES M'CULLOCH.

Office of Commissioner of Trade and Customs,
Melbourne, 8 *May,* 1857.

Adelaide, 25 *May,* 1857.

SIR,

I have the honor to acknowledge the receipt of your letter of the 19th instant, replying to my communication of the 25th February last, upon the subject of the Customs Duties on Murray-borne goods, transmitting, by direction of His Excellency Sir Henry Barkly, copy of a Minute by Mr. M'Culloch intimating that the Government of Victoria agrees to accept the Tariff of New South Wales, and is willing to authorize its collection by the Government of South Australia; stating, also, that Sir H. Barkly deems it desirable, with a view of settling this question upon a permanent footing, that a conference should be held at Melbourne by delegates from each of the Colonies interested.

I am commanded by His Excellency Sir R. G. MacDonnell to reply, that this Government is gratified to learn that the adoption of the New South Wales Tariff for goods intended for consumption in South Australian territory is no longer regarded by the Government of Victoria as "an indispensable condition" to the collection, through the agency of this Government, of the duties on goods river-borne for consumption in Victoria.

I am to state that His Excellency will cause a Bill to be laid before the Legislature of this Colony to give legal sanction to the arrangement now proposed, and that in the interim the Customs Officers of this Colony will be instructed to collect the duties on goods river-borne for consumption in New South Wales and Victoria according to the New South Wales Tariff.

In order to the efficient collection of duties under the proposed arrangement, especially as the trade has so considerably increased, it will be necessary to appoint Customs Officers at shipping stations on the river, whereby additional expense must be incurred by this Government; I am, therefore, instructed to state, that this Government take immediate action in this case on the assumption that the Governments of New South Wales and Victoria will not object to the deduction of a moderate per centage on duties collected, to meet the expenditure so incurred.

The net proceeds of duties collected will be paid over by this Government in such proportions as may hereafter be agreed upon between the Governments of New South Wales and Victoria.

I am further instructed to say, that this Government, without pledging itself to the principle of complete uniformity of Tariffs, recognizes, nevertheless, the desirability of diminishing, by mutual concessions, discrepancies in the Tariff of the three Colonies,—which are at present so great as to cause some degree of embarrassment in undertaking the collection of duties on Murray-borne goods.

An officer will, therefore, be commissioned to meet in Melbourne, on a day to be agreed upon, the delegates appointed by New South Wales and Victoria, to discuss this important question.

I have, &c.,

B. T. FINNISS,
Chief Secretary.

THE HONORABLE
THE CHIEF SECRETARY,
Victoria.

No. 2.

THE CHIEF SECRETARY, VICTORIA, *to* THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Melbourne, 19 *May,* 1857.

SIR,

The Chief Secretary of South Australia having, by a Despatch dated 25th February, brought under the notice of this Government further correspondence which had taken place between your Government and that of South Australia, relative to the duties to be collected on account of Victoria and New South Wales on Murray-borne goods, I have received the directions of Sir Henry Barkly to transmit to you a copy of a Minute by the Honorable the Commissioner of Trade and Customs upon the subject, of which His Excellency in Council has been pleased to approve.

From this Minute you will observe that this Government is prepared to admit your Tariff as that which the Government of South Australia is authorised to collect; and, in making this concession, the Government of Victoria is actuated solely by a desire to remove every impediment to the continuance of the trade, without hampering it by Border Custom Houses; but, as it does not appear that this arrangement can be permanent, His Excellency is desirous that the propriety of holding a conference of delegates from the three Colonies concerned, should be brought under the notice of Sir William Denison, with the view of a more lasting arrangement being ultimately arrived at; and that this conference should take place in Melbourne, as holding the most central position.

I am also directed to call your attention to the concluding paragraph of the Minute of Mr. McCulloch, relative to the distribution of the duties collected. Sir Henry Barkly hopes that this matter may receive the favorable consideration of your Government, for the reasons alluded to by Mr. McCulloch, and suggests, in accordance with the Minute, that three-fourths of the collections should be allotted to Victoria.

A Despatch similar to the present one has been transmitted to Mr. Finnis.

I have, &c.,

J. MOORE,
Under Secretary.

THE HONORABLE
THE COLONIAL SECRETARY,
New South Wales.

No. 3.

No. 3.

PROCEEDINGS of the Executive Council on the 7th July, 1857, with respect to the collection of Duties on Goods river-borne by the Murray.

Minute No. 57-32. Confirmed 14 July, 1857.

REFERRING to the proceedings on the 18th January last, and previous dates, His Excellency the Governor General lays before the Council some further correspondence which has passed with the Government of Victoria and South Australia, and in which fresh proposals are made with respect to the collection of the duties on goods carried up the River Murray.

Therewith His Excellency also lays before the Council a Minute on the subject by the Honorable the Colonial Treasurer, a copy of which is hereto annexed.

2. After a full consideration of the question involved in this correspondence, the Council concur in the view expressed in the Minute of the Honorable the Colonial Treasurer, and advise the adoption of the course therein suggested, according to which this Government will assent to the proposal that the Customs Duties on river-borne goods intended for Victoria or New South Wales should be collected by the South Australian Government at Goolwa, or some other convenient place, according to the Tariff of New South Wales.

A Bill will be introduced into Parliament to repeal the 19 Victoria, No. 21, and to give effect to the arrangement in question;—the present distribution of the duties collected, namely, one-half to Victoria and one half to New South Wales, will remain unchanged; and the conference proposed by the Government of Victoria will be postponed.

EDWARD C. MEREWETHER,
Clerk of the Council.

Executive Council Office,
Sydney, 7th July, 1857.

MINUTE REFERRED TO.

1. The correspondence between the three Colonies, the latest dates of which in my possession are of 19th May from Melbourne, and of 29th May from Adelaide, appears to have narrowed the points remaining for discussion into a very small space indeed.

2. Although still of opinion that the assimilation of the Tariffs of the three Colonies (had such a measure been practicable) would have afforded the most satisfactory and lasting solution of all the difficulties which have surrounded the question of the collection of duties leviable in New South Wales, Victoria, and South Australia, at any point or points upon the River Murray which might have been fixed, I concur in the measures which now appear to be agreed upon by Victoria and South Australia, and which are founded upon—

(1st.) An assimilation of duties between Victoria and New South Wales upon the basis of the New South Wales Tariff.

(2nd.) The collection of these duties at Goolwa, or other convenient port of shipment on the Murray within the Colony of South Australia, the mode of such collection being left in a great measure to the Government of that Colony, but generally explained in Mr. Torrens' practical memorandum, dated 17th February, 1857.

3. As I have been, from the commencement of this correspondence, in January last, opposed to the establishment of Border Custom Houses, as injurious to, and almost destructive of, the river traffic, I have since found reasons for confirming the strong impression I then entertained; and I am glad the Government of Victoria has now concurred in the view that an absolute assimilation of the Tariff of the three Colonies is not an "indispensable condition" to the collection through the agency of the Government of South Australia of the duties on goods river-borne by the Murray for consumption in Victoria and New South Wales; and, moreover, that the Victoria Government are now as anxious as I was to avoid the retrograde step of attempting to collect Customs Duties along so extended a frontier as that which divides South Australia from the other two Colonies.

4. Under all the circumstances, I recommend an acquiescence by this Government in the steps taken by the Government of South Australia, and, generally, in the provisions of the Bill introduced into the Legislature of that Colony "to regulate the Collection and "Distribution of Duties upon Goods intended for consumption in the Colonies of New South "Wales and Victoria carried by way of the River Murray."

I further recommend the introduction into Parliament, at our next Session, of a Bill to repeal the 19 Victoria, No. 21, and to give effect to the new arrangements now agreed to by the three Governments.

5. I have so far dealt with the subject in its relation to the *three* Colonies, and treated the questions affecting the *principle* and mode in which the duties shall be *collected*, with regard to which all are *agreed*.

I now proceed to remark upon the *distribution of the duties collected* at Goolwa, or elsewhere, on account of the Colonies of Victoria and New South Wales, which forms the most important item in the Minute of Mr. M'Culloch, submitted in the Chief Secretary's letter, dated Melbourne, 19 May, 1857.

6. I say the most important item, because I am of opinion that until the question of *division* between Victoria and New South Wales, *of the duties collected* upon the basis of a common Tariff within another Colony *be set at rest*, the consideration of the appointment of delegates with the view of arriving at some more satisfactory and lasting adjustment of the question must, of necessity, be postponed.

7. I do not urge it as any very powerful reason for the equal division between the two Colonies of all duties collected at Goolwa, that such was the original understanding when the Act 19 Victoria, No. 21, was passed, (in October, 1855,) and such has been acted upon until March, 1857; neither do I wish to bind the present Government of Victoria by the general understanding upon this head which existed between Mr. Dryburgh and myself—as shewn in paragraph 10, division 2, of my letter of 24th January, 1857, (addressed to the Principal Secretary,) which embodied the substance of the understanding arrived at, at that time.

At the same time I cannot dismiss these circumstances, which have an important bearing upon the question.

8. I would, however—with every possible feeling of courtesy and deference to the opinion of Mr. M'Culloch—urge that there is no more reason why the arbitrary proportion of $\frac{3}{4}$ and $\frac{1}{4}$ should be fixed upon for the division of the duties between Victoria and New South Wales, than $\frac{7}{8}$ and $\frac{1}{8}$, since the proposal to apportion $\frac{3}{4}$ of the duties collected to the Colony of Victoria appears to have been made without the slightest reference to the population located on either bank of the Murray, from the common boundary with South Australia, in longitude 141 east, to Albury, in about 147 east, comprising a river course not far short of 1,000 miles; nor to the extent of country between the Murray and Murrumbidgee, and even north of that river, which is likely to be supplied in a great degree by river-borne goods.

9. I think this matter would very properly form the subject of re-adjustment, after the experience of a year, or even a shorter time, shall have enabled us, by reference to the statistics of the trade which the "Coast Despatch" system will rapidly disclose, to form a just opinion.

But at present, and until we have some knowledge upon the question, derived from actual experience of the trade under the new regulations for collecting the duties, I cannot recommend to this Government the adoption of any other subdivision of the duties than that which has hitherto existed, namely—one moiety to Victoria and one moiety to New South Wales.

10. It may be proper to give one reason for holding this opinion very strongly, (which I fear may appear to differ to an insuperable degree from that approved by Mr. M'Culloch,) which is, that the range of country likely to be supplied by the Murray River, and lying within New South Wales, contains a population, I believe, quite as large as that within the Colony of Victoria.

It is true that at Beechworth, within 30 miles of Belvoir and Albury, and at Bendigo, within 60 miles of Echuca and Maiden's Punt, a dense population exists, but the same may be said of Albury, Tarcutta, and Gundagai, as well as of other points within reach of the river; as a mode of carriage, and as a matter of fact, goods which cost by land carriage from Sydney to Tarcutta, 30s., (thirty shillings) per cwt., can be delivered by river at 10s. (ten shillings) per cwt. This circumstance points out the great probability that as the freights by river diminish, as they will do with increased trade, the line which will bound the traffic of the Murray will recede further north from the river, and include a rapidly increasing amount of population.

With a hope that the Government of Victoria will, upon re-consideration, agree to the proposal herein submitted for an equal division of the duties to be collected under the common Tariff between Victoria and New South Wales, I conclude this Minute.

STUART A. DONALDSON.

The Treasury, Sydney,
New South Wales, 22 *June,* 1857.

No. 4.

THE COLONIAL SECRETARY *to* THE SECRETARY TO THE TREASURY.

Colonial Secretary's Office,
Sydney, 25 *July,* 1857.

SIR,

The Minute of the Colonial Treasurer, enclosed in your letter of the 22nd ultimo, on the subject of the collection of the duties on account of New South Wales and Victoria by river-borne goods, having been approved of by the Governor General in Council, I am directed by the Colonial Secretary to transmit, for the information of Mr. Donaldson, copies of letters which he has addressed to the Chief Secretary of Victoria and to the Chief Secretary of South Australia, enclosing copies of the Minute, and apprising them of the decision of this Government on the subject.

2. I am further directed to return the papers which accompanied your letter, and also to forward you the Minute of the Executive Council, on which the communications above mentioned have been made, as these documents may be required by the Honorable the Colonial Treasurer in giving instructions for the Bill which is to be introduced into Parliament.

I have, &c.,

W. ELYARD.

THE SECRETARY TO THE TREASURY.

[*Enclosure*

[*Enclosure* 1 *in No.* 4.]

Colonial Secretary's Office,
Sydney, 25 *July,* 1857.

SIR,

I have the honor to acknowledge the receipt of your letter of the 19th May last, referring to further correspondence which had passed between this Government and that of South Australia, relative to the duties to be collected on account of New South Wales and Victoria on Murray River-borne goods, and forwarding a copy of a Minute by the Commissioner of Trade and Customs of the latter Colony upon the subject. I have also received a letter, dated 29th of May, from the Chief Secretary of South Australia, of which a copy is enclosed.

2. This correspondence has been carefully considered by this Government, and I transmit to you a copy of a Minute of the Colonial Treasurer of this Colony on the subject, which has been approved of by the Governor General in Council.

By this document you will observe that this Government assents to the proposal that the Customs Duties on river-borne goods intended for Victoria or New South Wales, should be collected by the South Australian Government, at Goolwa, or some other convenient place, according to the Tariff of this Colony, the present distribution of the duties so collected, namely,—one-half to Victoria and one-half to New South Wales—to remain unchanged, and the conference by delegates, proposed by Mr. M'Culloch to be held at Melbourne, be postponed.

3. I beg to add that a Bill will be introduced into the Parliament of New South Wales, which is summoned to meet on the 11th proximo, to repeal the Act of this Colony of the 19th Victoria, No. 21, and to give effect to the present arrangement.

I have, &c.,
HY. WATSON PARKER.

THE HONORABLE
THE CHIEF SECRETARY,
Victoria.

[*Enclosure* 2 *in No.* 4.]

New South Wales,
Colonial Secretary's Office,
Sydney, 25 *July,* 1857.

SIR,

I have the honor to acknowledge the receipt of your letter of the 29th of May last, enclosing copies of further correspondence between the Governments of South Australia and Victoria, respecting the duties to be collected on account of the latter, and of New South Wales on Murray River-borne goods; and I now enclose, for your information, a copy of a communication which has been made to the Government of Victoria in reply to a letter from the Chief Secretary of that Colony on the same subject, together with a copy of the Minute of Mr. Donaldson, the Colonial Treasurer of New South Wales, therein referred to.

I have, &c.,
HY. WATSON PARKER.

THE HONORABLE
THE CHIEF SECRETARY,
South Australia.

No. 5.

THE COLONIAL SECRETARY *to* THE SECRETARY TO THE TREASURY.

Colonial Secretary's Office,
Sydney, 22 *September,* 1857.

SIR,

With reference to the papers forwarded to the Treasury on the 25th July last, I am directed by the Colonial Secretary to transmit, for the information of the Colonial Treasurer, a copy of a letter from the Department of the Chief Secretary of Victoria, signifying the assent of that Government to an equal division of the Murray River duties between New South Wales and Victoria, until experience of the trade under the new regulations may make a fresh adjustment necessary, together with the Minute of the Commissioner of Trade and Customs on the subject referred to in the second paragraph of Mr. Moore's letter.

I have, &c.,
W. ELYARD.

THE SECRETARY TO THE TREASURY.

[*Enclosure*

[*Enclosure* 1 *in No.* 5.]

Chief Secretary's Office,
Melbourne, 2 *September,* 1857.

SIR,

By direction of the Chief Secretary, I have the honor to acknowledge the receipt of your letter of the 25th July, enclosing copy of a communication from the South Australian Government on the subject of the duties to be collected by that Government, on account of New South Wales and Victoria on Murray River-borne goods; also copy of a Minute Minute of the Colonial Treasurer at Sydney, approved by the Government of Sir William Denison, assenting to the proposal that these duties should be collected at Goolwa, or other convenient place, according to the Tariff of New South Wales.

With regard to the appointment of the duties, I am directed to bring under your notice the enclosed copy of a Minute of the Commissioner of Trade and Customs of this Colony, explanatory of his reason for fixing the proportions at three-fourths and one-fourth for Victoria and New South Wales respectively. At the same time, as it is desirable that the pending arrangement should be completed without loss of time, I am to intimate the assent of the Government of Sir Henry Barkly to an equal division of the Murray duties between New South Wales and Victoria, as proposed by your Government, until, as suggested by Mr. M'Culloch, the knowledge that may be obtained from experience of the trade under the new regulations may make a fresh adjustment of the amounts collected advisable.

I have, &c.,
J. MOORE,
Under Secretary.

THE HONORABLE
THE COLONIAL SECRETARY,
New South Wales.

[*Enclosure* 2 *in No.* 5.]

MURRAY RIVER DUTIES.

The only unsettled point now is the appointments to the Governments of New South Wales and Victoria of the duties collected on their account by the Government of South Australia.

My reason for fixing the proportions of three-fourths and one-fourth for Victoria and New South Wales respectively was solely on account of the large population resident on the gold fields in Victoria, and which could be supplied with goods brought up the Murray, say—

Sandhurst	30,000
Ovens	21,000
Castlemaine	25,000
	76,000

independent of the pastoral population on the banks of the Murray; but, as I am most desirous that the arrangements be completed at once, I am willing to accept the proposition that the Murray duties be equally divided betwixt the two Governments; but, if it can be ascertained to an approximation, as I have no doubt I will be able to do, the quantity of goods landed in each Colony, then I trust the Government of New South Wales will consent to a fresh adjustment of the amounts collected.

J. M'C.

1857.

Legislative Assembly.

NEW SOUTH WALES.

SEIZURE OF GOLD DUST.

(PETITION OF CERTAIN CHINAMEN.)

Ordered by the Legislative Assembly to be Printed, 30 *October,* 1857.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble and respectful Petition of Ayong, Amang, Aheng, and Ackitt, Chinamen, on behalf of themselves and the other Chinamen who lately took their passages on board the "Ethereal," bound from the Port of Sydney for Hongkong,—

SHEWETH:—

That your Petitioners are Foreigners, natives of China, unacquainted with the English language, and came over to this Colony to work at the Gold Fields, and have by their hard work and industry procured a large quantity of Gold Dust and property during the time they have been here.

That your Petitioners intended to take their passage by the vessel "Ethereal," from the Port of Sydney for Hongkong, and had paid their passage money by such vessel.

That your Petitioners were on board the "Ethereal" on Friday the sixteenth day of October instant, intending to take their departure for Hongkong with their Gold, and on that day your Petitioners had all their Gold Dust taken from them by the Custom House Officers, amounting to two thousand six hundred and eighty (2,680) ounces, and also some money in sovereigns—the Officers alleging that such Gold had not paid the duty imposed thereon.

That your Petitioners upon such seizure being made, so soon as they understood the nature of the seizure, voluntarily submitted.

That your Petitioners were not aware that a Gold Duty was payable on the exportation of their Gold.

That your Petitioners, on the twentieth of this instant month of October, presented a Petition to their Excellencies the Administrators of the Government, praying that the Gold might be restored to them on payment of the duty, and that they might be enabled to proceed to Hongkong, to which Petition your Petitioners' Solicitor, Mr. Henry Newbon, received the following letter:—

"*Colonial Secretary's Office,*
"*Sydney,* 20 *October,* 1857.

"MR. HENRY NEWBON, Hunter-street, Sydney.

"SIR,

"With reference to your letter of the 20th instant, addressed to their Excellencies "the Administrators of the Government, submitting a Petition from certain Chinese "passengers on board the "Ethereal," requesting the return of 2,680 ozs. of Gold, seized "upon their persons by the Officers of Customs, in consequence of the non-payment of duty

 "thereon,

" thereon, on the ground that they were ignorant of the Gold Duty Act, and unaware of the " necessity for paying any duty, I am directed to request, that you will inform the Petitioners, " that having carefully considered their application, and also the circumstances attending the " seizure, as reported by the Collector of Customs, their Excellencies and the Executive " Council cannot see any ground calling for their interference with the due course of the " Law, and decline to take any action in the matter accordingly.

" I have the honor to be,
" Sir,
" Your most obedient Servant,
" W. ELYARD."

That your Petitioners have since their arrival here conducted themselves peacefully, and are very averse to institute proceedings against the Officers of Government, preferring by Petition to represent their grievances, and trust to the generosity of the Colony.

That your Petitioners signing this Petition have lost their passage by the "Ethereal," and have forfeited their passage money, which vessel left the Port of Sydney on Thursday, the 22nd of October instant.

Your Petitioners therefore humbly pray, that your Honorable House will take their grievances into consideration, and urge on the Government of the Colony to act towards your Petitioners in a manner becoming a British community, and not leave your Petitioners to resort to legal proceedings, and your Petitioners pray such further relief, to facilitate the recovery of their property, as to your Honorable House may seem meet.

And your Petitioners, as in duty bound, will ever pray.

AYONG.
AMANG.
AHENG.
ACKITT.

1857.

Legislative Assembly.

NEW SOUTH WALES.

SEIZURE OF GOLD DUST.

(PETITION OF CERTAIN CHINAMEN.)

Ordered by the Legislative Assembly to be Printed, 6 *November,* 1857.

To the Honorable the Legislative Assembly of the Colony of New South Wales, in Parliament assembled.

The humble Petition of A-on and A-Po, on behalf of themselves and others, natives of China, but for a considerable period residing in the Colony aforesaid,—

MOST HUMBLY SHEWETH :—

That your Petitioners, after having been employed at the Gold Mines in the interior, where they accumulated certain quantities of Gold, returned to Sydney, and engaged their passages on board of ships bound to China, taking their Gold with them.

That the Customs Officers of the Port boarded the vessels, and, after searching your Petitioners' persons and luggage, seized all the Gold of which the passengers were possessed, and declared the same to be forfeited to the Crown, for the non-payment of the legal duties exigible according to a late Act of the Parliament of New South Wales.

That your Petitioners were totally ignorant of the existence of any such Act, up to the time of the seizure, never having learned at the mines that any such export duty was required to be paid before embarkation. That after having encountered many hardships in their calling, they were desirous to revisit their native land, paid their passage money, and had every fraction of their Gold taken from them; thus plunging them into the miserable condition of paupers in a foreign country, and compelling them to forego their journey to their native land.

That your Petitioners thus most humbly and respectfully submit the foregoing circumstances to your most Honorable House; and humbly pray, that your Honorable House will take the premises into your consideration, and be graciously pleased to afford to your Petitioners such an exercise of your generosity as to your Honorable House shall seem proper.

And your Petitioners, as in duty bound, shall ever pray.

A-ON.
A-PO.

1857.

NEW SOUTH WALES.

Legislative Assembly.

LIGHT, PILOT, AND NAVIGATION BOARD.

(PAPERS RELATIVE TO ESTABLISHMENT OF.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

SCHEDULE.

LIGHT, PILOT, AND NAVIGATION BOARD.

No. 1.

THE COLONIAL TREASURER *to* THE PILOT BOARD.

The Treasury, New South Wales,
21 *July*, 1857.

GENTLEMEN,

I have the honor to inform you that His Excellency the Governor General has, under the advice of the Executive Council, resolved to discontinue the services of the Pilot Board, appointed by the Executive Council on 26th August, 1849, and to appoint another Board, to be designated "The Light, Pilot, and Navigation Board of New South "Wales," with larger powers, which it is proposed to define by Act of Parliament.

In releasing you from the duties which have devolved upon you, I am to convey to you the thanks of the Government for the efficient mode in which the duties have been performed.

I have the honor to be,
Gentlemen,
Your obedient servant,
STUART A. DONALDSON.

THE PILOT BOARD.

No. 2.

THE COLONIAL TREASURER *to* MERION MORIARTY, ESQ., R.N.

The Treasury, New South Wales,
22 *July*, 1857.

SIR,

I am in receipt of your letter of yesterday's date, in which you resign your office of Port Master.

I at once laid your resignation before His Excellency the Governor General and Executive Council, and I am to inform you that the same has been accepted.

I am further to add, that steps will be taken to grant you the retiring allowance to which you may be entitled under the regulations for your age and length of service, upon the production of the necessary documents, of which due notice will be furnished to you.

I am,
Sir,
Your obedient servant,
STUART A. DONALDSON.

MERION MORIARTY, ESQ., R.N.

No. 3.

THE COLONIAL TREASURER *to* ROBERT POCKLEY, ESQ.

The Treasury, New South Wales,
22 *July*, 1857.

SIR,

The Governor General, with the advice of the Executive Council, has this day appointed you to be Superintendent of Lights, Pilots, and Navigation, within the Colony of New South Wales, and Harbour Master of the said Colony, with a salary of six hundred pounds per annum.

£600.

Merion Moriarty, Esquire, having resigned the office of Port Master, you are requested to take charge of the Department to-morrow, or as soon thereafter as the necessary preliminaries are adjusted.

I am,
Sir,
Your most obedient servant,
STUART A. DONALDSON.

ROBERT POCKLEY, ESQ.

No. 4.

No. 4.

THE COLONIAL TREASURER *to* THE PILOT BOARD.

The Treasury, New South Wales,
24 *July*, 1857.

GENTLEMEN,

I have the honor to inform you, that the Governor General and Executive Council have decided that the present "Steam Navigation and Pilot Board" should be dissolved, and a new Board appointed, with powers and functions to be hereafter defined by Act of Parliament.

They have also decided that the office of "Port Master" should be abolished, and the whole of the Department re-constructed.

The Board constituted in room of the "Pilot Board" will be designated the "Light, "Pilot, and Navigation Board of New South Wales," and will consist of—

THE HONORABLE JOHN LAMB, Commander, R.N., M.P.;
HUTCHINSON HOTHERSALL BROWNE, ESQUIRE;
BENJAMIN DARLEY, ESQUIRE;

a power being reserved to nominate, by His Excellency the Governor General and Executive Council, a fourth Member, hereafter, if found to be required. Mr. Moriarty having retired from the office of Port Master, the Government have appointed Mr. Robert Pockley, of St. Leonard's, North Shore, "Superintendent" of Lights, Pilots, and Navigation, within the Colony of New South Wales, and Harbour Master of the Colony generally, who will have a seat and a vote at the Board, but shall not be Chairman thereof.

The Members of the Board shall be styled, the "Master and Wardens" of the "Light, Pilot, and Navigation Board of New South Wales," with power to elect their Chairman, who shall be designated "Master," or "Senior Warden." They shall be remunerated for their attendance at the rate of £500 per annum, as voted by the Legislature for "Master" and "four Wardens." This amount to be distributed amongst them according to attendance, in such mode as they may themselves arrange.

The Board shall, until their powers be more clearly defined by Act, assist the Superintendent of the Department with advice upon all matters relating to the Lights, Harbours, Pilots, and Coast Navigation throughout the Colony.

The whole of the public Expenditure connected with the Department of Lights, Pilots, and Navigation, as set forth in the Estimates for 1857, shall be confided to the Superintendent, *under the direction of the Board;* the Superintendent being responsible as "Public Accountant," and giving security, as usual in such cases.

All payments from the Treasury, whether as imprests or advances, or for stated appropriations, will be made to the Superintendent, who shall conduct the payments, through his public account, in such way as the Board may advise.

The Secretary to the Board, whose salary is voted at the rate of £400 per annum, will be recommended by themselves, and appointed by the Governor General and Executive Council. This Officer will be "Accountant and Secretary" to the Department.

The present Establishment of "Port Master," so far as the clerical staff is concerned (now consisting of two Clerks), will be arranged so as to form a portion of the staff of the new Department about to be created; it shall be managed by the Superintendent, aided by the "Secretary and Accountant," and advised, in all proceedings, by the Board.

Further Rules and Regulations for the conduct of the business of the Board will be framed, and submitted to His Excellency the Governor General, until the passing of the new Act, which will be introduced early in the next Session, to constitute and govern this new Department.

Notification of your appointment will appear in this day's *Gazette*, and I have now the honor to request that you will arrange for an early meeting, for the purpose of electing a Master, and forthwith entering upon the duties of the Board.

I have the honor to be,
Gentlemen,
Your obedient servant,
STUART A. DONALDSON.

THE LIGHT, PILOT, AND NAVIGATION BOARD,
NEW SOUTH WALES.

PROCEEDINGS of the Executive Council on the 21st July, 1857, with respect to the establishment of a Light, Navigation, and Pilot Board.

Minute No. 57-34. Confirmed 28th July, 1857.

His Excellency the Governor General then consults the Council as to the expediency of abolishing the Department of Port Master, as at present constituted, and reconstructing the Department by the appointment of an Officer to be styled "Superintendent of Lights, Pilotage, and Navigation," and lays before them Minutes by the Honorable the Colonial Treasurer, recommending the adoption of this course, and in connexion therewith, offering certain suggestions with respect to the abolition of the present "Pilot Board," and the creation of a new Board in lieu thereof, to be called "The Light, Pilot, and Navigation Board," whose powers and functions should be defined by Acts of the Legislature.

2. Having given the fullest consideration to these several matters, and the suggestions of the Honorable the Colonial Treasurer, the Council advise in respect of them as follows —

1st. That the Department of Port Master be abolished, and that in lieu thereof a new Department be created, with an Executive Head, to be styled "Superintendent of Lights, Pilotage, and Navigation," including the charge of the Harbours of the Colony.

2nd. That the present Pilot Board be dissolved, letters being written to the Members thereof thanking them for their services since the formation of that Board, and informing them of the circumstances which have led to their services being no longer required.

3rd. That a new Board be at once constituted, to be called the "Light, Pilot, and Navigation Board," such Board to consist of a Master and four Wardens, one of which Wardens shall be the Superintendent, who shall hold his seat by virtue of his office, but not be Chairman.

4th. That the Members of the Board be styled the "Master and Wardens," and have power to elect their own Chairman, who shall be styled the "Master or Senior Warden."

5th. That a Bill be introduced into Parliament, early in the ensuing Session, to define the powers and functions of the Board.

6th. That the amount voted by Parliament, viz., £500, for a Master and four Wardens be paid as follows:—to the Master or Senior Warden £200 per annum; to the other Wardens £100 per annum each, with the exception of the Superintendent, who, being in receipt of Salary, will receive no fees for attendance at the Board.

7th. That the whole of the public expenditure connected with the Department of Lights, Pilotage, and Navigation, as set out in the Estimates for 1857, shall be confided to the Superintendent, under the direction of the Board. The Superintendent being responsible, as "Public Accountant," and giving security as usual in such cases.

8th. That the Secretary to the Board, whose salary is voted at the rate of £400, be recommended by themselves, but appointed by the Governor General and Executive Council, and that this Officer be also Accountant and Secretary in the Department.

9th. That the present clerical staff of the Port Master's Department be transferred to the new Department.

10th. That all payments from the Treasury, whether as imprests or advances, or for stated appropriations, be made by the Superintendent, who shall conduct the disbursements through his Public Account in such way as the Board may advice and direct.

11th. That such Rules and Regulations be framed for the conduct of the business of the Board until an Act of the Legislature has been passed to constitute and govern it, and be submitted to the Governor General and Executive Council. Finally, the Council advise that Mr. Robert Francis Pockley be appointed such Superintendent of Lights, Pilotage, and Navigation, with a salary of £600 a year, to take effect from this date; and that the Honorable J. Lamb, Commander, R.N., M.L.C., H. H. Browne, Esq., and Benjamin Darley, Esq., be appointed three of the Members of such Board, the nomination of the fourth being deferred for the present.

Executive Council Office,
Sydney, 30th July, 1857.

EDWARD C. MEREWETHER,
Clerk of the Council.

1857.

NEW SOUTH WALES.

Legislative Assembly.

WRECK OF THE SHIP "DUNBAR."

(CAPTAIN POCKLEY'S REPORT UPON.)

Ordered by the Legislative Assembly to be Printed, 2 September, 1857.

THE PORT MASTER *to* THE SECRETARY TO THE TREASURY.

The Port Office,
26 *August,* 1857.

SIR,

I have the honor to furnish, for the information of the Honorable the Treasurer and Secretary for Finance and Trade, the following Report of the circumstances connected with the discovery of the wreck of the ship "Dunbar," on the South Head of Port Jackson, and my proceedings in endeavouring to rescue any survivors, and the remains of those who were drowned.

At 10·30 A.M., on the 21st August, I received a letter from the Superintendent of the Light House, South Head, a copy of which is herewith transmitted, informing me that a wreck had been discovered on the South Head.

I immediately proceeded by land to the Light House, the weather being too thick and violent to communicate by boat or telegraph. I arrived at the scene of the wreck at noon, and saw the splintered fragments of what appeared to have been a large ship scattered about the base of the precipitous cliffs of the South Head, with many human bodies washing about in the heavy breakers, dashing on the rocks.

Proceeding to the position of the Flagstaff, I saw portions of large spars immediately beneath, which were still attached by the rigging to something that retained them in that spot, and presuming it to be some sunken portion of the ship, I concluded that it was at this particular spot the vessel first struck. The gale was blowing heavy at this time from S.E., and knowing that there was no possibility of any part of the wreck having gone to the southward, I despatched the Pilots and their crews along the cliffs to make a strict inspection, and ascertain if any survivors were to be seen, or if any bodies were landed upon any accessible spot from whence they could be removed. (The copies of reports of the Pilots' investigations are herewith.)

I then examined, *myself*, the cliffs from the Light House to a long distance north of the "Gap," and down "Jacob's Ladder," where several men were searching the place for the remains of the sufferers, or for anything that would lead to the identification of the wrecked vessel, for which identification I had offered a reward.

Finding that it was impossible, from the violence of the gale and the fearful sea, to make any scrutiny of the cliffs from a vessel outside, I sent my boat, with the Deputy Harbour Master and Harbour Master Assistant, to examine the Harbour as far as it was prudent for their own safety to venture, and ascertain if there were any bodies, or clue to the wreck, obtainable, leaving instructions with the Pilots to keep up a vigilant watch for the recovery of the sufferers, and with the Superintendent of the Light House and Signal Station, to report to me *immediately* any further information that might be procured; and publishing a notice of reward to any one, not in the employ of the Government, of three pounds for the first information that would lead to the identity of the wreck, I proceeded to town for the further prosecution of the search for the living or dead; and having consulted with the Honorable the Minister for Finance and Trade, and obtained his sanction to any measures I might think fit to adopt for the recovery of the bodies or wreck that would alleviate the public anxiety, I made arrangements to proceed in a steamer on the following day, to make the most strenuous efforts in the objects to be attained. Night being by this time at hand, and the weather still very tempestuous, precluded the possibility of any further exertion until the morrow.

At 7 P. M. I obtained information that portions of the wreck and some human bodies were recovered at Middle Harbour, which would establish the identity of the vessel. I proceeded to the North Shore, and there obtained information of the recovery of a Mail Bag, marked "Mail Bag No. 2, per 'Dunbar.' Plymouth, May 29." This, and other articles, convinced me that the unfortunate ship was the "Dunbar," of and from London. With this intelligence I proceeded to Sydney, and informed the Press and the Government, and the agents of the ship, and several private individuals who were known to have friends on board.

At 10·30 P. M. I found the Inspector General of Police returning from an exploration of the locality of the wreck, and through him communicated to the Coroner that I would have a steamer ready the next morning to convey the shells for the bodies, and the Police to search the shore for any who might be still undiscovered, either living or dead.

On Saturday, August 22nd, having chartered the steamer "Black Swan," I embarked the shells for the bodies, Captain M'Lerie, Inspector General of Police, and his force, Captain J. Lamb, R. N., Senior Warden of the Light, Pilot, and Navigation Board, and a very large party, the friends of the shipwrecked sufferers, who were anxious to examine the bodies of the dead for the purpose of identification. I may here remark that I experienced the greatest difficulty in restraining the people assembled on the Quay from overcrowding the steamer, and that, notwithstanding the invaluable services of Captain M'Lerie and his force, too many forced themselves on board for the safety of the steamer in seaway. The gale of the previous day having moderated, I intended first to have gone outside and coasted the cliffs along to see if any survivors were still left, but on arriving at the Heads I found the sea still heavy enough to endanger the safety of the steamer, and the necessity of doing so being less imperative, as the steamer "Washington" was then outside on a similar service, although her size and draught of water prevented her approaching so close to shore as I could do in the vessel I had engaged. I therefore decided to defer the survey of the coast till the sea had subsided, which would enable me to approach sufficiently close to leave no possibility of any one being left on the cliffs unobserved.

After passing Bradley's Head, I proceeded very close along the port hand shore, examining carefully with good glasses, and despatching the boats to examine more closely those places shewing any indications of the wreck having been deposited there. Arrived off Beilby's, or Edward Bay, I took off the bodies of a female adult and child. From thence, until arrived off "Hillery Spit," in Middle Harbour, although great quantities of wreck were seen, no remains of the hapless sufferers were found. This place, however, gave undeniable evidence of being the repository of a very considerable portion of the vessel, and the bodies of the dead; from this locality I obtained in all eleven bodies, and placed them in the shells in charge of the Police on board the steamer. The Water Police were stationed here

in

in charge of the property recovered, and were actively engaged in rescuing more from the water, as it presented itself.

From thence I prosecuted the search round North Harbour to Manly Beach and Quarantine Station, and obtained three bodies, recovered by an officer and boat's crew of H. M. S. "Herald," and three from the shore at Manly Beach.

At this place I induced many of the people who had accompanied me all day to leave and proceed to Sydney by the steamer plying to Manly Beach, and thus lightened and less encumbered, I proceeded outside round the south coast, at not more than one hundred yards from the cliffs, examining minutely every crevice capable of holding a living being, to a long distance beyond where the vessel had struck. Having reached sufficiently far south, I returned equally close to the shore, and again repeating the same strict scrutiny of the cliffs, proceeded to Watson's Bay, convinced that there were no survivors then on the crags outside.

Upon arrival in Watson's Bay, I learned that a man had been rescued from the cliffs. I proceeded to the Hotel, and found him under the protection of the Police, perfectly well and uninjured. Upon questioning him, I found he had been an able seaman of the ship "Dunbar," and obtained from him the following brief particulars of the wreck:—"The *Dunbar* made "the land about Botany at 6 P.M., on Thursday, the 20th instant, with the wind strong and "squally, with rain from E. to E.S.E. Sail was shortened to close reefs and close hauled on "starboard tack, heading N.E. by N.; saw the light at dark, and never lost sight of it till the "ship struck; at 11 P.M., all hands were called to wear ship, light being well on the quarter, "probably bearing W. S. W., the gale at this time blowing very hard and very thick rain. "The ship was kept away, and the yards checked. After running nearly half an hour, breakers "were seen on the port bow; helm was immediately put to port, the ship rounded to, but "immediately struck on the port bilge, and canted outwards to the sea, and began to break up "immediately." He believes that he was the last washed off the wreck. He was landed by the sea on a crag, and from thence climbed out of the reach of the sea; he never saw any of the ship's crew or passengers alive after he was washed into the rocks. About noon he was rescued from his position by means of a rope let down from the top of the cliffs, and was immediately taken to the Hotel and placed under the protection of the Police.

Leaving the man at the Hotel till further restored, I embarked the remains of the bodies recovered at the South Head, and proceeded to town, and deposited them in the dead-house of the Water Police, at 9 P.M. I then engaged the steamer from Edye Manning, Esq., for the next day, and arranged with Captain M'Leric for the conveyance of the whole of his available force to make still further search on the morrow. I discharged the steamer and crew at 9·30 P.M.

Sunday, August 23rd.—Having reported my proceedings to the Honorable the Minister for Finance and Trade, I proceeded on board the steamer "Black Swan," and embarked Capt. M'Lerie and a large body of the City and Water Police, and with *their* boat and my own in charge of a Harbour Master Assistant, I again proceeded down the Harbour, landing detachments of the Police at all available spots, to *walk* round and examine all the crevices and holes capable of containing the remains of the shipwrecked people. Leaving Water Police boats to follow the searching parties on shore, I proceeded to Watson's Bay, and took on board the seaman James Johnson, the only survivor from the wreck. Capt. M'Lerie and myself examined the cliffs closely for the remains of a body reported to be lying on shore here, but saw none. The Police were despatched to the "Gap," to preserve order and recover the remains of the bodies as they appeared, and to deposit them in shells left for the purpose—Capt. M'Lerie promising to remunerate any one actively engaged in the recovery of the bodies. From Watson's Bay I proceeded up Middle Harbour a considerable distance, and examined all the nooks and shore closely, both by land and water, but found no more bodies. At Manly Beach it was reported that some corpses were lying buried under the heap of wreck in North Harbour; Capt. M'Lerie and Dr. Alleyne (who, I beg to state, joined our exploring party early in the morning), and myself, proceeded in the boat and minutely examined on foot all round North Harbour, but discovered nothing but wreck splintered into small fragments, giving evidence of the violence of the seas that had thus shattered them. Captain M'Leric leaving a party of Police to again examine strictly that locality, I proceeded to Watson's Bay, and there embarked the remains of the bodies recovered at the "Gap" during the day, and from thence proceeded to Sydney and deposited them in the dead-house at the Water Police Station, at 8 P.M. I then held conference with Captain

M'Lerie

M'Lerie, Dr. Alleyne, and others, as to the necessity of making any further search the next day, and our unanimous opinion was, that any further search would be useless, and all that could be done was to endeavour to obtain the earliest information, by means of telegraph, of any bodies that appeared, and then despatch the Water Police boats for their recovery.

On Monday, I was apprised of the recovery of a female adult and the remains of another, and the Police were sent to bring them up to Sydney.

I now beg to submit the report of the investigation instituted by me, as to the efficiency of the look-out kept at the Heads on the night of the awful catastrophe.

Upon examination I found that five men were stationed, as usual, in the Signal Tower, and that they kept a strict watch of two hours each from sunset to sunrise. The night was intensely dark and rainy, with a heavy gale blowing dead on shore. At midnight the dog at the Lighthouse aroused the Superintendent by his furious barking. He, the Superintendent, then went up to the Lantern, and found the keeper at his post, in the act of trimming the lights. About this time the gale was blowing most furiously in gusts varying from E. by S. to E.N.E. It was impossible to see any object a few yards distant, and the roar of wind and sea rendered their own voices almost inaudible; the wind was so fearfully violent as to alarm the keepers for the safety of the Lighthouse. Under these circumstances it would have been impossible for them to have become acquainted with the dreadful tragedy that was being enacted at their very feet. The first intimation of the wreck was observed by the Pilot at the "Gap," when daylight broke and discovered the fragments of the ship beneath him.

I was informed of the accident with all possible despatch, and my subsequent proceedings I have duly reported, and have only to add, that I cannot attach any blame to any person in my department, or attribute any neglect of duty by which the awful event would have been prevented.

I have, &c.,
ROBERT F. POCKLEY

THE SECRETARY
TO THE TREASURY.

MR. HENRY GIBSON *to* THE PORT MASTER.

26 *August*, 1857.

SIR,

On reaching home this evening, and making inquiry in reference to the miscarriage of my letter, dated the 21st August, I find that it was never posted, as the man whom I sent it by confessed to having lost it on his road up the hill.

The contents were to the effect that, after making a search round from the Flagstaff seaward to the South Reef, from thence inside to Watson's Bay, I found nothing to indicate the name of the vessel wrecked, nor did I see any bodies but those at the Gap, which you saw when you gave the instruction for a search to be made, which could not be got at; I mentioned a pair of drawers being picked up by one of my men, with the name of "A. Groom" written with marking ink inside the waistband. I must further state, that I searched the same round on the following and succeeding days when off duty, but saw nothing but the bodies that were procured from the Gap and portions of wreck.

Yours, obediently,
HENRY GIBSON.

CAPTAIN POCKLEY.

MR. J. C. HAWKES *to* THE PORT MASTER.

Watson's Bay,
August 22*nd*, 1857.

SIR,

With reference to the late melancholy wreck, I have to inform you I proceeded with my boat's crew round the South Reef to ascertain if there were any survivors, but without success; all that I saw was a quantity of clothing, fragments of prints, carpeting, sacking, &c, apparently new,—no mark could be found on any of them. Should anything come under my notice, I shall be happy to acquaint you of it.

I am, &c.,
J. C. HAWKES.

TO CAPTAIN POCKLEY.

THE

THE SIGNAL MASTER *to* THE PORT MASTER.

South Head Signal Station,
21 *August,* 1857.

SIR,

I have the honor to state, for your information, that there has been a vessel wrecked, during last night, under the Flagstaff; it is supposed to be a sugar vessel by the quantity of sugar bags floating about.

The hull of the vessel has all gone to pieces, and there is nothing visible but the spars, so that I have not been able to ascertain the name.

I have, &c.,
JAMES GRAHAM,
Signal Master.

R. F. POCKLEY, ESQ.,
Superintendent, &c.

MR. JOHN JENKINS *to* THE PORT MASTER.

Watson's Bay,
26 *August,* 1857.

SIR,

I have the honor to acknowledge the receipt of yours, dated this day. On Friday afternoon, the 21st instant, I sent a statement to the Light House, as directed by you, when my man came back and told me you were gone to town; I, therefore, sent him back for the letter, to bring it to me, thinking I might get more intelligence by the morning. On Friday, about 6 A. M., I went to the Gap; it was scarcely daylight; it was blowing a strong gale from the eastward and a heavy sea with very thick weather. I remained there from eight to ten minutes; I saw nothing of the wreck at this time; I went from there to the Flagstaff; I remained there about forty minutes, leaving one of my men there on the look-out, the weather being very thick and blowing heavy. Shortly after 7 o'clock, I heard Mr. Pilot Hyde calling out from the Gap, when I and Mr. Robson proceeded to the Gap, and saw, as we supposed to be, portions of wreck floating; Mr. Robson, Mr. Hyde, and myself, with some of the men traced it along on the rocks to the southward, until we came opposite to where we thought the wreck had taken place, where we saw pieces of broken spars which appeared to have belonged to a ship over 1,000 tons; we then gave information to the Signal Master, Mr. Graham; he immediately despatched a man on horse-back to the Port Office with the information. During the time we were at the Flagstaff a schooner hove in sight; I went off to her; it proved to be the "Ann Jane," returned to port, requiring no assistance. In pulling in from the schooner I found a lady's glove, part of a gentleman's light coat, and some small pieces of flannel. After I landed I went to the Gap, and saw two dead bodies; it was then about 10 o'clock—there was still a very heavy sea running. About 3 P.M., I surveyed along from the Gap to the Light House, and saw nothing to lead to any information respecting the name of the ship.

At 6 A.M., on Saturday, myself with Mr. Robson went along the beach as far as the Water Police Station; seeing no portions of the wreck there we came back; I then manned my boat and pulled across to Middle Harbour, and landed and walked across to George's Beach, where I found a great portion of the wreck, as also two dead bodies, one a female the other a child, also a gangway board, which made me believe it had belonged to the ship "Dunbar." I immediately came across to Watson's Bay, and sent to the Signal Master to telegraph to town that it was the "Dunbar," not knowing that any positive clue to the name of the wreck had been received. On my way to town with the gangway board, you will remember, Sir, my hailing the steamer in which was yourself with other gentlemen, when I showed you the said board; I then took it up to Messrs. Smith Campbell's Office and left it with them. While I was at the Port Office, immediately after, there was an order for two coils of rope and two blocks to be sent to the Heads immediately; I got them in my boat and proceeded with all despatch to Watson's Bay, and conveyed them immediately to the Flagstaff.

The only reason for my not forwarding any report to you on the evening of 21st, was through my not gaining any positive clue to the name of the ship; the next evening I was otherwise engaged; I thought it was not required.

I have, &c.,
JOHN JENKINS,
Pilot No. 2.

MR. JOHN ROBSON *to* THE PORT MASTER.

Watson's Bay,
26 *August*, 1857.

SIR,

I have the honor to acknowledge your note of this day, wherein you wished me to explain why I neglected reporting to you the result of my survey made since the loss of the ship "Dunbar," which was first discovered on the 21st instant, at about 7·30 A. M., by Messrs. Hyde, Jenkins, and self.

Having met you at the Gap that same morning, as also the reporter, Mr. Cook, to whom I gave all particulars of everything I had seen, I concluded that was sufficient.

As soon as we found the position where the vessel had been wrecked, we went to the tower, near the Flagstaff, and reported it to Mr. Graham, the Signal Master, who was unable to signalize in consequence of the thick state of the weather; he instantly sent word to Mr. Siddons, Superintendent of the Light House, who despatched a messenger on horse-back to the Port Master's Office in Sydney.

By this time two men belonging to my boat, viz., Thomas J. Clark and David Frazer, went down the ravine generally called "Jacob's Ladder," and after a search of half an hour returned and brought up with them two pieces of porter cask headings, also two new bats, saying, at the same time, a piece of a topmast was washed up, which he could not span, fully proving the vessel to have been a large one, but in consequence of the high sea they could not get round a sharp projecting point of the cliff, which was only about 40 feet from where the survivor, Johnson, must have been.

In the afternoon of the same day, I searched round carefully from the Gap to the South Reef, and skirted the rocks along from the latter to Camp Cove, but could find nothing but pieces of prints, which were all more or less torn; it then being dark I returned home.

At daylight, Saturday the 22nd, searched Watson's Bay and Camp Cove, but found nothing of importance; after an early breakfast went in my boat round Middle Harbour, and then walked across the neck of land to the inner Middle Head Battery, where I saw a portion of two sides of the ill-fated vessel, and on proceeding one hundred yards further to the south, I observed a hind portion of her wholes and upper-works; near the latter a female was entangled, but, with the assistance of two men who were on the beach, we succeeded in extricating her from the wreck, and laid her alongside a little boy who had also been picked up previously; he appeared to be about three years of age—he was quite perfect, except a slight graze on the left side of the forehead. The lady, I had forgotten to mention, had her scull entirely taken off, as well as her left leg much broken, but the foot was still attached, which was remarkable for its smallness, as well as the hands. I cut off a lock of her hair, which was light brown intermixed with a few grey hairs, which I gave, immediately on landing at Watson's Bay, to Mr. James Cameron, of the firm of Messrs. Smith, Campbell, & Co., and then repaired to the rescue of the seaman, Johnson, intending to bring him down to Mrs. Jenkins', she having prepared a hot bath for him, which was over-ruled by the concourse of people with him. Nothing else came under my notice particular that day, except the distressing sight of mutilated bodies which could not be recovered,—since which time I have been occupied with shipping.

I have, &c.,
JOHN ROBSON,
Pilot.

1857.

Legislative Assembly.

NEW SOUTH WALES.

WRECK OF THE "CATHERINE ADAMSON."

(REPORT OF, AND EVIDENCE TAKEN BEFORE, LIGHT, PILOT, AND NAVIGATION BOARD.)

Ordered by the Legislative Assembly to be Printed, 13 *November,* 1857.

THE LIGHT, PILOT, AND NAVIGATION BOARD *to* THE SECRETARY TO THE TREASURY, *forwarding the Report of the Board upon the loss of the "Catherine Adamson."*

Light, Pilot, and Navigation Board,
Sydney, 6 *November,* 1857.

SIR,

The Light, Pilot, and Navigation Board having completed the investigation into the circumstances attending the loss of the "Catherine Adamson," at the entrance of the Harbour of Port Jackson, on the morning of the 24th ultimo,—I have the honor to forward, for the information of the Honorable the Finance Minister, the Report of the Board, together with the Evidence taken upon the subject.

I have the honor to be,
Sir,
Your most obedient servant,
WM. L. G. DREW,
Secretary.

1857.

WRECK OF THE SHIP "CATHERINE ADAMSON."

REPORT.

In compliance with the directions of the Minister for Finance and Trade, conveyed in a letter dated October 24, the Light, Pilot, and Navigation Board proceeded to inquire into the circumstances attending the wreck of the "Catherine Adamson." They were occupied several days in this investigation, and examined twelve witnesses, whose evidence is annexed. The conclusions at which the Board have arrived are—that Mr. Pilot Hawkes got on board the "Catherine Adamson" within a reasonable time after she signalled for a Pilot, and did all in his power to bring the ship into port, but that he erred in judgment in not running out to sea when the weather became squally and unsettled.

That the Coxswain of Mr. Hawkes' boat is blameable for proceeding to the Light Vessel instead of returning to the "Catherine Adamson," when she anchored, according to his master's orders.

That Mr. Pilot Robson, who was on board the Light Vessel, went in his boat to the "Catherine Adamson" as soon as he had reason to believe that she required assistance, and that the manner in which he rendered assistance, by running lines from the ship to the steamer, was most judicious. Mr. Robson stated that his crew were so exhausted by the exertions they had made that they could no longer be of service. This only would justify him in rowing away from the ship at the time he did, and the Board consider that instead of returning to the Light Vessel he ought to have gone into Spring Cove, where he knew that an emigrant ship was lying. This ship (the "Boanerges") was not more than half-a-mile distant from the "Catherine Adamson," and was provided with several life boats. Had Mr. Robson himself communicated with the "Boanerges," or requested the steamer "Williams" to do so, such aid might have been obtained as would, in all probability, have ensured the safety of every person on board the "Catherine Adamson."

The Board are of opinion that after Mr. Hawkes' Coxswain reached Watson's Bay, and reported that the "Catherine Adamson" was in a dangerous position, and that Mr. Robson had gone to her assistance, one or more of the Pilots on shore ought to have followed Mr. Robson without delay.

No intelligence that a ship was in danger reached Captain Pockley until six o'clock in the morning, when he immediately proceeded down the harbour in his boat. The Deputy Master having previously started in the steamer "Washington." These officers, and the men employed under them in the Harbour Department, appear to have zealously performed the duties which devolved upon them on this melancholy occasion.

The Board are satisfied that Captain Creer, of the steamer "Williams," used every exertion to save the "Catherine Adamson," and the lives of those on board her, but it seems that neither his crew, nor the people who came to the steamer from the "Catherine "Adamson," could be prevailed on to man the steamer's life-boat. The Board are not prepared to say that an attempt ought to have been made to reach the ship in this boat, since those on the spot differed in opinion as to the possibility of approaching near enough to take men off, with the high sea that was then running, and the surf then breaking around the vessel.

The

The Board are convinced that the "Catherine Adamson" was a sound ship, well equipped, and efficiently manned; and that the duties of Captain Stuart and the officers and crew were performed in a satisfactory manner throughout the voyage from England until she anchored at the entrance to the port After the anchors were dropped, it is evident that, with the exception of the passengers, none on board this ill-fated vessel were aware of the imminent danger in which she was placed, until she swung so that her stern struck the rocks; nor did they then suppose she would have been destroyed so suddenly. In consequence, orders to get out the boats do not appear to have been given sufficiently early, nor were the orders properly executed, some of the crew having, according to the Captain's statement, become panic stricken. It also appears that each of the two boats which quitted the ship was capable of conveying a greater number of persons than they took to the steamer.

Had Captain Stuart and the Chief Officer remained longer on board, it is probable that the men left behind might, under their direction, have got out the pinnace, and in her reached the steamer; but it is equally probable that this boat would not have been got out, or if got over the side, have not been able to pass through the heavy sea by which the ship was surrounded—and in event of failure, the lives of Captain Stuart and Mr. Duthie would have been sacrificed in vain.

In conclusion, the Board beg to express their opinion that had there been a life-boat in Watson's Bay, she could have been manned by the Pilots and their crews, and rendered essential service to the ship, and those on board. And also, that if there had existed an Electric Telegraph betwixt the South Head Signal Station and Sydney, information might have been conveyed sufficiently early to admit the steam-tugs, and boats from Her Majesty's Ship "Herald" and other ships in the harbour, arriving in time to save the "Catherine "Adamson"—or, at all events, in time to avert the lamentable loss of life which ensued.

JNO. LAMB,

Senior Warden.

Sydney, 6 *November*, 1857.

MINUTES OF EVIDENCE

TAKEN BEFORE THE

LIGHT, PILOT, AND NAVIGATION BOARD,

RESPECTING THE

LOSS OF THE "CATHERINE ADAMSON."

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28 *OCTOBER*, 1857.

Captain Stuart being present, the following evidence was taken.

The Revd. Bowyer Edward Shaw, examined:—

Rev. B. E. Shaw. 28 Oct., 1857.

1. *By the Senior Warden:* You were a passenger by the "Catherine Adamson"? Yes.
2. Will you favor us with your statement of the occurrences after the Pilot came on board? The Pilot came on board at about half-past nine. We had made signals with blue-lights at about half-past seven. Immediately upon his coming on board he remarked that the ship had very little canvas. He and the Captain then spoke together in an under tone. The result of their conversation seemed to be, that the ship would work into the harbour—that there was sufficient sail to work her in. Two tacks were made before I retired below. I heard the Pilot complaining that the men worked tardily. They answered that they were doing their best. In reply to a question from the Pilot, the Captain said that he considered the crew were doing their best. I heard the Pilot ask the men whether they wished to be inside or outside the Heads that night; if they wished to be inside they must be smarter. I should say this was more by way of encouragement than that he actually saw anything amiss with the men. Thinking we should not get into Sydney that night, I returned to my berth, and was reading in bed, when Mr. Jones (passenger) informed me that the ship was in considerable danger. A short time before that I had heard the anchors let go by the Pilot's order. The Pilot was on the forecastle then; but I heard him give the order. There was no delay in letting the anchors go—they went down at once. After Mr. Jones had spoken to me I went upon deck, and saw that we were close upon the rocks. The ship was lying parallel with them, and, as far as I could see, within an easy stone's throw—this might be about eleven o'clock. The position was, doubtless, one of danger; but I could not perceive any confusion on board. From this time the Pilot and Captain were principally on the forecastle. I had a good deal of conversation with one of the passengers (now lost) on the subject of our position, and we agreed that it would be best not to get in the way of the officers, lest we should cause any confusion. About twelve o'clock I heard that a steamer was approaching. This I learnt was the "Williams." The steamer hailed us, and wanted to know whether they should take us in tow. There was considerable delay. The answer was, that they should go for the "Washington." At this time I went into my cabin and wrote a letter; upon coming out I heard that the pilot-boat was taking a warp to the steamer. From some reason the line by which the warp was fastened was broken, and they did not succeed in getting the warp on board the steamer. I then went upon the poop, and found there all the passengers, with the exception of Mr. Wilson. Mr. Blair went up to the Pilot, and, in our presence, spoke to the necessity of having the passengers, or the crew (I am not certain which), put on board the steamer. The Pilot said something about consulting Captain Stuart. Mr. Blair replied, "I consider that it is your duty to give the order, as I consider "that you are in charge of this vessel; there is no reason why our lives should be lost as well "as the ship, and can do no good by staying on board." Upon this the Pilot said, "Captain "Stuart, these gentlemen want to have the boats out, and to be put on board the steamer." Upon this the smallest of the boats was got ready. She was not hanging by the davits, but was on the skids, and was drawn from them on the poop. She was not lowered, but her bows were over the poop rail. A second attempt was made to get the warp on board the steamer by the pilot-boat. I believe it was got on board, and fastened, but let go again. The rollers had now set in, and the ship was turned round, so that the stern swung against the rocks, which we felt her touch. Immediately after she touched, I perceived that the boat which had been got ready was not in sight—this was about half-past three. I now saw one of the men standing upon a horse-box trying to cut the fastenings of another boat. He called out to some of the men to come to his assistance, and for a knife as well, to cut the fastenings. I offered him one, which was too small. He succeeded in cutting the fastenings, and

Rev. B. E. Shaw.

28 Oct., 1857.

and some more men collecting together immediately after assisted in lowering her into the waist of the vessel. We now tried to raise her over the side, which we did with some difficulty, as there hardly seemed to be enough men present. I now turned round and saw one of the passengers (Mr. Leathes) standing close by me. He asked me what I intended to do. I told him I should go upon the forecastle, and advised him to do the same. I then lost sight of him, and never saw him again. I went on the forecastle and found two or three men pulling the boat under the bow of the ship. One of these men (named Thomas Staunch) asked me to take a turn with the rope, so that the boat might be fastened to the ship. As some one was pulling behind me, I did not succeed; but he afterwards fastened it himself. I looked down into the boat and saw that she was about three parts full of men. I saw Mr. Blair jump into her from the fore chains. I lowered myself over the gunwale, and, seeing that the boat would probably be loosed immediately, I jumped into her. One other was received into the boat after me; I believe he was picked out of the water. There was room for more people in the boat; the stern part of her was by no means full, and the oars could be plied without difficulty. The sea had begun to break over her, and she was knocking against the bow of the ship; but still, in my own opinion, I do not think there was any certainty of her being swamped. She was loosed from the ship, by whose order I do not know; and those on board called out twice to us from the ship to save them. The vessel struck very heavily just as we were getting into the boat, and had been striking from time to time before they got the second boat out; but I do not think she had begun to break up. It seemed to me that we were about ten minutes in passing from the ship to the steamer. The boat was brought up close alongside of the steamer's paddles. A line was thrown from the steamer; it fell into the fore part of the boat but was not made fast. Everybody scrambled up the side of the steamer as fast as they could. I heard no order given. In getting into the steamer, most of those who got on board went down to the cabin, but some remained and were inquiring anxiously by what means they could save the remainder of the crew. I went to the side of the steamer and looked to see if I could see the boat we came in. I asked one of the men what had become of her—I could not see her—and he answered that she was gone. I asked with the intention of offering myself to return to the ship. I then inquired about the steamer's boats, and was told that they could not live in that sea. When I saw that there was no likelihood of anything being done I went below, as I could not bear to see the men that were left behind. The steamer remained in sight of the ship, and within hearing, about twenty minutes or half-an-hour. The last time that I saw the ship the sea appeared to be breaking quite over the middle part of her; the men were on the forecastle and on the bowsprit. About half-an-hour after coming on board the steamer she stood away to Watson's Bay, with the intention, I believe, of procuring boats. When we returned the vessel had broken up, and I do not believe that there was a soul alive.

3. At the time you were getting out the first boat did you see the Captain or Mate directing or aiding? I particularly observed the Mate, and I believe the Captain was there too.

4. Did you observe them when they were getting out the second boat? In getting out the second boat I was underneath the after part of the boat, and I could not see what was going on. My impression is, that no order had been given at the commencement.

5. During the *progress* of getting her out, did you see either the Captain or Mate? I saw the Mate, but I did not hear or see the Captain.

6. When you got into the boat, were the Captain and Mate in her? They must have been, because only one person got in after me.

7. *By Captain Darley:* Were they in the boat with you? Yes.

8. *By the Senior Warden:* Did the Captain direct the boat to put off, or give any other command in your hearing? I heard no order given, but I heard the Captain ask for an oar to steer the boat.

9. Before the boat was put off, did you see other persons endeavouring to get into her? I did not observe any.

10. Did you hear any person crying out to be taken in at that time? Just as the boat was putting off, I heard them all cry out—"Save us! Save us!" We had not then begun to pull.

11. Could you have returned to the ship at that time? In my opinion we might, but with considerable danger.

12. Would it have been, in your opinion, more difficult to return to the ship at that time than to reach the steamer? At that time we were eight or nine yards, as far as I could judge, off the bows of the vessel, and a person might almost have jumped into the boat.

13. You have stated in the preceding part of your evidence that there was room in the boat for several more persons; how many more do you think could have been received into her? I should say six.

14. During the time the boats were being got off, did you hear the Pilot giving any directions? I heard none.

15. After the boats were out, and you finally quitted the ship, did you hear the Pilot give any directions? I heard none.

16. Whilst passing from the ship to the steamer, did you see Captain Stuart? Yes.

17. Did he himself steer the boat, or give any directions for her guidance? I heard him asking for an oar to steer her by.

18. Do you know whether he himself steered her? I should infer that he did.

19. After you got alongside the steamer, did you hear Captain Stewart give any directions with regard to the boat? Immediately on getting on board the steamer, Captain Stuart appeared to me to go on to the bridge, between the paddle-boxes, to confer with the Captain of the steamer.

20. You heard no directions given as to securing the boat, or arranging for her return to the ship? I heard none.

21. At the time you got out of her into the steamer was the boat injured? To the best of my belief she was not.

Rev. R. E. Shaw. 28 Oct., 1857.

22. If immediate steps had been taken for her return to the ship, do you think she would have been able to do so? It is my impression she would, but it should have been done, in my opinion, with a rope fastened to her from the steamer, so that there would have been no danger of her drifting on to the rocks.
23. What kind of boat was it in which you left the ship? I understood it was a life-boat.
24. At the time you entered the Heads were there any boats outside the ship? No, there were none.
25. Was there no boat hanging outside the ship during the voyage? No, there was none.
26. The first boat that was got out was a swell-boat? Yes.
27. Did she take away any people? Yes, she must have, as I found them on board the steamer when I got there.
28. At the time that you left the ship was it generally believed that she would become a wreck? Yes.
29. *By Captain Browne:* Did you see the Pilot on his first coming on board the ship? Yes.
30. Was he, in your opinion, perfectly sober, and capable of performing his duty? In my opinion he was.
31. Did the vessel appear to you to be sufficiently manned for working her properly during voyage? Quite sufficiently.
32. At the time you came on deck, when informed by Mr. Jones that there was danger, did you hear any remarks made by either the Captain of the ship or the Pilot that the ship was in danger? I kept purposely out of the way of the officers, and did not hear any remarks made about the condition of the ship.
33. Were any signals of distress made by the ship after you came on deck? I know there were, but I did not see them.
34. At that time if the boats had been lowered do you think that they might have saved everybody? I consider that the boats might have been lowered many times over from the time we cast anchor
35. Was the deck of the vessel much lumbered, so as to interfere with the proper working of the ship? I do not think it was; but I do not profess to give an opinion on that point.
36. Did it appear to you that reasonable exertion was made by the Captain of the ship to save the lives of the passengers and crew, after it was discovered that the ship was in danger? It appears to me that sufficient exertions were not made.
37. Do you think that reasonable exertions were made by the Master of the steamer in aiding the ship? In my own opinion, when he first hove in sight, he might have stood in very close indeed, as the sea was moderate.
38. Did you hear any question on the part of the Master of the steamer requesting the ship to slip her cables? I heard hailing going on, but I did not hear what was said.
39. Did you ever, during the time you were on board, hear either the Captain or the Pilot say anything about steps to be taken towards saving the lives of the passengers and crew? I did not hear it.
40. What became of the pilot-boat? I missed her, but do not know at what time she had left the ship.
41. Did you not see her after the ship was anchored? Yes; I saw her on the way between the ship and the steamer.
42. When you went in the steamer to Watson's Bay, did you take in any more boats? I don't know what took place when we went into Watson's Bay.
43. Do you know what took place after the steamer returned to the ship? We looked for the vessel, and she appeared to be a perfect wreck. We then stood into the Quarantine Ground, and sent off some boats in order to discover whether any persons were alive, or recover the bodies of the drowned.
44. *By Captain Darley:* When you got on board the steamer, did you observe any anxiety on the part of the officers of the ship, or the officers of the steamer, towards saving the lives of those left in the "Catherine Adamson"? The Chief Officer of the "Catherine Adamson" was below with a burnt hand; the Captain of the steamer and Captain of the ship were conversing together at one time on the bridge, and at another on the paddle-boxes; I suppose it was with a view of seeing what measures should be taken.
45. No boat or rope was sent to the ship? No.
46. *By Captain Pockley:* About what time did you become seriously alarmed for the safety of the ship? We considered that we were in a dangerous position from the time we anchored, as a squall might set in at any time; but we were in special danger when the rollers set in.
47. At about what time did the rollers set in? About twenty minutes past three.
48. Previous to that, you did not feel very anxious to leave? I was aware in my own mind that we were in considerable danger.
49. *By Captain Stuart:* Do you know whether the life-boat was cast adrift from the "Catherine Adamson," or whether she broke adrift? I cannot say.
50. These men you heard calling for assistance—were they calling for assistance to the steamer or to the boat? The only words I heard them say were—"Save us! Save us!"—and that was addressed, to the best of my belief, to the boat.
51. Did you hear them cry—"Steam-boat ahoy!"? I did not hear them. I am rather deaf, and only caught the sense of what was said, which I have given.
52. Might they have called the steamer without your hearing them? Yes, they might.
53. How did the passengers and all the rest of the people get into the boat? As they best could, it appeared to me.
54. Did they walk down the gangway or leap from the ship? I saw one leap from the ship, and I myself jumped from the gunwale. I only saw three get into the boat.
55. Could they have got into the boat from steps? I did not see any steps.
56. If steps had been there could they have got down? Yes, I should say they could.
57. Might not many orders have been given, and many things done, that you could not have seen

seen or heard? Doubtless orders may have been given without my being able to hear them, and some things done without my knowledge. Rev. B. E. Shaw.

58. Will you explain what more I could have done than I did do to save those on board, after the ship turned round and struck with her stern against the rocks? Whether any attempt was made to collect the men together for any united effort I cannot say; it appeared to me not, but there might have been directions given at the bows of the boat, which escaped my observation. 28 Oct., 1857.

59. A united effort to do what? To get not only that boat out but the other.

60. Were they not busy in getting the other boat out under the superintendence of the Second Officer when we left? I cannot say—they may have been.

61. Was any one prevented getting into the life-boat? None that I could see.

62. Are you not aware that many thought themselves safer on board the ship than in the life-boat? I cannot say.

63. When the life-boat went alongside the steamer, are you aware that one of the steamer's men and one of my men got into her to take charge of her, and make her fast secure to the steamer? I heard one of the steamer's men and the assistant-steward of the "Catherine Adamson" did get into the boat and fasten her to the steamer.

64. Are you aware that when the steamer backed her engine they were obliged to jump on board to save their lives, as the boat got under the paddle-box and immediately filled? I am aware that everybody did climb on board, but I was later in the boat than any one else, and at the time I left her she was uninjured, and not filled with water; what took place after I left the boat I do not know.

65. *By Captain Deloitte:* Could you tell us how many there were in the life-boat with you? I cannot say.

66. *By Captain Stuart:* Before you left the ship did you see any confusion? There was not so much confusion as might have been expected under the circumstances.

67. Was there any lack of discipline on board? I cannot say that there was.

Mr. John Robson, Licensed Pilot, examined:—

1. *By the Senior Warden:* Where were you on the night of the 23rd? I was on board the light-ship, with my boat and crew. Mr. J. Robson.

2. Did you see the "Catherine Adamson" enter the Heads? I did. 28 Oct., 1857

3. What was the state of the weather at that time? The moon was at an altitude of about 40°, with passing clouds, and a moderate breeze from the westward.

4. What time did you see the ship? From about half-past nine to twenty minutes to ten.

5. Was the weather moderate then? Yes; the ship was under reefed topsails and courses.

6. Did you see her afterwards? I did, I saw her tacking three or four times. The first tack she made to windward of the North Head.

7. Did you see her anchor? I did not. I observed her tacking until 11 o'clock, then I lost sight of her.

8. Did you see any blue-lights or rockets burnt after this? At 11 o'clock commenced drizzling rain, wind variable, veering round to the S. W. and S.W. and W.; midnight heavy swell began to roll, and blowing in strong gusts; quarter before 12, a steamboat came from Sydney, which I hailed, and reported a large ship was at anchor ahead of them. At this time I did not know the name of the ship. The gale was then increasing, with heavy gusts. Shortly before one o'clock, Mr. Hawkes' (pilot) boat came alongside with his men; they reported that the ship was a long way down to leeward, but had not anchored when they left her. About this time we saw the rockets and blue-light, and what appeared to us to be a steam-boat in the same direction as the men represented to me they had left the vessel. They told me it was the "Catherine Adamson," and that they were obliged to leave the ship, Captain Hawkes having told them to remain under the lee, off the reef, until the vessel anchored. The men had been upwards of two hours in pulling up to the light-ship. After it had moderated a little, I determined to send them on shore to Watson's Bay to report to Mr. Graham at the flagstaff, and to Mr. Gibson, who was at the look-out at the flagstaff, to send the messenger into Sydney for the steamer "Washington," as I thought the "Catherine "Adamson" must be near the shore. About two o'clock I ordered the men into my boat, and went down to ascertain the position of the ship, and I found the steam-boat "Williams" close to the "Catherine Adamson," which ship was lying at anchor about a ship's length outside the breakers off the Inner North Head. The ship's head appeared to be about S.W., with royal yards aloft. On nearing the bow, the pilot, Mr. Hawkes, hailed me, and asked if I would run a line to the steam-boat. I told him to give me the deep sea lead line, and I ran that out from her port bow to the quarter of the steam-boat, which line got entangled and broke. Some time elapsed before the steam-boat came up again, when she backed astern, and I hailed them to send a line from the ship's jib boom, but they could not succeed in throwing a rope. I then called to Mr. Hawkes to give me another line, and I ran a second rope, and succeeded in getting that on board. I asked Hawkes if the ship had struck abaft? He said no, and appeared quite cheerful. In running the line I told him he would not be able to get his anchors—he would have to slip his chains. While the steam-boat was hauling in the line to draw the hawser from the vessel she drove fast to the eastward, in consequence of the strong tide and high S.W. wind. All this time the rollers were increasing heavily. When I supposed that they had got the hawser, and the steamer was coming up towards the ship's bow, I got my boat close into the breakers, and determined on leaving the vessel and returning to the light-ship, as I felt satisfied my boat would not keep up long. The sea and spray breaking right over the boat, I got back to the light-ship at 4·15 a.m. A few minutes before we got to the light-ship, two of my boat's crew told me they saw a rocket and blue-

light

Mr. J. Robson. 28 Oct., 1857.

light shewn from the vessel or steam-boat. I did not see it, my back being turned towards that quarter. Towards daylight the puffs were not so frequent, but very heavy; and at five I noticed the steam-boat coming to the S.S.W. into Watson's Bay. I immediately manned the boat, but could see nothing of the ship. As daylight increased, I hailed the "Williams" steamer, and asked what was the matter. Some one said there were half of the crew of the "Catherine Adamson" on board, and they wanted more boats, as the vessel was breaking up. On nearing the shore I passed Pilots Gibson and Jenkins going off to the "Williams," and Mr. Hyde, who was on the beach, I told to go also, as my men were quite knocked up from pulling and exposure. Near 6 o'clock I went to the edge of the cliff, and with my glass I observed part of the ship's side and bowsprit standing, but no masts.

9. *By the Senior Warden:* At the time you first got down to the "Catherine Adamson" was the weather moderate? No, very squally; that was about 2·20 a.m.

10. Did you consider the ship in danger at that time? Undoubtedly.

11. Had you been on board in charge of the ship, would you have got the boats out for the preservation of the crew and passengers? I would not then have got the boats out or abandoned the ship, with the steamer close to.

12. At any period before the time when you quitted her, would you have thought it proper to get out the boats for the purpose of taking off the passengers and crew? When the hawser parted, or slipped, I would immediately have abandoned her, as the broken water was close to her starboard quarter, and, from the position where the vessel was, there was no chance of any one being saved, the sea was so very high and the cliffs perpendicular.

13. At the time you left the "Catherine Adamson" was she striking? Not to my knowledge; but she was close to the breakers.

14. Would it not have been a prudent course to have got the boats out in readiness to take away the crew if it were determined to abandon the vessel? I am of opinion that the boats could not have laid alongside for many minutes.

15. As the ship appeared to you in such imminent danger, had you been in charge would you not have made arrangements for getting out the boats some time before she struck? From what I saw of the Pilot and crew, they appeared to be all employed in getting their lines and preparing the hawser.

16. At the time you quitted the vessel, could your boat have received and conveyed to the steamer any of the passengers and crew? She could have taken two, but not more, at that time, as my men could not have pulled to windward with more.

17. Did you go on board the "Williams" steamer? I did not; I could not leave my boat.

18. Had the steamer any boats of a larger size than yours? I do not know.

19. As Mr. Hawkes directed his men to lay outside the reef until the ship came to an anchor, do you know why they did not do so, but came to the light-vessel? They were afraid of being blown outside.

20. Had they remained in the position ordered by Mr. Hawkes, would they have been able to rescue some of the persons on board the "Catherine Adamson"? I doubt much, as they had no man at the steer oar, and one or two of the men were quite strangers in his boat, and had been a short time in the service.

21. How many men were there in the boat? There were four, and appeared quite frightened when they came to the light-ship. I had to force some of them to go on shore from the light-ship.

22. At the time you left the "Catherine Adamson" did there appear to you a difficulty in a ship's life-boat passing to and from the steamer? Not the slightest.

23. *By Captain Browne:* Can you say how many anchors were down when you were alongside her? I could not see whether she had one or two.

24. Were the signals which were made from the "Catherine Adamson" answered from either the look-out on shore or the light-ship? No; we had only one blue-light on board the light ship, which I burnt at nine o'clock.

25. Do you know whether any of the passengers had left the vessel when you arrived? I don't think they had.

26. Would you, under the circumstances in which you left the vessel, have cut her masts away had you been in charge? I can hardly say without being on board the ship.

27. Who was on the look-out at the Signal Station after Mr. Hawkes went on board? Mr. Gibson; he would be on the look-out all night after Mr. Hawkes was off.

28. Since you have been a Pilot to Port Jackson, which is now, you say, seven years, have you ever received any overtures intimating that some compensation would have been given to you by the employment of the "Washington" steam tug in assisting any vessel you might have in charge? I solemnly declare I never have.

29. *By Captain Darley:* Could the "Catherine Adamson" from where she was anchored be seen from the pilot look-out? Yes.

30. *By Captain Browne:* Was the vessel far to the eastward of the white building on the point? She was lying off the pitch of the point.

31. *By Captain Darley:* Did she appear to ride to her anchor? She appeared to be nearer in when I left than when I went there.

32. *By Captain Stuart:* In your opinion, when you left the vessel was there perfect order and discipline amongst the crew and officers? The only voice that I heard at all was that of the Pilot, and I heard no confusion whatever.

33. *By Captain Pockley:* You saw the ship up to eleven o'clock? Yes.

34. You did not see her anchored? No.

35. When the steamer passed you at twelve o'clock you told her that the ship was at anchor? Yes.

36. How did you know she was at anchor? I thought so by not seeing her.

37. If the ship had anchored in the position you last saw her you would have known she was in danger? Undoubtedly, in very great danger.

38. Will you state the reason for allowing three hours to elapse after knowing the ship was in danger before going to her assistance? Because I knew she had a Pilot on board, which I considered sufficient for any ship. Mr. J. Robson. 28 Oct., 1857.
39. You do not think then if a ship is anchored in a dangerous position, that it is your duty as Pilot to render assistance if she has already a Pilot on board? It depends upon circumstances—in this case the ship had a steamer near her.
40. *By the Senior Warden:* Do you think the "Washington" steam-tug would have been more effective than the "Williams" had she been there? The only objection I have to the "Williams" is, that she probably is not fitted for a tug; had they got hawsers on board and clear of their chains, I believe either of them would have towed her.
41. *By Captain Browne:* Were you not aware that if assistance had been required of either boats or men, that there was a large ship anchored in the Quarantine Ground which might have rendered assistance? I was aware that the "Boanerges" was anchored there, but it did not occur to me to go to her for assistance.
42. *By Captain Darley:* If the steamer had anchored ahead of the ship could she have dropped boats down to the ship? Yes, she could.
43. *By the Senior Warden:* Had the position of the "Catherine Adamson" been known to the commander of the "Boanerges," would it have been in his power to render assistance? Yes. I believe he could have sent boats and saved the whole of the crew.

FRIDAY, 30 *OCTOBER,* 1857.

Harry King called in and examined:—

1. *By the Senior Warden:* Are you coxswain of Mr. Hawkes' boat? Yes. Harry King. 30 Oct., 1857.
2. On the night of the 23rd you were in Mr. Hawkes' boat, when he went on board the "Catherine Adamson?" Yes.
3. What time did you get on board? I cannot say—we got on board in about half an hour.
4. Where was the ship then? About one and a half mile to two miles to the eastward of the South Reef.
5. What was the state of the weather at that time? It was a beautiful night; there was no wind to alarm any person at that time.
6. What sail was the ship under? She had three topsails, spanker, and jib; the topsails appeared to be double reefed.
7. What was done then? A few minutes after we got on board they set the courses and stood in on the port tack until she was about a mile inside the harbour, and she then tacked and stood towards the South Reef; she made another tack there.
8. Was your boat towing astern then? Yes, from the time we went on board until she had made three tacks.
9. Were the crew in the boat or on board the ship? We were in the boat the whole time.
10. From what you observed did the ship appear to work easily? No. So long as I have been down there I never saw a ship work so badly.
11. At what time did you leave the vessel? As near as I can guess, it was about half-past ten, but I am not sure.
12. Why did you leave her? We got orders from Mr. Hawkes, the last time the ship went about, to cast off and go under shelter, and to return when the ship anchored. The ship was then making a stern board on us, and we had much difficulty in getting clear of her.
13. Did you go back to the ship when she anchored? No, it was as much as we could do to get to the light ship; a few minutes after leaving the ship, in coming across, the boat was nearly filled by a heavy sea.
14. Whereabouts were you when you shipped this sea? About half a mile to leeward of the South Reef.
15. *By Captain Pockley:* How was the wind? About west south-west.
16. Did you see the light of the Sow and Pigs? We did not look.
17. Were you all pulling, or was one steering? At times we were all pulling; at other times there was one bailing and the others pulling; at other times we were shewing the lantern, so that vessels coming in or out might see us.
18. Was the boat that you were in as large and as good a boat as Captain Robson's? Not so large nor so good a boat in a sea way, but a lighter boat to pull in smooth water.
19. *By Captain Darley:* Was she tight? Yes.
20. *By Captain Browne:* Did the ship stay each time you speak of? Yes, she stayed, but was a very long time in stays, and we had to get our oars out each time to keep clear of the ship, she made so much stern way.
21. When you got to the light-ship what communication did you make to Captain Robson about the ship? I remained in the boat to make her fast; some of the men went on board, and what they said to Mr. Robson I do not know. I then went on board and went below, when, after being below for half an hour, a man came below and said that a vessel shewed a blue-light, and from its position he believed it to be the ship. Captain Robson then came to me, and directed me to go on shore and report to Mr. Gibson, who was on the look-out, to send to Sydney and get the "Washington." I then went on shore as quick as I could, and told Mr. Gibson that the ship, to the best of my belief, was in distress, and that Captain Robson had ordered me to come to him and tell him to send up for the steam-boat. I asked Captain Gibson if he would send his three men and himself come and steer the boat, and we would go back to the ship and see if we could render any assistance. We came down to the beach together, but Mr. Gibson said as it was blowing so hard, and the steamer alongside, he did not think we should do any good before daylight, as the ship would probably hold on till morning.

Harry King. 30 Oct., 1857.

22. How did you know that the ship was at anchor? We did not know she was, but we presumed she was, because of the lights we saw.
23. How did you know the steamer was there? By seeing the steamer's coloured lights.
24. Had the ship anchored before you left her? No.
25. Nor had any steam-boat made her appearance? The only steamer we saw was the one going out.
26. And you are quite sure Mr. Gibson said it was blowing too hard to go down to the ship? Yes; he said we could do no good before morning, especially as the steamer was there.
27. How many blue-lights did you see burnt? I saw neither blue-lights nor rockets burnt.
28. What were the orders Mr. Hawkes gave you before you left the ship? To get under shelter, and to come back as soon as the ship anchored.
29. You pulled straight for the light-ship? Yes
30. After daylight broke, what was done by yourself, or any of them? About daylight the steamer came up, and told us to take the boat down and try and take the men out of the ship, as they had no boat to take them out. We then went down as quickly as we could, but when we got down the ship was broken up to pieces.
31. Who went down? Captain Hyde, Jenkins, Robson, and ourselves.
32. *By Captain Darley:* Why did you pull to the light-ship? Because we could not remain out.
33. Could you have got into Watson's Bay? Yes, we could have got there more readily than to the light-ship.
34. *By Captain Deliotte:* How was the wind, exactly? West south-west.
35. What was the state of the tide? About slack water.
36. What time did you leave the ship? About eleven, I think.
37. Why did you go to the light-ship, in preference to Watson's Bay? We thought it would be more handy to get back to the ship from there.
38. Why did you not obey orders, and return to the ship when you found whereabouts the ship was? We did not think the boat was fit to go, nor the crew fit to go.
39. Did you tell Mr. Robson that? No.
40. Or that such were your orders? No.
41. Why did you not tell him your orders? I never spoke to Captain Robson at all myself. The other men were speaking with him; I never spoke to him.
42. You delivered, you say, your orders or message from Captain Robson to Mr. Gibson—what did he say? He said it was the best thing to do.
43. *By Captain Darley:* Is it the custom for pilot boats to leave the Pilot on board a ship? If the ship has a fair wind, we generally remain on board, but if she is likely to be long, we come on shore.
44. Was it blowing as hard when you left the light-ship as when you left the "Catherine Adamson"? Yes, harder.
45. *By the Senior Warden:* You have stated that neither the boat nor the crew were fit to go back—what was the reason the crew were unfit? The men were exhausted; they had been pulling all day.
46. Where was Mr. Gibson when you first saw him? I found him on the road coming from the look-out station to Watson's Bay.
47. Do you know what he was coming down for? Seeing three lights there, he did not know what they were. I believe he was coming down to ascertain why we were on shore.
48. Could he see you coming on shore? No, it was too dark.
49. Did you sail from the light-ship to Watson's Bay? No, pulled.
50. Do you know where Mr. Gibson went after you told him why you came on shore? He went, I believe, to the look-out.
51. *By Captain Darley:* Then no boat went from the shore to the ship from the time you landed until daylight? No.
52. What time did you land? I expect about half-past one.
53. *By Captain Pockley:* Had Captain Robson left for the ship before you left? No.
54. Was he preparing to leave? No; when we left he was not.
55. *By Captain Darley:* Did you take any pains after you got on shore to look where the ship was? Yes; I went with Captain Jenkins, and we thought from the lights that the steamer had her in tow.
56. *By Captain Pockley:* Where did you find Mr. Jenkins? He came down to the beach about three-quarters of an hour after I landed.
57. Where did you find Mr. Hyde? I never saw him during the night, until he went off in the morning.
58. What course did you take when you went down at daylight? We remained about three hours.
59. Did you pull along the coast? No; we went down to the Quarantine Ground, and landed people to walk round.
60. *By Captain Browne:* How much of the ship was left when you got down? There was none of the ship left, but there appeared to be a part of a mast standing.
61. *By Captain Pockley:* Was there any one searching the beach when you got there? Yes, there had been a good many persons there.
62. *By Captain Stuart:* Was the ship on the south or north side of the harbour when you left? On the south side.
63. How could you have left her on the third tack then? The ship had been in stays three times before I left.
64. *By Captain Browne:* Which way was she standing when you left? She was standing for the Quarantine Ground. What I mean is, we left her when she was about to haul in stays on the port tack.

James

James Duthie examined:—

Jas. Duthie. 30 Oct., 1857.

1. *By the Senior Warden:* You were Chief Officer of the late ship "Catherine Adamson?" Yes.
2. How long had you filled that capacity? This is the second voyage as Chief Mate; I have been in her from the time she was launched.
3. Have you passed the examination, and do you hold the several Certificates of Qualification? Yes.
4. At what time did you arrive off the Heads on the 23rd? About nine o'clock.
5. Did you make any signals? I fired off a rocket, and burnt a blue-light.
6. How long before the Pilot came on board? About twenty minutes or half an hour.
7. Was your signal answered? Yes, by a blue-light from the shore.
8. What sail was the ship under at the time the Pilot came on board? Double-reefed topsails, jib, spanker, and main-topmast staysail.
9. Had you been coming up under that sail, or, was it shortened in consequence of approaching the port? We had been coming up with the wind free, and another reef had been taken in the topsails to prepare the ship for entering the Heads, the canvas was hauled up to enable the Pilot to come on board.
10. Will you be good enough to relate the circumstances which took place after the Pilot took charge? I remember the first orders the Pilot gave were to make sail, to let fall the courses, which was done, the ship reaching then towards the shore on the port tack; she was then put about on the starboard tack, but did not come round in her usual way, on account, as I consider, that the ship was sailed too close to the wind; she was again put about from the starboard tack to the port, making stern way on every board; she was stayed again close to the North Shore, and put on the starboard tack; when trying to stay her close over on the South Reef she hung a long time in stays, and made a long stern board, on account of the mainyard not being hauled soon enough; however, she was got round, and reached away again on the port tack; she was tried again to stay, but a heavy squall struck her, and the courses were then hauled up; the lee fore-clew garnet unhooked, but the foresail was well hauled up with the buntlines and leechlines; she was tried again to stay without the courses; I believe the mainsail was set, and, as she missed stays, the anchors were let go—the small bower anchor 60 fathoms, and the best bower 45. I was ordered by the Pilot to clew up the fore topsail. I asked him if it would not be better to clew the after sails up first; he said, "Very well, do so." The sails were all clewed up and all stowed. Directly the hands came from aloft, I was ordered by the Captain to get the hawsers up, which was done in about twenty minutes, and stretched fore and aft the deck; immediately after the vessel anchored, we fired several rockets and burnt blue-lights as signals for a steamer, the ship being about her own length from the rocks; some of the rockets were burnt from the poop, and some from the forecastle; when we commenced clewing the canvas up, we could see a steamer's light ahead; after some time she came down close under our bows, and asked us if we wanted any assistance; Mr. Hawkes answered that we did, and wished him to go up to town and send the "Washington" down; I think it was then about a quarter of an hour before the steam-boat could get under the bows again; it was blowing fresh at this time. They sung out something again from the steamer,—I think it was, that if we wanted any assistance they would tow us, and Mr. Hawkes hailed, and told him "I am sure you could do us no good, not having power enough," but it was then tried to put the hawser on board; we first tried to throw a line from the ship's bow on to the stern of the steamer, but did not succeed in doing so, then I volunteered, with some of the other hands, to take the line on board by the ship's own gig; I then went aft and put her on the tackles from the skids, but afterwards I was hailed from forwards never to mind, as the pilot's boat was there; the pilot's boat got the heavy line on board the steam-boat three different times, and I paid out the first time 30 fathoms of the hawser, at a second time 40 fathoms, and at the last time about 86 fathoms, the end being seized round the foremast; it was about eleven inch hawser. After the 86 fathoms was out we hauled it back again on board the ship, then the sea had set in very heavy at that time, which was about between half-past three and four, causing the ship to roll very heavily, and to slew stern on to the rocks and strike aft; I was on the forecastle with all hands at that time when I heard the order given, I cannot tell by whom, to get the boat out, so I ordered the hands aft, and went myself to get the boats out; the gig was the first one lowered into the water, and several hands got into her—there was no order given for any particular hands to get in; she was hauled forward by myself and another hand to the fore rigging into smoother water, the stern of the ship being at that time in broken water; I was asked twice by the men, who, with myself, hauled her forward, to jump into her, but I did not, but went to the life-boat, when I found the Captain, with the crew, had got her capsized, and the tackles hooked on to her; after she was lowered down I got into her myself; in consequence of the broken water aft, the boat had to be hauled from the starboard waist of the ship, and was hauled forward by some one on board the ship; there were about half-a-dozen in the boat when I got in with the rowlocks; I could not say who were in, and who got in after I don't know; she was then adrift from the ship, but whether cut adrift, cast adrift, or broke adrift, I don't know; we proceeded on board the steam-boat, I was then taken below, in consequence of my hand being burnt by the last rocket, which burst in my hand, and which was fired at the time the boats were ordered to be got out. Before I left the ship, either the rudder or the stern post was pushed up through the deck, and the ship was striking heavily, and I could feel her distinctly grinding from one rock to another; after I went below it was half-an-hour before I came on deck again, during which time the steamer had been back to the ship, had been to Watson's Bay, and was on her way back to the ship again; I then went below, and during the time I was below, a second time after coming on deck again, Captain Stuart and nearly all the ship's hands that had been saved were on shore in the Quarantine Ground.

Jas. Duthie. 30 Oct., 1857.

11. *By the Senior Warden:* It has been stated in evidence that the ship was badly worked —was this the case? Yes, I consider she was, on every tack.
12. Do you mean that this was in consequence of the Pilot's want of skill or judgment, or the slackness of the crew? It could not have been the fault of the crew, they were good, and plenty of them, I can account for it very easily.
13. How do you account for it? Under the sail the ship then was, she would sail within five and a half points of the wind, but was kept all the time too close to the wind to gather way, and every time in staying her I consider the Pilot gave orders for hauling the main yard too late, which, of course, would make the ship have stern way on every board.
14. At the time the Pilot came on board did he appear collected? Yes; I saw nothing wrong with him.
15. At what time did you anchor? About twelve o'clock.
16. What was the state of the weather when you clewed your sails up? It was blowing hard, with thick drizzling weather.
17. What time elapsed after you anchored before the steam-boat came to you? About three quarters of an hour. The hands were all aloft furling the canvas.
18. As the ship was within her own length of the rocks, did you then think her in danger? No, we did not.
19. When the order was given to get out the boats, did you then consider her in danger? Yes, for she had struck very hard before that, and the sea was setting very heavily in.
20. Was any intimation given to the passengers that the officers and crew were about to leave the ship? I did not give any, nor am I aware that any was given. They were all mixed up amongst the crew about the deck.
21. What description of boat was the third left on the skids? The pinnace.
22. There was also a long-boat? Yes; her gripes were cut adrift by the Captain's orders, long before that, but no attempt made to get her, or the other boat, from the skids out.
23. Can you tell me how many persons went away in the gig? About six.
24. Was there any officer in her? No.
25. Who were they? Five of the crew and one passenger.
26. Could she have carried any more? She could in that weather have carried about twelve.
27. How long did she leave before the life-boat? About a quarter of an hour.
28. You have stated that at the time you went into the boat the ship shewed symptoms of breaking up. Did Captain Stuart, or the Pilot, give direction to the passengers to get into the life-boat? Not that I am aware of; every one had the same chance of getting in.
29. Did you consider that the ship ought at that time to have been abandoned? I consider that it was high time for every one to look after themselves.
30. How many persons went away in the life-boat? Fifteen, of whom two were passengers.
31. When Captain Stuart came into the boat, did he assume the command and give directions respecting her? I did not know that the Captain was in the boat, and took command myself. As soon as she was away from the ship's side, I ordered them all to hold their tongues.
32. Did you continue to command the boat until she got alongside the steamer? Yes, until I knew that the Captain was on board.
33. Could the boat have taken a greater number of persons from the ship than she had on board? I considered there were quite enough in the boat for lying alongside the ship, but when she was clear she might have carried a few more.
34. Was she at all injured when she reached the steamer? No, except that one of her thwarts was broken.
35. At what distance was the steamer from the ship at that time? I cannot say, but it took us about fifteen minutes to reach her.
36. If it had been so ordered, could the life-boat have returned to the ship? She could not have done so. I remember the sea striking and going clean over the ship.
37. Was there any confusion or disorder on board up to the time you left the ship? None in the least.
38. If proper exertion had been made after the ship struck, could one or other of the boats which were left behind have been got out, in addition to those which were launched? There was nothing to have prevented the rest of the crew from getting the pinnace out; she was quite as handy as the life-boat.
39. Was any person left behind capable of directing their exertions? There was the Boatswain and Second Mate, who had been as long in the ship as I had been.
40. If the object had been to convey a message to the steamer, notwithstanding the injury you had received, were you competent to take it? I was in too much pain from the state of my hand, so that I could do nothing.
41. *By Captain Browne:* You say that the ship did not stay handily under the Pilot; did she usually work well? Yes; she was a ship would do anything. I remarked to the Pilot, that if he would only haul his main yard a little sooner she would work like a top.
42. Had you any signal guns on board which you could have fired? We had one, all clear and loaded.
43. Do you know why it was not fired? I cannot say.
44. You say that you went aft and got the gig in the tackles—are you not in the habit of carrying any boats slung outside the ship? No; she would not carry them.
45. Do you think that if the boats, or two of them, had been hung from the quarters, that more might have been saved? I consider if they had been hung there, there might not have been saved——
46. Were any steps taken when the steamer was under the bows to be in readiness to slip? I was in readiness; all was clear, but I had received no orders to that effect.
47. Is it your particular duty to attend to the anchors and cables when the ship is about to bring up? It is; and I let them both go.
48. *By Captain Deloitte:* Could you have unshackled the chains at once? I could.

Jas. Duthie.
30 Oct., 1857.

49. Were they wood or iron pins? Wood.
50. *By Captain Browne:* Did the ship appear to ride easily at her anchors when they were first let go? She did.
51. And brought up? Yes.
52. Had you any idea what water you were in? Yes; I took a cast of the lead, and there was sixteen fathoms of water aft.
53. At the time you left the ship in the life-boat, was there any cry raised by the crew and passengers left to come and help them? I heard no particular cry; they seemed to be all confused.
54. What was the reason the hawser was not secured on board the steamer? I cannot say. I believe if the steamer had been brought to an anchor ahead of the vessel there would have been no difficulty in getting the hawsers on board.
55. And you believe that the boat had sufficient power to tow the ship off if the hawsers had been made perfectly fast? Yes.
56. *By Captain Darley:* You have said that the ship could not carry quarter-boats—why could she not do so? She was too low; we tried it last voyage.
57. Have you a poop? Yes.
58. When you hauled the gig alongside did you give the men in her orders to come on board and assist to get out the other boats? No; I had quite sufficient men for that on board.
59. How long have you been at sea? About eight years.
60. What certificate of competency do you get for first class certificate? Examination in both seamanship and navigation.
61. How long have you been an officer of a ship? About four years.
62. *By Captain Pockley:* Was the wind steady from the time you came in? It did not vary much.
63. Did it vary two points? No.
64. You don't think that the ship being kept in the wind was in consequence of the variable wind then? No; I constantly heard the Pilot calling out—"Luff, luff."
65. Are you aware whether there are any eddies with a west wind at the Heads? I am not aware.
66. Were the signals you made after you anchored answered, either from the light-ship or the Pilot Station? I did not see them.
67. Were you watching for answers then? I was on the forecastle-head, and should have seen signals, but I am not aware that they were answered.
68. Are you aware whether any one was looking out for them? I am not aware.
69. Do you think that the state of the weather would have allowed you to have seen them if they had been made? Yes.
70. When the ship struck, do you think if any of the cable were hauled in that she would have swung clear of the rocks? I do not think there was too much cable out.
71. Did you hear any suggestions made as to hauling in any of the cable? Yes; I heard the Captain, long before, suggest it.
72. *By Captain Darley:* Would a ship's length have kept you clear of the rocks? Undoubtedly.
73. *By Captain Pockley:* Are you aware why the cable was not hauled in? I am not.
74. Do you know if the Pilot was amongst those who were assisting the Captain in getting the life-boat out? No, he was not.
75. Did you hear the Pilot express any wish to be allowed to get into the boats? No.
76. Did you hear him advise any one not to leave the ship? No.
77. Do you think when the ship missed stays there would have been room to round her? Not by a long way.
78. Do you think the pilot's boat could have rendered more assistance than your own boats in taking men out of the ship? After the ship struck they could have taken men out of the ship, but were not so well adapted as the ship's life-boat or pinnace for that work, though more so than the gig.
79. *By Captain Darley:* If you had hoisted the pinnace over the side do you think the rest of the crew would have left the ship? I dare say they would if I had told them to do so.
80. Were any steps taken to get the pinnace out? I did not see any.
81. *By Captain Pockley:* Were the masts standing when you left the ship? Yes.
82. Were you prepared to cut them away in case of emergency? Why, we could easily have got the carpenter's axe.
83. *By Captain Stuart:* Did you hear the orders given for all hands to lay aft and get the boats out? Yes; and I repeated them myself.
84. Were a great many of the hands, while we were getting the life-boat out, on the forecastle-head, and would not come to assist us, calling out to the steamer? Yes; they were standing with the Pilot.
85. When the life-boat was over the side did you hear me call out to the people to jump into her? I did not hear any one call out to jump into her.
86. Did you hear me call out to yourself to bear a hand back with the boat, as I did not intend leaving in that boat at that time? I did not hear you call out, but I was confident you did not intend to leave her
87. After being in the life-boat, did you hear me, from the stern of the boat, ask several times for an oar to steer her? Yes, I did; and it was then I knew that you were in her.
88. Who hailed you from the forecastle-head, to say the pilot-boat was coming? It was either you or the Pilot.
89. Did you not think, when the ship slewed round and struck the rocks that the pilot-boat was near us? I did not think that she had gone away.
90. Did you hear the Pilot call out for the pilot-boat after the ship had slewed round?
91. When the Pilot came on board did he set the courses? He did.

Jas. Duthie. 30 Oct., 1857.

92. By singling the braces and sheets do you consider the ship worked more handily? Yes; it was done for that purpose before the Pilot came on board.

93. Were the tackles all ready for getting the boats out? They were all ready weeks before.

94. Were you any distance from the ship before the oars were put out from the life-boat? I should say about a couple of minutes drift from her before they were put out.

95. Was the boat shoved off from the ship? She was not shoved off from the ship by hand or oar.

96. Was any one prevented getting into the boat? No.

Mr. George Wilson examined:—

Mr. G. Wilson. 30 Oct., 1857.

1. *By the Senior Warden:* You are a passenger by the "Catherine Adamson"? Yes.

2. Were you on deck at the time the Pilot came on board? Yes, on the poop.

3. Did you continue on deck from that time until you quitted in the boat? No; I was in the cabin occasionally.

4. Will you state what came under your own personal observation after the Pilot came on board, and until leaving the vessel? When the Pilot came on board he asked the Captain if the ship would work under that canvas. He said, "I think she will." He then called upon the men to brace up the yards, and said, "set the mizen"—the Captain said it was set. We stood over then towards the Inner North Head, and went in that direction, and then tacked—the Pilot was grumbling with the men. He said, "If you don't work better, I must "put out to sea again for the night." He asked what sort of men they were, and some one said they were very good men. She then stood towards the South Head, and there they had a difficult job to get her round; she had stern way on her. I thought myself she would have gone on the South Reef. On the next tack, from the north side, she missed stays; there was great noise on deck, and the Pilot said "Fill on her, and try her again." They tried her again, and she again missed, and was drifting towards the shore. The first thing I heard was "cockbill the anchor" Immediately—about a minute afterwards—the word was "let go," and it went instantly—it might be two minutes; the second anchor was ordered to be let go, and was let go the same moment. I looked over the side and I saw the North Head right over me, and the ship close to the rocks. I knew the place so well; I had been often there before fishing. I told several on board that we certainly should go on shore—it was impossible to get the ship off unless a steamer were there to take us. There was no steamer at this time. The men were employed, immediately after the ship came to an anchor, in furling the sails, &c. We had not been there long before the steamer "Williams" came in. I think she must have come before the men had finished furling sails. They hailed us, and asked us what ship we were, which was answered. He asked if we wanted any assistance. The answer was, "Go to Sydney and send the "Washington"—the Pilot saying the "Williams" was not strong enough to take us. They said, "This is the "Williams," send us "a warp and we can tow you up." The answer was, "We have no boat—go to Sydney and send "the "Washington." I was speaking to some of the men respecting the situation we were placed in; I told them if the steamer left us it would be a bad job, for we should surely go on shore, and would be wrecked. The men said that if the steamer left us they would take the boats, and leave the ship. I met the Captain on deck, and told him what the men had said, and he said they dared not do so. I told him they would, and asked him why he did not get up a warp, send it to the steamer, and get a strain upon the ship, and, if the steamer could move her, to slip the chains and go. He said he would not slip the chains; he would weigh the anchors. He went forwards from me, and orders were given to get a warp. One of the men came to me and asked me for my lantern to shew a light, as the warp was down in the lower forecastle. They were a long time getting it up. I thought they were nearly three hours doing it. The next thing I saw or heard was the boat taking a line to the steamer. I soon afterwards heard them singing out, "Pull in, the line is broke." The Captain came to me and said he had been in the mizen-top, and that we were further from the shore than I thought. The next I saw was the Pilot going on board the steamer, which lay abreast of us, I suppose with the warp. A few minutes after the boat left the steamer I heard them cry "Pull in your warp." The sea then began to roll in, the wind having changed, and the ship rolled very heavily; I saw that the ship was going on shore. Mr. Shaw came and asked me what I meant to do; I said, "I shall either go in a boat as soon as possible, or I shall swim to "the steamer." He said, "I should not like to go and leave these poor fellows behind to perish." I said that was nothing to do with you, it is now every man for himself. At this time every one was bustling to get the boats out, or to do something. I went on to the poop, and found the Chief Officer and two of the men working at the gig to get her over the side. I asked what they were going to do. They said to get the boats out, and high time too. I helped them to get the boat out—the Mate left to go somewhere else forward. The boat was lowered, and I went down immediately afterwards, by a line, into the boat. There was some calling out for the rowlocks of the boat; we did not get them; but the drawbacks swept the boat away from the ship. We then made the best of our way to the steamer. I believe there were six more men in the boat with myself. The ship had struck three times before I left her. I saw no more of the ship until I got on board the steamer, which was about 200 yards from the ship, to which we paddled. The whole of the men jumped out of the boat, and I, having been lamed by a man jumping on me from the ship, had to crawl out the best way I could. There was no water in the boat, any more than a little spray. I was sitting on the steamer's deck until I heard the cry of "another boat coming." I sat there until all hands had left the boat. I looked over and saw the boat alongside the steamer. I don't know if she was fast or not. I then went below and got my boot and stocking off, and a man tied my leg up.

Mr. G. Wilson. 30 Oct., 1857.

5. *By the Senior Warden:* Was the weather such as to admit of the return of the gig to the ship, had she been sent? Yes. I myself could, and would have gone in her, had I not been lamed.
6. Do you know what became of her? I don't know; but I heard her crushing under the steps, and heard she afterwards floated away.
7. When the second boat came, was the weather such as to admit of her returning to the ship? The boat might have gone, but the sea was breaking very heavily over the vessel.
8. Could more men have gone in the boat in which you were? Yes.
9. Could more men have gone in the second boat? I think the whole of them might have gone in her.
10. Were any directions given to yourself or the seamen to go into the other boat? No, I heard none; I went of my own accord.
11. When the "Williams" was hailing you, was it the Captain or Pilot who answered? I think it was the Pilot.
12. Did you hear anything said respecting salvage? Yes, from one of the passengers, Mr. Blair.
13. Did the Pilot appear collected when he came on board? Yes, but appeared confused afterwards when the ship refused stays.
14. At the time you left the ship, if immediate steps had been taken would there have been any difficulty in getting out another boat besides the life-boat? I think another boat might have been got out if they had worked together—there were plenty of men.
15. *By Captain Browne:* Did it strike you, Mr. Wilson, that the ship was kept too close to the wind, after the Pilot came on board? Yes; I thought she was kept too close to the wind. The Pilot said it was flood tide; but when we anchored it was running out strong.
16. Did Captain Stuart seem collected? Yes; he passed the orders the Pilot gave.
17. Did the gale freshen very suddenly about the time you left the ship? Yes, very suddenly; the sea set in very heavily.
18. Did you hear the Pilot any time express an opinion as to the chance of the ship being lost? I heard the Pilot and Captain both say the ship was safe.
19. How long might it have been before the steamer came down to the vessel before attempts were made to pass a warp on board? It was about half an-hour after the steamer came that I spoke to the Captain about getting a warp up, and he immediately gave the order; a considerable time elapsed, which appeared to me to be three hours, in getting the warp up.
20. Do you know what became of the life-boat when she got along side the steamer? I heard she drifted away.
21. Did the steamer after that go down to the ship to render assistance? No; she steamed to Watson's Bay.
22. Was the deck much lumbered? There were a number of horse-boxes, &c., on deck, but there was plenty of room for working the ship.
23. *By Captain Darley:* You heard them complaining of the ship working badly? Yes; I heard the Pilot complain.
24. Did the Captain offer to work the ship himself then? No.
25. *By Captain Stuart:* Do you think the men worked to the best of their ability? I know they did, for they were determined to get in if possible.
26. Did you hear me say to the Pilot, after making the first tack, that I thought he had better go to sea for the night? I heard you say something, and I believe those were the words.
27. When you suggested to me about getting a warp out, did I seem to make any objection? Not the least.
28. You never heard me refuse the services of a steamer? I never heard you say anything, but the Pilot said, "Go to Sydney and get the "Washington."

Francis Sheares examined:—

F. Sheares. 30 Oct., 1857.

1. *By the Senior Warden:* You were second Steward of the "Catherine Adamson"? Yes.
2. Have you been examined at the inquest? Yes.
3. Do you remember the Pilot coming on board? I did not see him; I was just turning in.
4. When did you get up again? Not until half-past one, when the Steward called me to weigh anchor, as the "Williams" steamer was alongside, and going to tow us up to Sydney; I got up and went forward and found them busy getting the line on board the steamer.
5. Have you been long at sea? About four years.
6. Did you hear the order given to get out the boats? No.
7. Did you assist in getting out the boats? Yes.
8. When did you leave the ship? A little after four o'clock.
9. In which boat? The life-boat.
10. Was there room in her for more than were in her? Yes, there was room for more in the stern sheets, but I don't know how many more.
11. Did you go into the boat by order of any one? No; they asked me for a cork and a plug, and I went and got them, and some spike nails, and a hammer to drive them into the gunwale of the boat for rowlocks.
12. Was the life-boat uninjured when she reached the steamer? Yes; she was perfectly safe then.
13. Do you know why no more men got into the boat? I do not know, but I heard the Captain say that he was going to ask the Captain of the steamer to come nearer.
14. What became of the boat when you got alongside? She was left adrift; when I saw that I got into her from the quarter-boat of the steamer, and made her fast, and hauled her astern, when one of the steamer's crew helped me out.

F. Sheares. 30 Oct., 1857.

15. At that time the boat was perfectly safe? Yes.
16. What became of her after that? I cannot say.
17. Had the Pilot anything to drink after he came on board? Nothing to my knowledge.
18. Did you see him at any time during that night? Yes, I saw him on the forecastle when we were trying to get the hawser on board the "Williams," and I heard the Captain suggest our hauling in some chain, but the Pilot said—"No; that can be done at any time—"get the hawser out."
19. Did you hear how the life-boat got adrift from the ship's bows? No, I did not.
20. Did you hear any people on the forecastle head crying to you to save them when you left the ship? I did not hear them.
21. Did you consider there was any immediate danger at the time you got into the life-boat? At that time I did; she bumped very hard indeed.
22. *By Captain Stuart:* Was any one prevented from getting into the boat alongside the ship? No.
23. When you heard me say I would go to the steamer and try and make her come nearer, do you know whether it was to the people in the ship or in the boat? To the people in the ship.
24. When I went on board the steamer, did she make any attempt to near the ship? I went into the cabin, but I do not think she went nearer.
25. Are you sure that the life-boat was not made fast to the steamer at first, and broke adrift? I am not sure.
26. How could the people get out of her if she was not fast? They were all clinging to ropes around the vessel.

MONDAY, 2 NOVEMBER, 1857.

Present:—

CAPT. J. LAMB, R.N., SENIOR WARDEN.

H. H. BROWNE, ESQ. | B. DARLEY, ESQ.

R. F. POCKLEY, ESQ.

Henry Creer was called in and examined, as follows:—

Henry Creer. 2 Nov., 1857.

1. *By the Senior Warden:* You command the steamer "Williams"? I command the steamer "Williams."
2. You came into port on the night of the 23rd? On the night of the 23rd, about 11·40 p.m.
3. What was the weather at that time? A heavy squall from the south-west, with much rain.
4. Did you see any signals from any ship on entering? A blue-light on her starboard beam, immediately after entering.
5. That was exhibited by the ship "Catherine Adamson"? So I found out afterwards. I supposed her to be in distress, or to require assistance, and I immediately ordered my helm to be put to port, and stood in to the vessel.
6. Will you state the occurrences as they took place from that time? After getting within hearing distance, I hailed them, and asked if they required any assistance, and I was requested to go to Sydney and to forward the "Washington" steamer down, which I refused to do, knowing the "Williams" to be possessed of greater power than the "Washington." I then said if they forwarded me a hawser on board I would tow them out of that. Shortly after, a boat made her appearance—one of the pilot boats, as I learned afterwards—and by her assistance a hawser was passed on board the steamer.
7. *By Captain Browne:* I think you are travelling rather too fast, are you not. As you now state the circumstances, it appears that immediately after you hailed the "Catherine Adamson" the pilot boat appeared, and the warp was passed on board—What length of time elapsed before the warp was passed on board? The crew were employed furling sails when I came alongside the ship within hearing distance. They hailed me, and asked me what steamer it was. I told them it was the "Williams," from the Hunter. Some one made answer, and said I had not sufficient power to tow her. I said I had quite sufficient power to tow her if they passed a rope on board. A deal of time was lost, because a steamer was coming down the harbour at the time, and it was thought she was the "Washington." It must have been an hour and a-half before the rope was passed on board the steamer, but they were making an attempt before that to get a hawser on board.
8. To get a line to you? By the assistance of this boat that came down after.
9. *By the Senior Warden:* The pilot boat? I supposed it to be so at the time, and I have learned since that it was the pilot boat. It was a lead-line that was passed on board the steamer, and to this a hawser was attached.
10. Did you succeed in getting the hawser on board? Whilst we were in the act of hauling the hawser on board the lead-line parted. We succeeded a second time, by means of the boat, in getting the end of the hawser.
11. What occurred then? While we were in the act of hauling in the hawser, and when we had got about two feet of it over the steamer's taffrail, but could not get sufficient to make it fast, although I had about fifteen men pulling on at the time, the wind caught the steamer on her starboard bow, and brought her beam on towards the sea, with her head on to the cliffs. I was therefore obliged to slip the hawser to enable me to get my ship head to wind again. The boat had let go while we were in the act of hauling in the hawser. When we were obliged to slip the hawser, finding the boat was rowing away (the pilot's boat) I sent my Chief Officer forward on the topgallant forecastle to hail her to return, but they did

Henry Greer. 2 Nov., 1857.

did not hear him. I then made a third attempt to get the steamer as close to the ship as possible, by backing her close up to the ship's bow, hoping by this third attempt to get the hawser on board, but we did not succeed in getting it. We were very close under the ship's bow, so much so, that the Second Officer ran from the wheel, thinking he should be struck by the bowsprit as the vessel was riding in the surf. Shortly after, a small boat with some of the crew came aboard.

12. About what hour was this? I suppose about half-past two in the morning. On coming alongside of the steamer, the people immediately jumped out of her, and the boat went adrift, or rather she swamped under the steamer's quarter as they were getting out. We hauled some of the men out of the water. We kept the steamer as close to the ship as possible, beam end to the wind, to enable any boat that might leave the ship to come under the steamer's lee. The second boat then came alongside, and after coming alongside the steamer they immediately jumped out of the boat. A small rope was then made fast to the life-boat from the steamer, but I thought it was not sufficient to hold her; one of my own men then jumped into her and made a second rope fast to her. During this time they were coming on board the steamer; the steamer drifted close on to the rocks. Whilst they were getting out of the boat I sung out to them, "For God's sake bear a hand, or we shall get on shore our-"selves." I was therefore obliged to steam stern on to the sea, as I had not sufficient room to go ahead. Whilst in the act of going astern, the rope broke that the boat was made fast with; the engines were immediately stopped, so that the boat might not get smashed underneath the wheels; however, the sea carried her underneath the wheels, and she swamped and drifted right on the rocks. Finding that my own crew, previous to this, had refused to go into the boats, nor would they, after they had lost the life-boat, go into any boat belonging to the steamer, I consulted Captain Stuart as to what was the best to be done. Seeing some of the ship's crew on the rigging, and the remainder on the top-gallant forecastle, we deemed it prudent to steam into Watson's Bay, and to try to procure some of the pilot boats. On getting into Watson's Bay with my steamer, I rang the bell and blew the steam-whistle to rouse them up. Shortly after this we saw a pilot-boat put away from the light-ship, and stand away towards the steamer.

13. *By Captain Browne:* Was it daylight at this time? It was daylight—about half-past four o'clock. Finding that no person made a stir on the beach, I lowered my own boat and sent my Second Officer on shore. Whilst they were rowing on shore, we saw them coming down towards the boats; two of the pilots boats then came off, and we took the Pilots in and proceeded to the wreck. We found the ship was gone, and only part of the forecastle could be seen rising out of the surf now and again. I sent my Chief Officer aloft to see if he could discern any of the crew floating about on the spars; he answered and said he could not. We then thought it best to steam into Spring Cove and bring the steamer to an anchor, and we thought that by landing in the Quarantine Ground we could get round the cliffs, and might see some of the people; but we could find no one alive—all were dead; one body was taken out of the water before I left with the steamer. We then steamed on to the Company's wharf at half-past seven. I should have said, that immediately after coming alongside the ship, between the Heads, I called my Chief Officer and requested him to lower my boats down to go on board and see what we could do on board the ship, as there was rather too much sea on to go near her in the steamer, and she was lying in an awkward position. He went forward to do as I had directed him, and the men said, if they lowered the boat they would not go in her.

14. *By the Senior Warden:* At the time you first went near the ship, did you consider her in danger? I did.

15. When the pilot boat went away, was the sea very high? Not so very high as to prevent any boat living in it at that time.

16. Had the sea moderated then from the time you came in? The sea was gradually increasing.

17. If the sea was not so high as to prevent a ship living in it, and the pilot boat were away, do you think your crew were justified in refusing? I think it was quite safe enough to lower a boat, for I never think of sending a person where I would be frightened to go myself. I thought it quite safe when I first came in with the ship, but the crew did not.

18. At the time the life-boat from the vessel came alongside—the second boat—did you think there would have been any difficulty in her returning if she had been immediately manned and despatched? Well, when she did come, I thought she would never have reached the ship, the surf was breaking a ship's length outside of the ship at the time.

19. There was broken water? Broken water. It would have been running a great risk to have gone back to the ship.

20. If the third boat had been got out from the ship, do you think she would have been able to have reached the steamer? She must have been a very good boat—as good as the life-boat—if she succeeded in reaching it. The sea rose very fast before the life-boat was got out of the ship.

21. Could the life-boat and the small boat have brought off more people do you think? I cannot say; the night was so dark that I could not see what the boats' capabilities were

22. Had the ship begun to break up at the time you left her for Watson's Bay? The whole ship was nearly under water; her fore and mainmast were standing. The Captain thought she would hold on for an hour or two longer, and in the meantime we thought we could procure whale-boats. We thought that by getting the steamer a-head the ship would be able to slacken a line away to the steamer.

23. At the time you got the boats at Watson's Bay, and had taken them over, had the weather moderated? No; it still blew hard. The wind was about south in the morning, and a fearful sea was coming in.

24. The boats you had in tow? Yes; I had the Pilots' boats in tow when I returned to the wreck.

Henry Creer. 2 Nov., 1857.

25. Did they take in much water? No, they did not, going down; the steamer runs very fast before the sea—it is not like a boat going head to the sea.
26. If it had been known to the vessel in Spring Cove that a vessel was in danger where the "Catherine Adamson" was anchored, could boats have got out from thence to her? Yes, when I first arrived, quite easily, running no risk whatever at that time of night.
27. But, as the gale and sea increased, do you think they would have been able to have got to her? Not from Spring Cove.
28. *By Captain Browne:* Do you think when Mr. Robson's boat left the ship, at the time you have spoken of having hailed her, there was any absolute necessity, on the score of danger, for that boat to desert the vessel? I do not know how long the boat's crew had been out; whether they were in good working order, or how they might have been fatigued. If they were in good working order there was no necessity for their leaving the ship.
29. If they had remained alongside would they not have been able to have saved more lives, when it was found to be absolutely impossible to get the warp on board? I think so myself.
30. If a warp had been got out to your vessel immediately after you came down to the ship, could it have been done with considerable ease? It could at that time.
31. How long do you think elapsed before that was attempted? We were at the ship an hour and a-half before we succeeded in getting the end of the line.
32. Would it have been impossible for you to have anchored your vessel at the head of the "Catherine Adamson" before you attempted to get the warp? Immediately when I came in I ordered my men to haul up a hundred fathoms of cable, but finding the sea increase, and the wind from south-west, I knew that the steamer would be beam on to the surf, and I should run the risk of getting the steamer thrown.
33. When you first saw the ship lying parallel with the rocks she was more tide-rode than wind-rode? I think she was more wind-rode. The wind was blowing very fresh from the south-west, but when the sea increased the sea had more power on her than the wind.
34. Whose voice did you hear in answer to your hails? I do not know, I am sure; I am not acquainted with any of the Pilots.
35. You were distinctly told to go for the "Washington"? Yes.
36. Do you believe that that was under the impression that they fancied your vessel was not of sufficient power? I believe that was the impression.
37. Have you any doubt in your own mind that if the hawser had been got on board you would have been able to save the vessel? I have every reason to believe I could have saved the vessel if I had got the end of the hawser fast; I would even have attempted to have towed her ahead with both anchors down if I had got the hawser fast; I know the "Williams" has sufficient power to tear the bows out of a ship if there was occasion for it and the hawser would hold.
38. What boats is your vessel supplied with? Two life-boats and a pinnace.
39. Were both these boats on board your vessel on the night in question? No; I rather unfortunately, as is rather frequently the case at that wharf, smashed one of my boats at the Newcastle wharf the trip previously.
40. Then you had only one life-boat on board? One life-boat and a pinnace.
41. One was smashed? Yes, one was smashed on the previous passage, and she was then under the carpenter's hands, but she was all ready when we came back.
42. Was the life-boat left behind in good order and serviceable—the one you had on your davits? Yes.
43. In safe and proper order to be employed that night? There is no difference in the life-boats; one is the same as the other.
44. Was the boat with you in a proper and efficient state to have been employed if the crew would have gone in her? It was; the one I had in the steamer was just as efficient to have been lowered if the crew would have gone in her, which they refused to do.
45. What took place between the Captain of the "Catherine Adamson" and yourself, when he came on board in the life-boat—it is stated to us that he went to you on the paddle-box or bridge? Yes, he did, and asked me to go a little nearer to the vessel.
46 With a view to what? With a view of endeavouring to obtain the end of a hawser, I suppose.
47. You think with the view of getting hold of the hawser again? Yes.
48. At this time, you say, the water was breaking full a ship's length outside the vessel? Yes.
49. Was the sea breaking over her at all? Yes, it was; it must have been at that time.
50. Over the fore part or the after part of the vessel? It was a little before daylight, and we could not see whether the sea was breaking over her or not, the night was so vary dark.
51. You tried to go nearer the vessel, did you? I did.
52. Did Captain Stuart say anything to you about the crew getting out the other boat, and that you might be able to pick her up if she went closer? No, I do not remember.
53. You do not remember anything of the kind? No.
54. Did none of the crew of the "Catherine Adamson" volunteer to go back to save the lives of their shipmates? The crew was on the deck of the steamer, and I was on the bridge, so that I do not know.
55. When you attempted to lower the boat, did you not go down for the purpose of giving your orders? No; I did not leave the bridge.
56. Then you only know of the refusal of your men from what the Mate told you? Yes.
57. You gave orders to lower the boat, and the Mate informed you that the men would not go in her? Yes.
58. Do you know what transpired at all after your Second Mate landed at Watson's Bay, to ask assistance from the Pilots? The Chief Officer reported to me that some improper expression had used by one of the Pilots to a man in the boat.

Henry Creer.
Captain 2 Nov., 1857.

59. Who is the man? I do not know his name, but he is on board.
60. Can you send him up to be examined? I will do so.
61. Do you know the names of the Pilots who came on board in their boats? Jenkins was one; it was Mr. Robson came from the light-ship.
62. That is the same boat that was alongside carrying the line? Yes.
63. Do you know the numbers of the boats you were towing astern? No.
64. Captain Jenkins was one of the Pilots that came from the beach? Yes; so I heard.
65. *By the Senior Warden:* Was Mr. Gibson one? I suppose Gibson would be the other Pilot.
66. There were only two Pilots? Yes; two from the bay.
67. *By Captain Browne:* Did you hear any orders given after the life-boat came alongside to make her properly fast, with a view of returning, and saving the lives of the people on board the "Catherine Adamson"? I did not hear any one cry out to make her fast, but one of my own crew jumped in to do so; I suppose he was ordered.
68. I understood you to say that when you backed astern to clear the vessel of the rocks, the boat got under the paddle-wheel? The rope broke, and the engines were stopped. When I saw that the rope was broken, I immediately called out to stop her, and she was stopped immediately, when a sea came and lifted the vessel, and swept her under the sponsons immediately.
69. When you left the "Catherine Adamson" to go into Watson's Bay, did you believe that any further attempt to save the lives of any of the people left on board, without more assistance from the boats, would be fruitless? I did.
70. You thought there was no chance? No chance whatever.
71. At that time, were the crew making any demonstrations from the forecastle of the ship to be taken on board the steamer? No.
72. Did you think the people on board the "Catherine Adamson," from the very first, seemed to realize their extremely dangerous position? I do not think they did.
73 They did not anticipate the result that took place? No.
74. But, from the very first, you considered her to be in great danger? Yes; because I had found the sea to be increasing during my passage from Newcastle, and the wind was from the south-east
75. *By Mr. Deloitte:* What was the size of the warp you had on board? Eleven inches, I have heard since.
76. How would you have made it fast then? Round my main-mast.
77. Do you think you had sufficient power to tow her? Yes. The main-mast was stepped in the between decks, and set in an iron box; there was no room for it to work, as there is in a sailing vessel generally.
78. Was the line used of a sufficient size to haul the warp in? I think it was sufficient, if it were a new lead-line in good condition, as it would be likely to be on board a ship like the "Catherine Adamson.
79. You think it was sufficient? I think it was to have hauled the hawser in if it had been all clear.
80. When you asked the question did they want assistance, did they say they did, or did they simply say "Go for the Washington"? They did not; they simply said, "Go for the "Washington."
81. You say you left the ship to go for further assistance; do you believe whale-boats would be more efficient than life-boats? I think they would have been; seeing that my men refused to go, I had no other resource.
82. Neither your own crew nor any that were saved volunteered? No. I told Captain Stuart that there were boats all ready, if he could get either the steamer's or his own crew to go into them.
83. Then the only advantage you obtained by the delay in going over to Watson's Bay, as far the boats were concerned, was in the difference of the men; that is, you obtained men who were willing to go, because you say the whale-boats were no better for the service than your own life-boat? My own life-boat would have lived in the sea as well as the whale-boats.
84. Then the only advantage would have been in getting other men? When I found that my own crew refused to go into the boat, I had no other resource but to try to obtain other boats.
85. It was not boats you wanted—it was only men you wanted to go in the boat? Yes; my own crew refused to go in the boat, and I found there was no other resource.
86. *By the Senior Warden:* Your own crew refused, and you have stated that you suggested to Captain Stuart to employ the men of the "Catherine Adamson," who were saved? Yes, to see if he could get any of his own crew, or of the crew of the steamer, to volunteer.
87. *By Captain Darley:* What time elapsed between your first hailing of the ship and the first boat coming on board? I suppose it was two hours before the first boat came.
88. Are you aware how that boat got on board? By means of some of the thwarts. I have heard since they paddled her to windward, and I kept the ship beam on the wind, to enable the boat to come under the steamer's lee.
89. From your own knowledge, do you suppose that four men could paddle a boat through a heavy sea in any moderate breeze? The back send off the rocks would drive the boat a long way, and we kept as close in as we could.
90. During these two hours, if you had anchored the steamer ahead, do you not think you could have got hauling lines on board and passed boats? I did not think it prudent to let go the anchor; I thought the vessel would only jerk herself on the rocks, the wind would have affected her very much, and that she would have been sure to drift even with the anchor down; besides, the water is very deep there, and it would have taken a long time to get the anchor. I had passengers on board, and a deal of stock, and it would have been running too much risk to the steamer and the lives of the people on board.

Henry Creer. 2 Nov., 1857.

91. You did not yourself ask the men to go on board? I called to the Chief Mate from the bridge.

92. Did you ask the crew yourself? I called out, "Will none of you go on board, lads?" These are the words I used several times.

93. *By Captain Stuart:* After the sails were furled, was there any unnecessary time lost in attempting to get the warp? I do not suppose there was any attempt to pass the warp on board the steamer until the pilot boat came.

94. Were there not several attempts made to heave a line? I rather think it was after that we attempted to get the warp by means of a line, for one of our own crew said it was two notions whether it was dropped from the jib-boom end or from the quarter deck.

95. Were you not stern on to the ship's port side, broadside to the wind, and astern of the ship? I was; she drifted in that direction.

96. Before you slipped the warp? Yes; I was obliged to do so, to enable me to get round head to the wind.

97. Could you have slewed the steamer's head to the wind if you had got the warp fast? I could not; there was too much time lost in trying to obtain the end of the hawser to make it fast to the steamer.

98. Do you remember my asking you on the bridge, in the presence of one of my men, if you had a boat you could lend us? I do.

99. Did you not say that your own crew had refused to go in her, and that being rather small, you did not think she could live in such a sea? I do not remember making use of such words as that she was rather small.

100. Do you think she could have lived in the surf? My own boat?

101. Yes? Not at that time; she could have lived in the surf, but could not have gone close to the ship.

102. This was when I first went on the bridge. The first thing I asked you was to steam close to the ship? It was.

103. This was before my life-boat was lost? The life-boat was lost instantly it came along side. I was just steaming astern. I said "For God's sake get out of the boat as fast as "you can, or I shall have my own vessel ashore."

104. Do not you remember one of my men—my second steward—jumped into the boat before your man jumped in? There was, I think, a man who jumped in before the steamer's man got in, to make her fast.

105. You are quite sure she was made fast? I am quite sure. I also called out to pass the boat to the steamer's quarter, to enable the steamer to go astern, so that she should not go under the wheel.

106. *By Captain Darley:* Were you ahead of the ship when the life-boat got along side the steamer? The wind was south-west; the steamer was in a south-east direction, but was drifting to the north-east.

107. If there had been any disposition on the part of either crew to have returned to the ship, would there have been any necessity for making the life-boat fast? Everybody apparently jumped out of the life-boat as soon as she came along side.

108. I ask whether there would have been any necessity to have made the boat fast if there had been any disposition on the part of either crew to have returned to the vessel? There was no person left in the boat to keep her from the steamer's side, and the sea was running very greatly; it was a nasty position.

109. *By the Senior Warden:* Was the boat that first came to you capable of running out a line? I could not judge of her capabilities, it being so dark, and immediately on coming alongside she swamped.

110. *By Captain Darley:* Do you mean that she swamped by getting under the paddles? No; my gangway ladders were lowered down.

111. She did not swamp from the effects of the sea? No. I suppose every person made a jump at once to get on board the steamer, and there were ropes hove from the steamer to her, but they never attempted to make her fast.

112. *By Captain Stuart:* If our life-boat had intended to return to the ship, would it not have been necessary to have made her fast to allow seventeen hands to get out of her? I would have held the boat alongside by means of a couple of men holding on to a rope, and not by making her fast. There was quite sufficient sea running to break a rope.

113. If the boat had intended to return back, and you had complied with my request to steam nearer the ship, would it not have been necessary for the men to have come out of the boat for a short time? I think it would have been prudent to have left some men in the boat, to have kept her off the steamer's side, as far as possible.

114. You saw that was dangerous? I saw it was dangerous to make a boat fast alongside the steamer.

115. *By Mr. Deloitte:* Supposing you had complied with the request made to you just before twelve o'clock—had come up to town, and ordered the "Washington" down—what would have been the result, in your opinion? The result would have been, that time would have been lost in procuring the crew belonging to the "Washington," and it would have been four o'clock in the morning before she could have got down. I, therefore, thought it best to remain, in order that, if I could do nothing else, I might save some lives. There must have been some delay in getting the steam up if I had gone for the "Washington."

116. What would have been the result? The result would have been that every soul would have been lost. I saw the danger, and had not the least intention of going for the "Washington," but fully resolved to remain by the ship. I was bent on doing it. There was a steamer passed whilst we were lying by the ship. I do not know what it was, but she went to the southward, I believe. There were signals put up at the time.

Henry

Henry Gibson, Pilot, was called in and examined, as follows:—

H. Gibson. 2 Nov., 1857.

1. *By the Senior Warden:* On the night of the 23rd were you stationed at the flagstaff? Yes.
2. Did you see any signal made of a ship approaching? Yes. I was there with Captain Hawkes in the early part of the night. About five minutes to nine I saw the signal made.
3. Mr. Hawkes then went off? Yes.
4. And you then became the next Pilot on duty? Yes, and I remained there all night.
5. Did you see any other signals made afterwards? None at all.
6. Did you see any blue-lights or rockets? No I did not.
7. Not at any time during the night? I did not see any blue-light or rocket during the night.
8. Did you see the ship anchor? No.
9. Was it possible to see the ship at anchor where you were? It was possible to have seen it if it had been daylight. I could have seen a ship anchored in that position.
10. What was the first intelligence you received that the "Catherine Adamson" was in danger; or did you receive any? Yes.
11. Did you receive any communication? Yes.
12. At what time? I think it must have been two o'clock, or half-past two, I could not exactly say.
13. From whom? From Captain Hawkes' man.
14. From his Coxswain? Yes.
15. Please state what he informed you? I could tell you in a straightforward manner, because there were steps taken preparatory to that.
16. Will you be good enough to state the circumstances as they occurred? About five minutes to nine the first signal from a vessel was seen and answered; it turned out to be the "Catherine Adamson," and about ten minutes to nine, as nearly as I can recollect, Captain Hawkes left the Signal Station to proceed to her. A short time after he left, I saw a vessel pass the flagstaff, under small sail—double-reefed topsails, I suppose—and she stood away in between the Heads; and from that time we knew nothing more of the vessel—the "Catherine Adamson," as it turned out to be — until about half-past one o'clock, I think, when I saw what I thought to be a steam-boat at anchor between the Heads. I then called the man immediately—Captain Jenkins' man—who was with me, to go down immediately and acquaint his master that there was a vessel, or steam-boat, as I believed, with three lights, at anchor between the Heads. He went down to call his master, and I remained there myself for a short time. I then thought I would go down myself likewise, and I went down, and left the station without any Pilot at all. When I had got about half-way down the hill I met Captain Hawkes' Coxswain coming up, and I asked him what ship Captain Hawkes had got; he told me it was the "Catherine Adamson." I asked him where she was; he told me she was at anchor to the northward of the reef I asked him if that steam-vessel was any where near her, and he said yes, there was a steam-boat there. I asked him if the ship was very close to the shore, and he said "Not particularly so." I asked him if he had been to the Pilot at the light-ship, and he said yes, he had been to Captain Robson at the light-ship, and that he had gone to her and desired them to tell me that I had better make a signal for the "Washington" as quick as possible. I then proceeded to the beach, to go off to the vessel when I got my boat launched. Only having three men—two of the boat's crew thinking proper to remain in Sydney that night—as it was blowing so hard, I thought I should render more service by going and making a signal for the "Washington" as quick as possible. In fact, it was blowing that fresh I did not think we could have pulled the boat off the beach if there had been the four men. I then went back again, and wrote a note to Captain Pockley, and another to Mr. Mitchell, and went up to the flagstaff to send my man away to the light-house with a note to the Superintendent, to despatch the horse to Sydney as soon as possible. It was then about three o'clock, as near as possible. As the day broke in the morning I fancied I saw the smoke issuing from the funnel of a steamer. I called Captain Jenkins, who was up at the flagstaff likewise, and told him I thought we had better go down, as I thought I saw the steamer making a move, and we had better go down and see if there was anything wrong. We ran to the beach as fast as we could go, and we saw the steam-boat round Green Point, ringing her bell. We launched our boats, went on board the steamer, and proceeded to the vessel. The Captain of the steamer said there was part of the crew on board, and we proceeded to see if we could rescue any of them. When we got to the reef the vessel had disappeared. Being so much sea, it was thought most advisable to go round to the Quarantine Ground as quick as possible, thinking to extricate any one with ropes from the cliffs. We landed there, and went across to the wreck, but saw no one moving. That is all I know about it. It was about a quarter to 11 when there came on a very terrific squall from the west, so that we could not see even the North Head from the light-house. I saw what I thought to be the 11 o'clock steamer going round by the North Head; I saw the light, but I could not tell what it was. I then went inside. I did not remain out after that, as I had been there from sundown. I went in, and kept a man walking about. It was so thick, but I could see something that I fancied to be the 11 o'clock steam-boat, and the "Kiama" going to the southward about the same time, or one of the Wollongong boats; I do not know whether it was the "Kiama" or not—my attention was particularly drawn to the southward. I thought within my own mind the ship was anchored in the Quarantine Ground, or somewhere, long before, and I was watching the south more particularly.
17. You have stated that two of your men were away? No; not two of my men; one of Captain Jenkins' men was to have come to me that night, instead of which Mr. Jenkins was obliged to keep him, in consequence of two of his own men being away.
18. How many men had you in your boat? Three men.

H. Gibson. 2 Nov., 1857.

19. If you had had that fourth man do you think you would have been able to have gone off to the ship? No, I do not think I should at that time.

20. At the time Mr. Hawkes' man came to you? No, I do not think I could. I told Captain Hawkes' man that I was one man deficient, and I asked him could not I have a man from his boat. He said his men were so fatigued they could not go, and that they had great difficulty in getting to shore themselves. In fact, the words he said to me were, "I did not "think they would have done it." Those were the words he used.

21. You and Mr. Jenkins went off to the vessel, did you not? Yes.

22. How many men had you in your boats then? We had three each.

23. Was the sea so high at that time as to render it difficult for you to pass over to the wreck? The sea was not so much there as the wind; there was a good swell, of course, inside; but what the sea was betwixt the Heads I could not tell. We had a difficulty to get off the beach where we were; and under the circumstances, as there was a steamer there, and as I thought, perhaps, Captain Robson had gone there, in fact, I hesitated for a while, not knowing what to do for the best, and then I thought it was the best to make a signal to get the steamer down.

24. At that time the steamer came in, and you went in her—had you any difficulty in getting the boats across to the steamer? No; we had no difficulty in getting close to the steamer, because she came close in to the bay; but we could not approach where the wreck was with the boat when we went down in the steamer.

25. *By Captain Browne:* When Captain Hawkes' coxswain met you in the road, you say he told you the ship had anchored? Yes.

26. You are quite satisfied he told you that? Yes.

27. And he also told you that you had better send up intelligence to Sydney to bring the "Washington" down? He said he had been directed by Captain Robson to come on shore to me, and tell me make a signal for the "Washington" as quick as possible.

28. You naturally supposed from that that the vessel was in danger? No, I did not, for I said particularly to the man, "Is the vessel in close quarters with the rocks"?—and he said, "No, she is not."

29. May I ask you what you wrote to Captain Pockley? I wrote him very hurriedly.

30. I should like to see what you did write to Captain Pockley? It was entirely upon supposition; I could see nothing; and I knew nothing, in fact, but what I heard.

31. Can you tell us what you wrote, as nearly as possible? To tell him the "Catherine Adamson" required the "Washington;" that I believed she was at anchor; and to send the "Washington" as soon as possible; and that before the "Washington" came she would be all right. I think that was the letter, to the best of my recollection.

32. Did you say anything about her being near the rocks at the North Head? No, I did not, but that she was at anchor.

33. You also wrote to Mr. Mitchell, did you not? Yes.

34. Was that to the same purpose? Something of the same kind I mentioned in the note I wrote to Mr. Mitchell.

35. Was it so bad a night that you could not, from the look-out station, have seen any rockets or blue-lights, which were said to have been exhibited on the wreck? I dare say they might have been seen, but I had been walking there from sundown till after 11 o'clock, and I then just went inside and left a man walking there, and he never came in till midnight.

36. Nothing was reported to you? Nothing was reported to me. It was very dark; you could not see the North Head.

37. You came down to the beach with the view of going to the assistance of the vessel? Yes; when I met the man he said Captain Robson desired me to write for the "Washington." I said there is already one steam-boat there. I stood, and thought that if I wrote for the "Washington" I did not know what claim might be made, and, as there was one steam-boat there already, that I had better go off and give my assistance; and I asked if some of his men could not assist me. He said his men were all knocked up—that they had great difficulty in getting ashore—and he did not think they could do so. I said to him, "Try it." He then went away to his master's house to try whether any of them could go. I walked about the beach for some time, but he never came at all.

38. Did you muster your own boat's crew? Yes; and went down to the water to launch the boat.

39. And you found you had only three men? I had only three men.

40. Did you take any steps to borrow any men from the other boats? No. Captain Robson was away; Captain Jenkins had only three, and I had sent to him to tell him to go. I did not know his movements till (just as he was going from the beach) he noticed my light and came across to me.

41. Was there not another boat there—Mr. Hyde's? Yes, he was there, but I did not see him.

42. Had not he a boat's crew also? Yes, he had, but you are so separated there.

43. Did not your boat pull five oars on a pinch? Yes.

44. Do you not think it would have been much better to have borrowed two men from another crew and have gone with a full manned boat? Perhaps it would have been, as it resulted; but I thought, blowing as it was, we should have had sufficient to carry our own crew, for a whale-boat is not well adapted———

45. Is she not well adapted for a heavy sea—when it is blowing hard is not a whale-boat one of the safest boats? A whale-boat is, under certain circumstances, but it is not generally the class of boat, a five-oared boat.

46. You saw Captain Jenkins when you were leaving the beach? Yes.

47. What did he say? He asked me what I thought best to be done. I thought at the time, as it was blowing so hard, we should not be able to render assistance, and that it would be

be better to get the "Washington" as soon as we could; not considering the ship to be in the imminent danger she was. H. Gibson. 2 Nov., 1857.

48. You never saw Mr. Hyde at all? No.

49. Nor any of his men? One of his men was at the look-out. A whale-boat is all very well so long as you keep it head to the sea, but it is not adapted to stand athwart the sea when there is much weather; it is very low in midships, and is apt to fill quickly.

50. You are quite sure that Mr. Hawkes' coxswain told you the ship had anchored? Yes.

51. You saw a ship between the Heads, which you supposed was a steam-boat? The man told me there was a steam-boat there; I saw a steam-boat between the Heads.

52. But Mr. Hawkes' man told you the ship had anchored, and that there was a steam-boat with her? Yes; but I had sent to Captain Jenkins a long time previous to that.

53. The message was from Captain Robson? Yes. He told the man to come on shore as quick as possible, to go to Gibson, and to desire him to make a signal for the "Washington" as quick as possible.

54. *By the Senior Warden:* What do you mean by "making a signal"? To send a message.

55. *By Captain Browne:* He told you that Mr. Robson had gone to the ship? Yes? I saw his light go from the ship.

56. Did you see his light come back? No.

57. At what time of night did you see Mr. Robson's light go from the light-vessel? Before two o'clock—between one and two o'clock.

58. It was immediately after that, that Mr. Hawkes' coxswain came to you? No; it was some time, because they had to pull ashore.

59. Not very long after that? I did not take particular notice of the time. There was no light in the place; in fact, I saw the "Catherine Adamson" betwixt the Heads, and I lost sight of her altogether from that time. I also saw a brig and a schooner.

60. Had you any communication with Mr. Hyde? No.

61. You saw nothing of him? No.

62. He did not go off with you? He went off afterwards; he followed us.

63. He did not go off with you? No; he followed us in his boat, and came across in the "Washington" steamer.

64. How long after you left did he pull off and join the "Washington"—at what time did the "Washington" come down? I had no watch with me; I think it must have been a little after six.

65. The "Washington" came down in consequence of your note? I suppose so.

66. Then, from what you saw, when she came down she could be of no use? Of none whatever.

67. *By Captain Pockley:* You say you left the Pilot Station without a Pilot, to hear the report brought by Mr. Hawkes' man? I was not aware, when I left, that Mr. Hawkes' man had brought any message for me; I went down with the intention of going off.

68. Did you take all the men with you? I left Mr. Hyde's man there.

69. With instructions to keep a watch, and make signals if required? Yes.

70. *By Captain Browne:* Have you no means of communicating with the flagstaff in Sydney, by night signals? None whatever.

71. You have no means—by any arrangement of lanterns, or anything of that kind—to telegraph from one station to another? No; the only way we do is to despatch some one with a horse.

Richard Direy was called in and examined, as follows:—

1. *By the Senior Warden:* You were a seaman aboard the "Catherine Adamson?" Yes. R. Direy. 2 Nov., 1857.

2. An able seaman? Yes.

3. How long have you been at sea? I cannot say exactly; I think about twenty years and five months.

4. You remember the ship anchoring near the North Head? Yes.

5. At what time was that? I think it was near about twelve, as near as I can guess; I cannot say exactly.

6. Do you know whether there was any necessity for the ship to anchor? Yes, or else she would have been on the rocks.

7. She missed stays, did she? She would not have come round, for she had only three double-reefed topsails, spanker, and jib, and she could not come round, because she was kept so close to the wind, and had not good way on.

8. Did you consider her to be in danger at the time? I did before she was brought up, but while we were furling the sails I did not think there was any danger at all at present.

9. *By Captain Browne:* Did she appear to you to be farther off the rocks at that time? Yes; when we were up aloft she seemed a good deal further off then she did when we were upon the deck.

10. *By the Senior Warden:* When you began to try to get a hawser on board, did you think her in any danger? Yes, I thought we were in danger then.

11. *By Captain Browne:* Was there any unnecessary delay on the part of the people on board the "Catherine Adamson" in getting this hawser up from below, and in attempting to get it on board the steamer? No, not in the least.

12. How long do you think it took? As near as I can guess, about twenty minutes, for it got foul of the martingale when the small line was made fast, and I went to clear it away.

13. *By the Senior Warden:* What was the size of the hawser? I cannot exactly say, I think about 11 inches; it was a very large one; I never measured it myself.

14. *By Mr. Deloitte:* Was it as thick as this inkstand (a 12-inch inkstand)? Yes, I should say it looked a good deal bigger than that.

R. Direy. 2 Nov., 1857.

15. *By the Senior Warden:* Did you hear any order given to get out the boats? No, I did not hear any orders at all about the boats, because I was working at one end of the ship; but I heard the Pilot remark to send the "Washington" down, for he could not get her off. I spoke to him about it, and he said I would be like all the rest of others, I would have a down upon him, because he had a misfortune. I said if he sent the steamer up to town every soul of us would be lost.
16. Was this soon after the steamer came to you? Yes—when he recommended to get the hawser up.
17. You told him if he sent the steamer away every soul would be lost? Yes.
18. *By Captain Browne:* What did he remark? That I was like any other person—I would have a down upon him, because he had a misfortune.
19. Meaning the misfortune to get the ship into that position? Yes, the predicament he was in.
20. *By the Senior Warden:* Did he appear cool and collected? Yes, he did, indeed.
21. Was there much sea on at that time? No, not a great deal, not till the flood tide made, and then the sea came in with it.
22. After the attempts made to get the hawser on board the ship failed, how came it you were one of those who assisted in getting the life-boat out? I came away in the first boat—the gig.
23. How was it you went in the gig? I saw the men with the tackle falls in their hands, and some were singing out to the steamer to back astern. I took hold of the tackle fall; the ship gave a lurch; the boat went over the side, and God knows how I got into the boat.
24. You were the first in the boat? I cannot tell how I got there, and I do not know how many got into the boat.
25. Do you mean to say that all the people came aft for the purpose of getting the boats out? Yes, I think they must.
26. You heard no order given by either the Captain or the Mate to get the boats out? Not to be certain, I cannot.
27. How many others got into the boat after you? I believe there were seven altogether, but I did not know how many there were till after we got on board the steamer.
28. How did you get to the ship? We had no rowlocks; I asked the Chief Officer of the ship where they were, and he said they were on the forecastle of the ship; the vessel gave a sheer and we were obliged to leave go; two men held on the oars while the other two pulled.
29. *By Captain Darley:* You did not go to the forecastle to get the thole-pins? The Mate had them inside his shirt, but could not throw them into the boat.
30. The Mate saw you go? Yes; I heard the men ask him to jump in, but he said "No."
31. *By Captain Browne:* You say you pulled alongside the steamer with two oars? Yes; she backed astern.
32. Do you mean to say that at this time there was broken water about the ship? Yes; she struck four times before the boat was lowered down.
33. Heavily? Heavily.
34. Had she at all commenced breaking up? I cannot say whether she had commenced breaking up, but she was bumping heavily when we left her.
35. What became of the boat when you got alongside the steamer? I cannot tell you, but I think she was smashed up, for the steamer was rolling sponsons under.
36. You got up the best way you could? I believe the engineer pulled up the ladder, but I do not know; he afterwards told me that he pulled me up.
37. You do not know what became of the boat? No, but I believe it was smashed up.
38. Did you or any of the crew volunteer to go back to save any of the lives of those who were left in the ship? We told the Captain that if the life-boat was fit to carry us we would volunteer to go back, but it was very small, and I don't believe it would carry above eight people altogether; he said he would go back to the ship as close as possible, and in about twenty minutes after we saw a black speck coming out of the breakers, and that was the other boat.
39. The life-boat? Yes.
40. When she came alongside was there any attempt made to save her? She was made fast.
41. Did any of the crew volunteer to go back to attempt to save the lives of any of the people who were left? I cannot say.
42. *By Captain Darley:* You did not volunteer? I said I would, as well as the others, but we had no possibility of saving them.
43. *By Captain Browne:* Do you mean that at this time there was much broken water? Yes; the sea was making a clean breach from the bowsprit right on to the mizen mast; the main-top-gallant mast was down.
44. You say that nobody did volunteer to go into the boat? Not as I heard; I heard some of the steamer's men say that they could see no possibility of saving any of them. The Master of the boat said he would back astern as close as he could get to the ship, to save any who might attempt to swim.
45. When the ship was working into the harbour, were there plenty of the crew to work her properly? Yes.
46. Did the ship usually work pretty well? Pretty well; I have been in far harder working vessels; I had been three voyages in her.
47. Did the Pilot work her properly? No, he did not, in my opinion; he did not swing the main-yard in time; the ship was too flat back, and had stern way before you could get the yard round.
48. Do you think when the ship first entered the harbour it was prudent on the part of the Pilot to work her up? I cannot say; he might have gone to the Quarantine Ground if he had liked.
49. Do you think at the time your boat left the ship that the people on board had clearly before their eyes the fact that the vessel would become a wreck? Yes, certainly.

50.

R. Direy. 2 Nov., 1857.

50. Did you see any attempt made to get the other boats out before you left? No; one moment we were in the breakers right among the rocks.
51. That was in the gig? Yes.
52. And yet you got on board the steamer without rowlocks, and with only two oars? We had to do it, and we might as well die in the boat as in the ship.
53. You said, with this tremendous sea, and the wind blowing strongly, you got on board the steamer lying to windward? The surf would run us out, and the steamer backed as far as she could to the breakers, and hove a line to us.
54. *By the Senior Warden:* Could that boat have taken more people in her? It might have taken one or two, but she was a very small boat, and light.
55. If proper steps had been taken, would there have been any difficulty in getting out the other two boats? Yes, there would have been, for the sea was making a clean breach right over her.
56. *By Captain Browne:* There was no sea washing over the ship when you left? It was coming over the quarter when we left, and over the poop.
57. Did you ever hear the Captain express an opinion as to the danger the ship was in? I heard the Master say to the Pilot, about a quarter of an hour before we let go the anchor, that we had better let go. The Pilot said, "I think she will weather round—haul aft the foresheet." It was hauled aft; about six or seven minutes after that the Master said he had better let go the anchor, and it was let go immediately afterwards.
58. If there had been no more sea than when you let go the anchor, the ship would have been in perfect safety? If the wind had not changed, but if the wind changed only half a point, she would have been on the rocks.
59. Was the ship properly found? Yes.
60. Were her boats in good order? Yes, they were all in good order.
61. Why were not her boats carried outside of her? I cannot say that; I am not supposed to know that; I am only a man before the mast.
62. But you are a seaman, and have been many years at sea? Yes, but I never look to the rules and regulations.
63. Do you think that ship could have carried two boats outside without losing them? No.
64. Did she roll her quarters under? Yes; she dipped her davits under water; the boats could not have hung on those davits on no consideration whatever.
65. Then it was a matter of necessity to keep the boats inside? Yes.
66. *By Captain Stuart:* You were discharged at the Water Police Office? Yes.
67. Did you hear any of the other men complain of the amount of their wages when they were paid off? I heard them telling that it was very hard to be paid off here with one shilling a month, and one of them told me that there was something between me and the Captain, but I said it was no such thing.
68. Did he say I had bribed you? Yes.
69. *By the Senior Warden:* Who was it said this? Beaton.
70. What did he say? There was something between me and the Captain.
71. That you were bribed by the Captain? Yes.
72. *By Captain Browne:* For what purpose? That is what I want to know.
73. *By Captain Stuart:* Did he say anything about the insurance? I heard him say one day that he would do all he could to stop the insurance.
74. *By Captain Deloitte:* Was that because he had only one shilling a month? I expect so.
75. *By Captain Stuart:* Was Beaton one of the men who could only claim one shilling a month? Yes.
76. Was he the only man you heard complain? Yes.
77. Were you examined at the Coroner's Inquest? No; this is the first time I have been examined.
78. Did Beaton say that any more were bribed by me? Yes, Taylor, the man that has gone away.
79. Did I bribe you, or ask you in any way about your evidence? Not a bit in the least.

Alexander Mitchell was called in and examined, as follows:—

A. Mitchell. 2 Nov., 1857.

1. *By the Senior Warden:* What are you? An able seaman on board the "Williams" steamer.
2. Did you go on shore in the steamer's boat in Watson's Bay on the morning of the 24th? Yes.
3. Who did you meet when you landed on the beach? There was the Pilot and several of the crew.
4. Do you know the Pilot? No.
5. Did he say anything to you? I said, "There is a ship on shore on the North Head," and the Pilot said he knew all about that. One of the men stood up in the boat and said "More shame for you, as you have got boats, not to go off."
6. What was his reply? The Pilot said, "If I was there you bloody sweep I would pitch "you out of the boat."
7. Did you see either of these Pilots—did they come down with you in the steamer afterwards, when you went to the wreck? Yes. I reported to the Chief Officer as soon as I went on board the words he made use of
8. He went with you to the wreck? He did.
9. When you went to the beach, had the Pilots their boats manned and ready to go off? The boats were lying on the beach hauled up, and when we rang our bell we could only see one man on the beach.

A. Mitchell. 2 Nov., 1857.

10. Was it daylight? Yes; it was about five o'clock in the morning.
11. *By Captain Browne:* Was it a Pilot you saw on the beach or one of the boat's crew? I could not say.
12. Did you see the pilot boat leave the wreck after she had attempted to carry the lines on board? Yes, and we cooeyed for them to come back, and I don't know whether they heard us or answered us, but they kept pulling on.
13. Was the sea pretty heavy at that time? Yes, there was a heavy swell getting up at that time.
14. Do you think there was any absolute necessity, on the ground of danger, for the boat returning from the vessel? No, I should say not, being a whale-boat.
15. Do you know the Pilot who answered you from the beach—was he a stout or a thin man? Rather a thin man.
16. And short? I could not tell exactly; there was a stout gentlemen came on board.
17. It was not he? It was not; it was a thin man.
18. *By Captain Pockley:* Did you see Mr. Robson who was in the boat trying to get a line on board—a very dark man? Yes; there was a gentleman came on board in the morning, rather a dark complexion.
19. *By Captain Browne:* But you do not know which Pilot it was alongside the ship trying to carry the lines? No.
20. Do you believe that when they left the ship the last chance was exhausted of carrying a line on board? They could have done it after that very well; there was not so much sea but that a boat could have lived in it.
21. After that? After that.
22. Was the life-boat that was hanging on, on your quarter, a boat that might have lived in that sea if it had been lowered? Well, I do not think she would; she was very light in the water.
23. Do you know whether any volunteers from the crew of the steamer, or from those who were saved from the "Catherine Adamson," came forward to try to save the lives of the people on board? There were two or three who would have volunteered if they had had a life-boat.
24. Could not the ship's life-boat have gone back again? She might; I do not know; she is not a boat much for a heavy sea, for she sits very light in the water.
25. *By Captain Darley:* The "Catherine Adamson's" life-boat—might that boat have returned to the "Catherine Adamson"? Yes.
26. Would she have had time to have gone back and saved the people? She might have gone back, but I do not think she could have got that close to have saved the people; there was a very heavy sea, and the vessel was dragging her anchor, at the same time the sea was breaking outside of her bow. When the first boat came off they could have got on board very easy.
27. *By Captain Browne:* She was swamped alongside, was she not, for want of attention? I do not know, for we had to back astern, and we could not keep clear of her.
28. *By Captain Pockley:* How many oars did your life-boat pull? Four oars.
29. Do you know what length she is? No; she is a good lump of a boat.
30. She only pulls two oars on each side? Yes.
31. *By Captain Browne:* You had only one life-boat on board that night? Yes.
32. What had become of the other boat—had you not two boats generally? We had two that night.
33. Not two life-boats? No; a life-boat and a small boat.
34. Does not the steamer usually carry three boats? Yes, I believe she sometimes carries three; but I believe one of the boats is getting repaired.

Hunter Blair was called in and examined, as follows:—

Hunter Blair. 2 Nov., 1857.

1. *By the Senior Warden:* You were a passenger by the late "Catherine Adamson?" Yes.
2. Will you be so good as to relate the circumstances as they occurred from the time the Pilot came on board? It was a fine clear night when the Pilot came on board; he took the command of the ship and put her about very shortly after, and in putting her about the next time, at the South Head, she very nearly missed stays and got stern way. The boat then cast off. On trying to put her round over by the North Head she would not go round at all.
3. *By Captain Darley:* That was the third time? I think that was the third or fifth time. When she would not go round her anchors were ordered to be let go. I asked him then to get the boats out.
4. You asked the Pilot? Yes. I told him I thought the ship was in great danger; I did not think there was room for her to swing at all. He did not seem to think the ship in danger, and did not offer to do it. I never had any conversation with the Pilot after that.
5. You had no conversation with him? I spoke to him a few minutes after that, and asked him what he was going to do,—whether it would not be desirable to heave the ship off a little with a cable; but one of the men, I think, seemed to say that the windlass was hardly fit to do it, and he did not like to try it.
6. What did the Pilot reply? The Pilot, when I spoke to him, seemed inclined to do it; but one of the men (there were several on the forecastle at the time) said he did not think the windlass would stand the strain.
7. *By the Senior Warden:* At all events, it was not done? It was not done.
8. Will you proceed with your relation of the occurrences? I did not see the Pilot after this at all. I went and assisted in getting the boat out.
9. *By Captain Darley:* What boat did you assist in getting out? The life-boat.

10.

Hunter Blair.
2 Nov., 1857.

10. *By the Senior Warden*: Had you any conversation with the Captain during the time? I was speaking to him on the poop shortly after the vessel anchored.
11. After the "Williams" came to you? Yes.
12. Will you be good enough to state what passed between you and Captain Stuart after the vessel anchored and the steamer "Williams" came up? I heard him say that the steamer had not sufficient power—that he did not think she could take her off. I said I thought she was as powerful as the "Washington" nearly, and that I had been on board of her several times, and knew her. I asked him not to send her away.
13. *By Captain Browne:* What was his answer? He seemed to think the ship was perfectly safe—that there was no danger. He said there was room for her to swing. I said I did not think there was.
14. He never seemed to anticipate that the ship was in danger? No, I think not; they did not seem to anticipate that the ship was in danger, either of them.
15. *By the Senior Warden:* Have you been much at sea? I was six years in the Navy.
16. As a midshipman? Yes.
17. And had been in the Colony previously? Yes.
18. I think, at this stage of our proceedings, there would be no harm in putting the question whether you had any conversation with Captain Stuart or the Pilot on the subject of salvage? I remarked to Captain Stuart that it would be a case of salvage if the steamer got us off. I do not exactly remember the remarks.
19. You said that to Captain Stuart? Yes.
20. What was his reply? He said the same—that it would be the case—and that I should have to pay my share as well as the rest.
21. He did not on that ground make any objection to availing himself of the services of the steamer? No, he did not make any objection.
22. At the time you went into the boat, was any intimation given to the passengers or crew that the time had arrived for abandoning the ship? No, none that I heard. I was on the forecastle, and had a line in my hand holding the boat forward, trying to keep her off, to prevent her striking against the ship.
23. You yourself thought it time to abandon her? Yes; I thought she would go to pieces very soon.
24. *By Captain Browne:* Was she striking heavily then? Yes.
25. *By the Senior Warden:* If the services of the crew had been properly directed at that period, do you think another boat could have been got out? There was another boat on the boom that I think could have been got out.
26. On the skids? On the skids.
27. You think that could have been got out? Yes; she was a heavier boat than the one we had, but I think she could have been got out.
28. *By Captain Browne:* Did you see the first boat leave the ship? No; I helped to get her out, but did not see her leave the ship.
29. At the time that boat left the ship, did it appear to be time to abandon her? Yes; I asked to get the boats out to put the people aboard the steamer before that.
30. Do you think all through the Captain did not anticipate such immediate danger? I think not.
31. You think, until he had attempted all in his power, he did not think it necessary to get out the boats? Yes
32. *By the Senior Warden:* Do you think the boat in which you left could have taken more people in her with safety? No, I think not. I did not get into her at first on account of there being so many people in her; she might have held a few more people, but there would not have been any room to pull at all if they had taken any more. If it had not been for the back swell off the rocks, I do not think we should have got to the steamer at all.
33. *By Captain Browne:* Did she ship much water going on board? No, not much.
34. *By the Senior Warden:* She reached the steamer without injury, did she not? Yes.
35. Had the boat been sent back immediately to the ship, do you think the rest of the people could have been taken off? The boat was injured alongside the vessel. I know when I got out of her myself I thought she was smashed. I went below as soon as I got on board. I was the last man out of the boat. I do not know where she went. I thought she would have been smashed before I got out of her.
36. The sea was so heavy? Yes; she first got under the ladder, and then under the quarter.
37. *By the Senior Warden:* Did you see the boats of the steamer? I saw one on the davits.
38. A life-boat? I think not.
39. Did you see the pilot's boat go away (Mr. Hawkes')? Yes; I was alongside the Pilot when he told the men to cast off; I pointed her out to him when she had not cast off, and he told the men to lie off.
40. That was his own boat? Yes.
41. Did you observe when the other pilot boat that came down to you went away? No, I did not; I went below.
42. Did you see the second boat that was engaged in running a line from the ship to the steamer? No, I was below at that time in the cabin; I knew they were doing it, but I did not see them.
43. How long do you think the ship had been in great danger before efforts were made to get out the boats? I thought she was in danger immediately she anchored.
44. Did the Pilot appear to be cool and collected during the performance of his duties? At first he did, but he was not very collected afterwards.
45. Did the crew seem in good order and ready to obey any directions given to them? Yes.
46. Throughout the time? Yes.

Hunter Blair. 2 Nov., 1857.

47. *By Captain Darley:* Do you think the ship would have swung round clear if the chain had been hauled in? I thought it was the only chance, for a few feet might have done it for all we knew at the time.

48. *By Captain Browne:* Was the ship worked properly by the Pilot do you think? Not in my opinion; I do not think he worked her well myself.

49. She lost way, did she, while in stays? Yes; he did not swing his main-yard soon enough.

50. Did she usually work well? Yes, very well; she beat down the Channel, and I never saw her miss stays.

51. Do you consider that, for a long ship, she was tolerably handy? Yes.

52. Were all her gear and appurtenances, so far as you saw, in a fit and sufficient state? Yes, so far as I saw. There were new ropes and blocks; they might have worked a little stiff.

George Stuart was examined, as follows:—

Geo. Stuart. 2 Nov., 1857.

1. *By the Senior Warden:* Do you wish to give in a written statement of the circumstances connected with the wreck of the "Catherine Adamson," being prepared to submit to any cross-examination? Yes. (*The witness handed in the same, which was read. Vide Appendix.*)

2. *By Captain Browne:* Will you repeat the conversation you had with Mr. Blair with respect to salvage? There was something said, but I really do not know exactly what it was. I think, when he said something to me about salvage, I said, "Perhaps it will be a five "hundred pound job, but that is nothing to run any risk about." The steamer was accepted the very first offer.

3 Do you think if a warp had been got on board the steamer she could have towed your vessel up? I don't think she could without anchoring ahead of us. I called to him to come closer alongside the ship. If he had come straight ahead, and we had heaved the warp, perhaps he might; but on such a blowing night we could not communicate with each other, so as to be heard plainly. I said the first time he got the warp he would not be able to tow the ship; he went ahead of the ship and dropped down upon her, and by the time he got near the ship he was generally broadside on to the wind.

4. *By Captain Darley:* Are you of opinion that he might have anchored ahead of you? At first he might; the water was smooth at first.

5. By doing so might he have kept end on? Yes.

6. *By Captain Pockley:* Did you not say that your ship was lying parallel with the rocks? Yes.

7. If the steamer had got ahead must not she have been parallel with the rocks too? Yes, but she would not have anchored outside of the ship. I fancy the thought did not strike the Captain at the time; I believe the Captain of the steamer did all he could to assist us.

8. *By Mr. Deloitte:* You do not mean to say that it would have been necessary to have towed you up in order that you might be in safety; if you had been half a cable's length off, that would have been almost sufficient? If we had got the ship's head to sea we should have been all right enough—we required to be hauled away a little bit. I dare say the Williams has plenty of power. I think the Pilot said she had not way,—that he replied, "You cannot tow us."

9. *By Captain Browne:* Will you let us know the reason that your boat was not outside the ship? Our ship could not carry boats outside at sea on the davits. One of them is close up just abaft the mizen, the other a little before that, and when the ship makes the least dip, she dips the boats, and it is in the way of the topsail braces.

10. *By Captain Darley:* How long would it take you to take the boat off the spar? With the men at ordinary times not above five or six minutes; they lie on a beam parallel with the poop, and the same height as the poop, and take no trouble.

11. *By the Senior Warden:* Was it the pinnace on the skid? Yes.

12. If the pinnace had been got out at the time you left the ship, do you think the rest of the people would have been saved in her? If she had been got out quickly, and taken good care of; but the sea got up very fast. The men on board seemed so frightened that I do not think they were able to do it.

13. Did the ship appear to you to break up very quickly after she struck? The last time I was aft, after she struck once or twice, I did not see any appearance of breaking, but the Chief Mate said he saw the stern post of the rudder six feet high above deck.

14. Did it appear that she struck heavily? Yes; but after the first once or twice the sea came in very rapidly indeed.

15. You could see when you were on board the steamer that the sea was going clean over the ship? Yes; it was breaking one length of the ship, if not more, outside of her.

16 At that time it would have been impossible to have approached her with any boat? I believe it would; you might have got close in, but not close alongside of the vessel. We do not know but that the other boat was got out and swamped.

17. From the time you left her until you returned, how many hours do you think elapsed? From the time I left her until the steamer went pretty close, I do not think three-quarters of an hour elapsed.

18. And then the sea was going clean over the ship? Yes; I am satisfied it was going as high as the maintop, and the ship appeared to be getting low in the water.

19. *By the Senior Warden:* Did you order the boats to be got out before the ship struck ground? Yes—she had not touched; but the men had hardly got aft when the ship struck. I was on the forecastle till the warp was hauled in. The ship had not swung, but she then commenced swinging all at once, as if she had been turned round by a steamer. Had I anticipated the danger, there was plenty of time to have got everybody out in the boats.

20.

Geo. Stuart. 2 Nov., 1857.

20. *By Captain Browne:* In fact you did not anticipate any danger to the ship until you found you could not get a warp on board the steamer? No. I never anticipated I should lose the ship, until I saw her swing round towards the rocks. The ship was lying in smooth water a long time.

21. *By the Senior Warden:* In the statement you have put in, you say the men appeared to be panic-stricken, and did not come to assist in getting out the boats? Yes; they were on the forecastle of the ship, calling the steamer.

22. If your officers had exerted themselves under your direction, do you think the men could have been brought to a proper sense of their duty? Well, I do not think they could; there was no time to be lost. The men all worked well, and did every thing in their power, as long as the ship was lying parallel to the rocks; but as soon as she swung, all command was gone.

23. *By Captain Browne:* They saw the danger at once? Yes; and every one ran to help himself.

24. What class ship was the "Catharine Adamson"? Nine years.

25. Aberdeen built? Aberdeen built.

26. *By the Senior Warden:* Did you see the people engaged in getting out the pinnace before you came away? No, I did not see them engaged; for you could not see them from the rail scarcely—it was so dark at that time; but I heard the Second Mate call to them, "Come along lads; lend us a hand to heave this other boat in the water;"—those, I think, were the words he made use of.

27. Did you tell the passengers it was time for them to go away? No, I did not; I could not distinguish passengers from crew at that time; they were all young men, and every one had an opportunity.

28. Did you tell the crew to shift for themselves? I ordered them to get the boats ready.

29. Did you tell them to get into them? Yes, I told them to get into the boat; but by the time I got to the forecastle the boat was filled of their own accord.

30. Could she have taken more people in her than she did? She could have taken two or three more, but with the weather she had there were nearly enough in her; she was not a large boat; and I thought, to look at her, before I got in myself, she had quite enough.

31. Did the gig go away with your permission, or by your order? No; I left the Chief Mate looking after her, and went to the life-boat; I ran to the other side, and she was away before I knew of it.

32. Could she have taken more than seven persons at that time? Yes, I think she could have carried at least ten altogether. My object in going to the steamer was to get her to come close to the ship, and then to make an attempt to drop a rope into the ship.

33. Did you propose to the men of your own crew, or to the men in the steamer, to go in your life-boat back to the ship? I never had the time to do so; when the boat was lost, she was lost so soon after we got to the steamer. I spoke to one of our men when I was on the bridge, and so did the Captain of the steamer, about going back; but my opinion is that there was not a man of them would have gone in the boat, although I was prepared to go back, or to try to attempt to go back.

34. Were the lashings of your long-boat cast loose? I gave orders to the men to cut them before that.

35. Did you see them cut? I did not; the man went away and called out for the carpenter's axe. I told them to cut the lashings that she might have been had if required.

36. She would not have been got out so easily as the pinnace? No; she was a heavy boat, and I question whether she could have been pulled to the ship if she had been got out.

37. Did you see Pilot Robson's boat go away after she had been running out the lines for you? No. I did not anticipate that she was near to us, nor did the Pilot. I did not know at the time that it was Robson's boat myself; I thought it was our Pilot's own boat, and so did the Pilot himself; I did not know till the next day.

38. *By Captain Browne:* Do you think there was any necessity for the boat to have left the ship at the time she did? I do not; but I do not know how the men were situated at the time—what duty they had done and whether they were fatigued or not.

39. *By the Senior Warden:* Do you know at what time she went? Not exactly; I believe immediately after the warp was taken to the steamer the last time.

40. Was it not blowing very heavily at that time? It was blowing fresh, but the water was comparatively smooth. The sea rollers had not commenced to come in heavily, but very shortly after that they did; very likely the crew were exhausted. I do not know how that might have been, we are always perhaps apt to judge persons worse when we do not know their circumstances.

41. Would your own gig have been able to run out a line at that time? I do not know that she would at that time.

42. I mean at the time the pilot boat was making attempts to get it on board? I hardly know; it is possible she would not; I would not like to say that she would. My gig was rather a small boat; the least thing would crack her, being a pine boat.

43. *By Captain Pockley:* Are you satisfied that the Pilot was sober and able to perform his duties? He was quite sober; he had nothing on board, to the best of my knowledge, but one glass of sherry with me.

44. Up to the time that you last saw him you believe that he was perfectly competent to fulfil his duties?

45. Do you think in his mode of handling the ship he shewed any deficiency of ability? I do not know whether you would call it deficiency in ability, but I think he took the ship too close to the wind; that was the greatest fault.

46. Would you say he exhibited any incapacity? The only thing was, that he kept the ship too close, and too long in telling them to let go. I told him he must keep her clean full; but, he being pilot of the ship, I dared not interfere further.

Geo. Stuart. 47. *By Captain Darley:* Did you offer to work the ship yourself, as you saw he was working it so badly? No; I did not think he was going to get into such a scrape.

2 Nov., 1857. 48. *By Captain Pockley:* At the time you said you left the ship you heard your Second Officer call out to get the pinnace out? Yes.

49. You think it possible it might have been got out? I think it was possible; and yet, from the ship's mast coming down so quickly, it was almost impossible.

50. You say it would not take more than ten minutes to get it out? If everything was quiet.

51. You say the life-boat was got out in about fifteen minutes? I think it hardly likely, for the sea began to break over the ship very shortly afterwards. We can only form an idea—do not know.

52. *By the Senior Warden:* Did the pilot seem to think the ship was in danger long before she struck? No, he did not. He frequently said to me we were all right, and I was half of the opinion that if the weather had kept moderate that we should have been.

53. You have heard the witnesses examined, with the exception of the man belonging to the "Williams," and his evidence does not bear upon you—do you wish to call any witnesses in support of your statement? No; I do not think it is necessary.

COPY OF CAPTAIN STUART'S STATEMENT OF THE CIRCUMSTANCES ATTENDING THE WRECK OF THE SHIP "CATHERINE ADAMSON."

23rd October, 1857.

Between 6 and 7 p.m. double reefed the topsails, then about 25 miles south of Sydney Heads, wind about W.S.W., strong breeze. Several days previously chains were bent, anchors got out, all the warps on deck but the large hawser, which was all clear in the lower forecastle; in fact the ship was made all ready for dodging at sea for the night, or coming into harbour, not being certain of getting a Pilot that night, as I have not been in the habit of getting a Pilot so far off before. After passing the light, foresail and mainsail were hauled up ready to receive the Pilot, for whom I had been making signals with blue-lights and a rocket. Stood under easy sail towards the Heads, say double-reefed topsails, jib spanker, and main-topmast staysail. During the day had singled main braces and sheets to work smartly up the harbour.

About 9 p.m. received Pilot Hawkes on board, who took charge of the vessel, and asked me if she would work under the canvas then set. I said I thought she would, but that we could soon make what sail he required. He ordered the foresail and mainsail to be set, which was at once done. Stood towards the North Head, and when pretty close to it tacked to the southward. The ship stayed, but having been kept rather close to the wind, the yards did not come round well, owing to the main-yard being rather too long in being hauled, and she was laid in stays and made stern way.

In conversing with the Pilot, I explained to him that, with my ship, it would be necessary, when he wished to stay, to keep her clean full and haul the main-yard round as soon as she was head to wind. He gave me to understand that he had had so many of these ships now that he knew how to handle her well enough. The wind being nearly right out of the harbour, I suggested to him whether it would not be better to take the ship outside for the night. I made this suggestion twice at least. He said if we went outside we might be at sea for a week, and having the flood tide, if we worked the ship smartly, and made two or three good tacks, we would get in and to a good anchorage. The ship was hove about on the south side a good deal to the eastward of the South Reef, and she came round pretty well. She then looked to make about Inner North Head; when pretty close, was tacked to the south, again coming round moderately well. Stood across and fetched close to the eastward of the South Reef. Ship was put about again, but was long in stays and made much stern way, owing to having been kept too close to the wind, giving her too little way, and the main-yard not being hauled soon enough. Just after being put about was struck by a heavy squall from S.W. The mainsail and foresail were hauled up by the Pilot's orders, and stood towards North Harbour Wind moderating a little, he found it necessary again to have more way on the ship, and ordered the foresail to be set, which was done, but shortly after the foresheet carried away. All this time the ship was kept very close to the wind by the Pilot's orders.

As the ship was drawing over to the north side, I several times went to leeward to see how she was going, and fearing she would not clear, told him more than once that she was going bodily to leeward and would not clear the land. He as often said she would clear, and go into Spring Cove, where he intended to bring her up, he repeatedly calling to the man at the wheel to keep his luff.

It soon became evident that the ship would not clear, and two attempts were made to stay her, without success, owing to her having too little way. The Pilot, about 11·30 p.m., ordered both anchors to be let go, which was instantly done, with 60 fathoms chain on the small bower, and 45 on the best bower; clewed up and furled all sails, which occupied about one hour and a quarter, and the ship seemed to lay safe if the weather had remained moderate, as she seemed to be more than her own length from the rocks, and lying nearly parallel with them.

The Pilot and myself having agreed to send for the "Washington" to tow the ship up, and his own boat having left the ship some time before, we burnt blue-lights, and sent up rockets to bring her, or another boat, to send for the steamer. I suggested sending one of the ship's boats, but both of us thought it would be daylight before any one of them would reach Sydney with the wind there was.

The

Geo. Stuart. 2 Nov., 1857.

The "Williams" steamer coming in from the Hunter, came down and offered assistance. The first time we were hailed from her we did not hear what was said, but the Pilot hailed them to go to Sydney, and send the "Washington" down, to which we could hear no reply. She made another turn, and came closer. The Pilot again hailed, to know what steamer it was. They said the "Williams," from the Hunter. He again hailed to go to Sydney, and send the "Washington." The answer was, "We can tow you if you send us a "warp." The Pilot hailed several times that they could not tow the ship. I suggested that it would be proper to keep the steamer, and try it at any rate, although he repeatedly said she could not tow the ship. We hailed her to come as close as possible, and we would throw a line fast to the warp, and I at once went forward and gave orders for the large warp to be got up, as I did not consider it prudent to trust to the ordinary towing lines, as we must have slipped our anchors when we got a strain on the warp.

I should have stated, that after the sails were furled I had advised the Pilot to heave in 20 to 30 fathoms on the small bower chain, to bring her farther off. He agreed with me, and I gave orders to the Mate to be ready to do so, and the jiggers were put on both chains, and the necessary preparations made. The steamer coming alongside, however, occupied attention, and the chain was not hove in, all our efforts being devoted to getting a line on board of her.

When I went forward and ordered the warp to be got up—the doing which occupied about twenty minutes, as near as I can judge—we made one or two attempts to heave a line to the steamer without success, and the ship's gig was ordered to be put out to carry a line to the steamer. While doing so, a pilot boat came alongside and took the line to the steamer; while hauling on it the line parted, and it was again sent, and I believe the warp was got on board of the steamer, but, from the steamer lying broadside to the wind, stern on to the ship's port side, and by this time astern of the ship, she was unable to slew head to wind with the warp, and was obliged to slip it. There was upwards of 80 fathoms of warp out when it was slipped. At this time I think it was about 3 a.m.

The warp was all hauled on board the ship again, myself and the Pilot being together on the forecastle-head at the time. It is proper to mention here, that from the time the steamer took to come near us, when each attempt was made to throw the line on board, and also to haul in the warp when carried on board by the pilot boat, a good deal of delay was unavoidably caused.

While hauling in the last of the warp, the ship began to feel uneasy and roll a little. Seeing that the sea was coming contrary to the wind, I asked the Pilot where that sea was coming from, or what was the cause of it; but he gave me no answer. I did not observe any change in the wind. As soon as the warp was all hauled in, I ran aft to the poop as fast as I could, as I saw the ship was swinging stern on to the rocks. I looked over the stern, and saw that she was close to the rocks, but had not struck. I then called out for all hands to lie aft and get the boats out, when the officers and some of the men came aft and got the gig into the water, which only took a few minutes, but by the time it was done the ship had struck aft once or twice.

I saw the gig into the water, and the Chief Officer superintending then went to the other side to superintend and assist in getting out the life-boat, which was done in about fifteen minutes, but might have been down much quicker had more hands come to assist; but many of the crew seemed frightened and panic-struck, keeping on the forecastle-head, calling out to the steamer, apparently regardless of the boats, as a means of safety. I had hold of the line, holding the stern of the life-boat, and in shoving off the poop to launch her forward. I was thrown into her on my back, and slightly hurt; I got out of her again, and as she was on the rail, and before she was lowered into the water, I ran into the cabin door and called out whether any one was there, but saw no one, and got no answer. I then went to the waist of the ship, got on the rail, and saw the life-boat lowered into the water. I called to some of the people to jump in and keep her clear of the side; some did so, and the boat was hauled forward by the men on the forecastle, as far as the forechains, without any orders from me; I followed her forward to the forecastle-head to see her filled with people and away, having then no intention of going by that boat, and having previously given orders to the Second Mate to get out the pinnace, which would have held the rest of us. All this time the ship was bumping heavily. When I went forward to see the life-boat off, I called out to the Chief Mate to come back as quick as he could with the boat, but with the noise and confusion I believe he could not hear me. The life-boat lay alongside long enough to allow more people to get into her if they chose; she was not cast off by my orders, but after she was adrift from the ship, a thought struck me that I had better go and try to get the steamer to come closer to the ship, and enable me to get back to her in the life-boat, having the idea that I could do more for that purpose than any one else, and that if I did, I would get on board the ship again, and, besides saving all the lives, might save my ship's papers,—all this time the sea had been rising rapidly, and was very high. I thought then the ship would be lost, but not that any life would be, thinking there was time to save them, and that it would be more effectually and safely done were the steamer closer to the ship. I jumped from the forechains into the stern of the life-boat, when she was well clear of the ship; only one man, Sillis, got into the boat after me, and I hauled him out of the water. I called for an oar to steer with, and one was handed aft. Four or five oars were manned, each by two or three men, and the boat was pulled alongside the steamer in about fifteen minutes. I think the steamer was rolling heavily, and difficulty was experienced in getting out of the boat. Being anxious to get on board and communicate with the master as soon as possible, I got out of the boat as quickly as I could, being hauled over the steamer's rail by some of her people, and ran on to the bridge where I saw the Captain; I at once urged him to get as close to the ship as he could with the life-boat, and he said he would do anything I wished, provided his vessel was not put in danger.

We

Geo. Stuart.
2 Nov., 1857.

We both looked over and saw the life-boat; he ordered her to be passed astern, and my second steward and one of the steamer's men got into her, made her fast, and she was passed astern, and the men got out of her. It became necessary for the steamer to back her engines a little; the life-boat got foul, filled, and went adrift. I asked the Master of the steamer if he had a boat he could give us. He said he had one, but she was a small life-boat, not fit to go into such a sea as that, and that his men had previously refused to go in her. All this time the sea was rapidly getting worse, and I don't believe myself that then any boat the steamer had would have lived, and I could see that the ship's mizen mast was gone, and the main-top-gallant-mast fell while the steamer was trying to get near—the sea making a clean breach over the ship.

The steamer went as close as she could with safety, but without other boats found we could render no assistance. The Master and I then agreed that it was best to proceed to Watson's Bay for life boats, or other means of trying to save the people left on board the ship.

The Pilots Gibson and Jenkins came with their crews, but before the steamer returned to the ship, she had broken up and was in pieces.

When I left the ship I had nothing on but shirt and trowsers, without watch, money, ship's papers, or any article belonging to the ship or myself.

GEORGE STUART,
Master of the Ship "Catherine Adamson."

1857.

Legislative Assembly.

NEW SOUTH WALES.

PILOT SERVICE.

REPORT

FROM THE

LIGHT, PILOT, AND NAVIGATION BOARD,

ON THE

PILOT SERVICE,

WITH

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
4 *November*, 1857.

SYDNEY:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

162—A

SCHEDULE of Papers forwarded with the Report of the Light, Pilot, and Navigation Board, on the Pilot Question. 29 October, 1857.

1.—Report.

2.—Estimate of the probable expense of two Cutters.

3.—Return of Pilotage received at the Ports of Sydney, Newcastle, and Moreton Bay, for Twelve Months.

4.—Return shewing what additional Tonnage Rates would have produced.

5.—Relative charges for Pilotage in this and the neighbouring Colonies.

6.—Evidence taken before the Board.

LIST OF WITNESSES.

1857.

PILOT SERVICE.

REPORT.

THE BOARD having inquired into the state of the Pilot Establishment, and maturely weighed the evidence adduced in the course of their investigations, have agreed to Report as follows:—

That the Pilot Service of Port Jackson, as at present constituted and conducted, is inefficient, and requires to be remodelled.

A few of the witnesses examined were of opinion that by a return to the system of competition which prevailed some years ago (under which each pilot received what he could earn) the evils now complained of would be remedied; but the Board apprehend, if such a system were re-established, a proper control could not be exercised over the persons employed in the department, and that combination would, sooner or later, defeat the objects contemplated.

It will be seen that the majority of the witnesses were of opinion that a pilot vessel ought at all times to be cruizing outside the port; and the Board, concurring in this opinion, recommend that two cutters of seventy tons, capable of keeping the sea in all weathers, be immediately built, purchased, or hired. These, with the addition of a whale-boat, the Board believe will be able to meet the present requirements of the trade.

An estimate of the cost of two cutters and a whale-boat is annexed, together with an estimate of the sum required for their maintenance, and the salaries of six licensed pilots.

The Board consider that six pilots will be able to discharge the duties under ordinary circumstances; but they propose that the masters of the cutters and the master of the Light Vessel should also be licensed pilots, and render their services as pilots in cases of emergency; receiving, on such occasions, a certain sum in addition to their fixed salaries.

The Board suggest that the salaries of the six pilots placed on the establishment should be not less than £300 nor more than £400 per annum, subject to a deduction of 2½ per cent. to provide a fund for the support of their widows and children. In the estimate a medium of £350 is inserted. Each of the five pilots at present employed receive £640 per annum, out of which he is bound to keep a boat with a crew of four men, so that his net income is supposed to be about £320. It is, therefore, proper that the pilots should be insured a salary of not less than £300, especially as their expenses will probably be increased by their prolonged absence from home whilst cruizing in the cutters.

The accompanying estimates shew that the cost of two cutters and a whale-boat would be £3,250, and that the expense of their maintenance, with proper crews, salaries for six pilots, and due allowances for wear and tear, insurance, depreciation and interest on the outlay, would amount to the sum of £5,552

Adding 15 per cent. of the first cost, to be repaid to Government annually	487
There would need to be raised... ...	£6,039

By the returns in the Port Office it appears that the sum received for pilotage during the twelve months commencing on the 1st October, 1856, and ending 30th September, 1857, was £2,305, the amount being paid on the draught of water of each vessel. The aggregate tonnage of the vessels which paid pilotage was 394,872.

The amounts received on account of pilotage have for many years past been inadequate to cover the expenses of the establishment, and have, consequently, been supplemented by appropriations from the General Revenue.

As

As the Honorable the Minister for Finance and Trade has expressed his opinion that this arrangement cannot, with propriety, be continued—an opinion in which the Board fully concur—they suggest that, in addition to the rate of pilotage at present established, there should be a charge for pilotage of three-pence per ton on vessels entering and departing, with certain exceptions.

By this means it is calculated that there will be raised in Sydney the sum of £7,240, an amount sufficient to cover the annual expenditure and provide for contingencies.

The Board do not think it desirable to exempt from pilotage all vessels specified in the Act now in force, but would confine the exemptions to vessels under 25 tons, coasters, steamers, and other vessels, registered in this or the neighbouring Colonies, and trading betwixt this and the other Australian Colonies and New Zealand, the masters of which shall possess certificates of competency; for which certificate it is proposed to charge a fee of £10.

Peculiar circumstances, and recent painful occurrences, have caused the attention and inquiry of the Board to be directed almost exclusively to the state of the Pilot Service of Port Jackson; but on looking into the cost of the Pilot Establishments at Newcastle and Moreton Bay, and the probability of a greatly increased expenditure being required to render them efficient, the Board deem it desirable to levy at these, and all ports of the Colony, the same rates as are proposed for Port Jackson, leaving for future consideration the arrangements which can be made for improving the Pilot Service in particular localities.

But it is evident that, even with an addition of three-pence per ton to the rates now levied, there will not be a sufficient amount raised to cover the expense of the Pilot Establishments at any ports except Sydney and Newcastle; nor would the Pilot Fund, increased in the manner proposed, provide for the maintenance of a Tug-vessel at Newcastle.

The Board advise that all sums chargeable for pilotage should be paid to the Collector or other Officer of Customs, where one is stationed; and that in places where there is no Officer of Customs, the pilot whose services have been rendered should be empowered to receive the amount due for such service.

The subject of the Light and Harbour Dues, to which the attention of the Board was directed by a Treasury Minute, is under consideration, and at an early day a Report will be laid before the Honorable the Minister for Finance and Trade.

JNO. LAMB,
Senior Warden.

Sydney, 29 *October*, 1857.

ESTIMATE OF THE PROBABLE EXPENSE OF TWO CUTTERS.

Annual charge for one Cutter, including provisions:—						
Master, at £20	£240	0	0			
Mate, at £15...	180	0	0			
5 Seamen, at £10 each	600	0	0			
1 Boy, at £7...	84	0	0			
	1,104	0	0			
			2			
Wages for two Cutters' crews, including provisions				2,208	0	0
Interest on £3,250, at 5 per cent.	162	0	0			
Depreciation and insurance, 10 per cent.	325	0	0			
Wear and tear, 10 per cent....	325	0	0			
Sinking Fund to repay Government, say 15 per cent.	487	0	0			
				1,299	0	0
				£3,507	0	0
Add, 4 Seamen for a Whale-boat, at £108 per annum				432	0	0
6 Pilots, at £350*				2,100	0	0
Total Annual Expenses, &c., with Sinking Fund ...				£6,039	0	0
Total Annual Expenses, &c., without Sinking Fund ...				£5,552	0	0

W. L. G. DREW,
Secretary.

* An average is here taken, it being proposed that the Salaries of the Pilots should not be less than £300, nor more than £400 per annum.

AN

How would you pay the pilots? I would pay them for those ships they actually pilot; but you cannot have competition if you have pilot-boats.

By Captain Browne: Could the cutter here not take the pilots out of outward bound ships, as they do at Melbourne? No. I think it could not be done unless the cutter remained between the Heads, where she would be of no use. The entrance to the Port of Melbourne is so different from this; there, ships must go straight out, but here they may haul close round the South or the North Head, when the cutter is in the opposite direction.

By Captain Browne: Have you heard, in your position as a mercantile man, many complaints against the present pilot system? I have; there is seldom a ship arrives without the complaint that the pilot did not reach the ship until she had passed all danger.

By the Senior Warden: Do you give the preference to decked vessels over whale-boats? I think I do. I would give the vessels a trial.

Estimated Cost of a Pilot Vessel suitable for Port Jackson, and Annual Expenditure.

Purchase Money of Vessel, say 70 tons				£1,600	0	0
Master, per annum	240	0	0			
4 Men, at £60...	240	0	0			
Providing 5 men, at 10s. per diem ...	182	10	0			
Interest on purchase, at 6 per cent. ...	96	0	0			
Wear and tear, 10 per cent.	160	0	0			
Depreciation, 5 per cent.	80	0	0			
Insurance, 5 per cent....	90	0	0			
				£1,088	10	0

In the event of a second vessel being required, to be used as a spare vessel, the same cost may be taken, and half the amount allowed for annual expenditure.

JAS. WILLIAMSON.

Sydney, 13 *October,* 1857.

Mr. George Bainbridge, Master of the Steam Tug "Washington," examined:—

By the Senior Warden: You have been in the Government employment? Yes, fourteen years, as pilot.

What system prevailed when you were pilot? When I first joined the Pilot Service there was competition, which lasted about seven or eight years. It was then altered in two or three ways.

Were the present arrangements introduced before you quitted the service? Yes.

Then you have seen the whole of the systems? Yes.

Which system do you think works best for the public? Rotation, if it is carried out properly.

That is the present system? Yes, I think it is.

Do you not hear that great dissatisfaction exists at present? Yes.

How would you amend it so as to benefit the service? I would have a look-out station on the north side of the Gap, and the boats placed in Camp Cove, so as to be ready to pop out. I would have a house built there, and a Superintendent to look after the men.

By Captain Darley: Do you think the men now keep a good look out? I don't think they do.

By Captain Browne: Do you not think that the pilot himself ought to look out? No; I think it might then happen that the pilot would be drowsy and unfit for his duty. I would have the first pilot on turn also at Camp Cove, where there is an empty police station.

Do you think the present boats used by the pilots sufficient for the purpose? For fine weather, yes; but for bad weather, or night, I would have six-oared boats and six in the crew.

By Captain Browne: Did you not look out yourself during competition? No; only the men.

By Captain Darley: Did you ever pay the men extra? Yes, often, when hard pushed.

By the Senior Warden: What was the amount of your net income during competition? I have the accounts and will furnish it. [*Since applied to, but has lost the memoranda. Thinks about* £350.]

By Captain Deloitte: How many pilots were there during competition? Five.

By Captain Darley: How do you think sailing cutters would answer? I do not think sailing vessels would answer at all.

By the Senior Warden: Why do you think they would not answer? If you have a cutter she may be to the northward, and the vessel requiring a pilot may be to the southward, with a foul wind for the cutter. Altogether, with the calms and strong currents here, I don't think she would keep her position.

You think good whale-boats would be able to put pilots off in any weather? Yes; they should have one large boat.

By Captain Deloitte: How do you recommend the boats should be supplied? By the Government. The Government should provide all the boats.

By the Senior Warden: Both boats and men? Yes.

By Captain Darley: How would you pay the pilots and men? The Government should pay them.

A fixed salary? Yes.

By the Senior Warden: Have you ever seen or heard of such a system? No.

[*The witness here stated, by having the look-out at the Flagstaff it is too high; you cannot see well, and it is too far for the men to go.*]

By

Would that not be a great advantage with night coming on? Undoubtedly.

By the Senior Warden: What do you think of pilot cutters being established, to lay off the port? They appear to answer well elsewhere, but I do not think there is any occasion for it. I prefer whale-boats.

By Captain Browne: Do you not think that a cutter could be kept efficient for a less sum than it takes to keep five whale-boats? You must have boats as well as cutters, and you cannot do with less than two vessels. I think the system would be better if the sea and harbour pilots were combined; ships are now frequently put to inconvenience through pilots not coming up to take them out.

By Captain Darley: Did outward bound vessels ever wait for pilots during competition? No; if the proper pilot did not go, there were always plenty ready to go.

By Captain Browne: Was there a good look-out kept during competition? Yes; but my experience shews that if you trust to the men the look-out is quite accidental.

Under any system, then, you think the pilot himself should look out and not the men? Yes.

By Captain Darley: Do you think that any system of competition could be devised with regard to the men? The men in my time, during competition, used to take as great interest in boarding a ship as the pilot himself, but we used occasionally to make them presents. I think the present look-out station is far too high, and I would propose a place near the Gap. [*Here Mr. Moffitt pointed out on the chart the place he suggested.*]

By Captain Browne: Can you not see further along the coast from the present look-out station than from the Gap? Yes, perhaps you can.

By Captain Pockley: Is the Gap a shorter distance to the boat? Yes, and if the present system were continued, I would have a house built there, and make the men sleep there.

By Captain Darley: Have the men any interest whatever in reporting a ship? None; the fewer ships they report the less they have to do. It is my opinion that the only system to work well will be competition.

Captain James Williamson examined:—

By the Senior Warden: How long have you known this port? About twenty-three or twenty-four years, and have commanded ships out of it for thirteen years.

During that time there have been different systems of pilotage existing? Yes—competition and a division of the pilotage.

Do you think the present system works well? No; I think there is great change required.

What change would you suggest? Competition; or, if there were a pilot vessel, I think that arrangements might be made for two decked vessels—one to relieve the other.

Of what tonnage? Of about 70 or 80 tons.

How rigged? I should prefer them to be fore and aft schooner-rigged vessels. The one outside would have on board say, out of six pilots, about four, and the other two would be on shore.

What crew would you have? Five, including the captain. I would observe, in speaking of six pilots at the Heads, that I speak of *sea* pilots; I think sea pilots should be distinct from the harbour pilots, and I would have the pilotage out one-half only of that it is in. The harbour pilots might be composed of men who were not qualified to become sea pilots.

You do not think the system of a pilot who brings a ship in being the one to take her out a good one? No; there is so much time lost in pulling from the Heads.

By Captain Browne: What do you think would be the amount necessary to charge in order to keep up two systems? I have not gone into the calculation; but I think two-pence a ton in, and a penny a ton out, would be sufficient, with the addition of a penny a ton for harbour dues. I would put this as the minimum.

I think the system of competition, so long as it lasted, worked very well? It was the only time I got a pilot outside the Heads. In the event of decked pilot-boats being established, there should be, besides, two whale-boats with four men in each, inside the Heads, to put pilots on board those ships which the vessels miss.

By the Senior Warden: What do you think would be the cost of one of these vessels? I think you might get her built complete for £1,500.

What do you think would be the cost of her maintenance? About £70 or £80 a month. In fixing about £1 per ton a month I speak from knowing what it costs to maintain the coasting vessels; but I will furnish the Board with a calculation.

By Captain Browne: Do you prefer a schooner to a cutter? Yes.

Do you think that during the summer months, with the heavy northerly winds that prevail, and with the strong southerly current, that these vessels would be able to keep their station? I think they could.

Would you keep them at sea at night? Yes, with signal lights hoisted and periodical signals to shew their position.

Do you think that the present rate of pilotage bears equally upon vessels entering the port? No; very unequally.

How would you propose to equalize it? I would levy a tonnage duty, varying according to size. I think the system of paying according to draught of water not applicable to a harbour with such deep water; and I think the rates of pilotage altogether too low, and lower than that of any other port I know.

By the Senior Warden: In establishing a system of pilotage according to your suggestion, how do you consider the prime cost of the pilot vessels should be defrayed? I would have the Government provide the vessels originally, and then deduct periodically from the pilotage received a per centage for their expenses.

How

1857.

MINUTES OF EVIDENCE

TAKEN BEFORE THE

LIGHT, PILOT, AND NAVIGATION BOARD,

ON THE WORKING OF THE

PRESENT PILOT SYSTEM.

5 *OCTOBER*, 1857.

Mr. James Moffitt, (in charge of the Signal Station, Fort Phillip), examined:—

By the Senior Warden: You were a sea pilot for some years? Yes, nineteen.

During that period, how was the Pilot Service conducted? We never had salaries at all, but the first five years each took his turn, and the pilots were paid the pilotage collected, in equal sums. Afterwards, on complaint made by Mr. Crook and myself, competition was established—each man worked for himself, and received what he earned. This system continued for seven or eight years. Then the system of competition during the day commenced, and the man who had no ship during the day had the first turn at night, without competition, but at daylight the competition commenced again. This lasted about eighteen months. After this came the system of each pilot taking his turn, and the actual pilotage was divided at the end of each month. This lasted all the time I remained as pilot.

How were the boats provided? We always provided our own boats and supported our own crews.

How many pilots were in the establishment when you first commenced? Three. During competition seven, and never more than seven; now there are five.

Can you tell the Board what was your income under the different systems? Under competition my income was never less than £700 or £800 a year, gross income.

What might the expenses of the boats and maintaining the crew have been? During this time wages and provisions were generally low—wages about £3 a month, and the average expenses of keep about 12s. a week.

By Captain Browne: What was your net income? £300 a year; but some of the pilots made no living at all, and some only got £100 a year.

By the Senior Warden: What was your income during the system of no competition? About £150 or £200 a year.

By Captain Browne: What number of men had you in your boats during competition? Six.

By Captain Darley: What kind of boats did you use? Six-oared whale-boats.

By Captain Browne: How far off were you in the habit of going to board ships? I have frequently gone as far as Botany. We had partners, and so far as this was concerned, the system was not entirely competition; our partners looked out when we were not there.

By the Senior Warden: If competition were restored, do you think good whale-boats would perform the service required? Yes. I never saw the weather a good whale-boat would not go out in.

Which system do you consider most beneficial to the public? Competition, without a doubt. Under other systems, a pilot has no inducement to go out; for should a pilot be mulct, the loss was divided between the pilots.

By Captain Browne: What were the regulations for taking ships out, during competition? It rested with the captains. There was no signal made for a pilot; the captain made the arrangements, irrespective of the Port Officer.

By Captain Darley: How did small vessels fare during competition? We were bound to take the nearest vessel first.

By the Senior Warden: You are of opinion, then, that with competition, and the pilots providing their own boats, the service would be properly performed? Yes, if they were paid by the ton instead of by the foot.

By Captain Browne: Do you think the present class of ships pay according to the intention of the old scale laid down? No. New ships do not pay sufficient; a little brig sometimes pays as much as a large ship.

By Captain Browne: How many pilots do you think necessary? Five would be ample.

If competition existed, I presume that the ships now signalled off the port would have pilots on board? Yes.

Would

AN ACCOUNT of the Sums received for Pilotage at the undermentioned Ports, for the Year ending 30 September, 1857.

PORT.	Number of Vessels paying Pilotage.	Total Tonnage in and out, on which Pilotage was paid.	TOTAL RECEIVED. £ s. d.
Sydney...	659	394,872	2,305 13 9
Newcastle	450	98,501	1,195 10 0
Moreton Bay	39	15,804	97 17 6

W. L. G. DREW,
Secretary.

TOTAL TONNAGE upon which Pilotage was paid for the Harbour of Port Jackson, for the Year ending 30 September, 1857 ... ... 394,872 Tons

which, at 1d. per ton, would have produced £1,645
Total amount received for the above period at the present rate per foot 2,305
£3,950

2d. per ton would have yielded £3,290. Total (including rate per foot received) ... £5,595

3d. ditto ditto £4,935. Total (ditto ditto) ... £7,240

4d. ditto ditto £6,580. Total (ditto ditto) ... £8,885

5d. ditto ditto £9,870. Total (ditto ditto) ...£10,530

W. L. G. DREW,
Secretary.

RELATIVE CHARGES for Pilotage for Sailing Vessels at the undermentioned Ports.

INTO OR OUT OF.	Pilotage, exclusive of Light and Harbour Dues, calculated for a Vessel of 1,000 Tons.		£ s. d	
Melbourne ... ...per Ton	8d.	33 6 8		
Port Phillip... ... ... „	4d.	16 13 4		
Portland Bay ... ... „	3d.	12 10 0		
Belfast... ... ... „	3d.	12 10 0		
Warnambool ... ... „	3d.	12 10 0		
Hobart Town ... ... „	6d.	25 0 0		
Launceston ... ... „	9d.	37 10 0		
Adelaide ... ... „	.....	9 5 0	The charge is—for a Pilot to any vessel £3 5s., and 15s. for each foot above 9 feet.	
Any Port in New South Wales ... per Foot	5s.	4 5 0		

W. L. G. DREW,
Secretary.

By Captain Pockley: Do you think, under ordinary circumstances, you could board a vessel from the Lady's Hole? No; I don't think it possible.

By the Senior Warden: Did you hear complaints during the competition system? Yes. I have known three ships of a night to come up the harbour without pilots.

Mr. John Crook, Assistant Harbour Master, examined:—

By the Senior Warden: You were for some years a sea pilot? Yes—three.

How was the pilot service arranged at that time? The first year we worked in rotation, then competition commenced.

Which system do you think worked best for the public? Competition. Those who exerted themselves made as much as £340 a quarter; I made that once, and Mr. Moffitt the same. This was the gross amount, and we had to keep six men and a boat.

What was your net income? I think £400 or £450 a year.

Since competition was discontinued have you heard many complaints? Yes.

By Captain Browne: Do you now hear many complaints? Yes, a good many.

By Captain Deloitte: Do you think the men or the system to blame? I hardly think it is the system. Some men will never go to sea when it blows hard.

By Captain Browne: How were ships piloted out? The man who brought the ship in used to take her out.

Do you think that competition could be revived with advantage? Yes, I think it might, but you then would have little or no control over the pilots

In the days of competition, I presume that the ships now signalled off the port would have pilots on board? Yes.

By Captain Pockley: Would you require more pilots with competition? No. We had only six pilots.

By Captain Darley: Did you get paid distance money? Yes; but the captains grumbled a good deal.

By Captain Browne: Do you think the present scale of pilotage bears equitably upon ships? No. Owing to the new style of build, the vessel of large tonnage does not pay much more than the small vessels.

In answer to the *Senior Warden:* I never saw, but about twice, the weather I couldn't go out in a six-oared whaleboat.

By the Senior Warden: What do you think of the plan of having decked pilot boats? I think it pretty good, but you must have three vessels.

Of what tonnage? About 60 tons.

By Captain Browne: Were you a pilot when the pilot cutter was in existence? Yes; but she wouldn't go out in bad weather.

By Captain Darley: Do you think a cutter would always keep her station? No; I do not. In bad weather I could go out in a whale-boat when you couldn't lower a boat from the pilot cutter.

By the Senior Warden: You have said that if you revived competition you would have no control over the pilots—do you not think that having the power of dismissal would be a sufficient control? It might.

By Captain Deloitte: You have said that you think six pilots sufficient—how would the unsuccessful pilots be maintained? They would have as good a chance as the others.

By Captain Pockley: Who kept the look out at night during competition? Always the pilot. I was in the habit every evening at sun-set of looking out from the platform of the Light House, to see if any vessel was in sight. With the present system I think that if the pilots did their duty well, no vessel need enter the Heads without getting a pilot.

By the Senior Warden: Did you hear of any complaints from the masters of ships respecting the pilots during competition? No.

Were you in a position to have heard complaints had they existed? Yes.

Do you hear any complaints now? Yes, from every vessel arriving.

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8 *OCTOBER,* 1857.

Captain Isaac Durrant, commanding the "Washington Irving" of London, examined:—

By the Senior Warden: Have you long traded with this port? This is my fifth voyage.

Have you at all times been able to obtain the services of a pilot when entering the Port? No; in 1856 I came up without a pilot, and anchored at about a quarter before ten above Pinchgut.

By Captain Browne: What time were you off the Heads? I made the Light about seven o'clock; this was the 1st March.

Did you make any signals? I fired thirteen rockets, besides burning lights at the mast-head and burning a turpentine light.

Were you boarded at all by a pilot? No.

By the Senior Warden: Did you make any complaint? No.

Did you pay pilotage? No; a pilot, Mr. Hawkes, came and asked for pilotage, but I told him I would not pay it.

What weather was it? It was a south-east wind, with occasional showers of rain.

On any other occasion have you found a difficulty in getting a pilot? Yes; the voyage before, in 1855, I arrived about half-past four in the afternoon, blowing hard from the south-west; I was not boarded until in stays off the Middle Head.

Was the weather such that a whale-boat could have come out to you? I do not think it would have been prudent to have ventured far that day, but he might have come on board before he did.

You do not think that the Pilot Service is conducted in a satisfactory manner? No, I do not think it is.

Will you suggest to the Board any improvements which may strike you? I think competition amongst the pilots.

You think competition would induce the pilots to board vessels outside the Heads generally? Yes.

Do you think that good whale-boats would perform that service? Yes, larger whale-boats than they now have.

Would you recommend the employment of decked pilot boats to cruise outside the Heads? No; I do not think they are required.

By Captain Deloitte: How many men would you suggest for the large whale-boats? Six.

By Captain Browne: What number of men are they in the habit of having in their boats, when coming to board you? Three.

Was that the number the last time you arrived? Yes, I think it was.

Who was the pilot? Mr. Robson.

Captain Charles Smith examined:—

By the Senior Warden: You have commanded ships out of this port, I believe? Yes, eight or nine years.

And you are the owner of several ships trading out of this port? Yes.

When you yourself were in command did you get pilots readily? Sometimes I did and sometimes I did not.

Do the masters of vessels in your employment make any complaint of the inefficiency of the present pilot establishment? Very often.

By Captain Browne: Have you known any of them come in without getting a pilot? Several; I had one left, some time since, without getting a pilot, though I had paid the pilotage

Have these vessels which have come up without pilots been called upon to pay pilotage? Several times they have been, but generally not. Once a pilot obtained the pilotage through means of a forged certificate; a complaint was lodged, and he was dismissed.

Do you think the Pilot Service, as at present performed, is unsatisfactory to the public? Very much so.

Will you suggest to the Board any steps you think calculated to improve it? I would recommend the Board to at once dismiss the whole of the present pilots, with perhaps one exception.

You are aware that the system at present is that of rotation—do you think that could be brought to work well? It might, but I would recommend a decked pilot boat to cruize outside.

Do you think that one vessel would be sufficient? One outside; but you would require two—one to relieve the other.

Do you think that one vessel outside would be sufficient to put pilots on board ships coming from the northward, the southward, and from the eastward? I would have, besides, a look out with boats at the Heads, as they now have.

Have you ever considered whether it would be advisable, in the absence of cutters, to revive competion? I think that cutters would be the best measure; but next to that, competition; it is the only system under which the service has been ever properly performed.

By the Senior Warden: Have you considered at all the question of expense of maintaining these vessels? I should think that a good vessel might be obtained for about £1,500, and about ten per cent. on that annually for wear and tear.

Have you entered into the consideration of the wages and provisions for the men? I would have four hands with the master and pilot.

By Captain Browne: Perhaps you would furnish the Board with a detailed account of the expenses? I will endeavour to do so.

By the Senior Warden: Supposing the establishment of pilot cutters greatly increases the pilot charges, do you think that the shipowners and others would raise any objection to the increased taxation necessary? No.

By Captain Darley: Do you recommend cutters or schooners? Fore and aft schooners.

Of what tonnage? Of about ninety tons.

By Captain Browne: You know the way in which pilotage is now levied—by draught of water—do you think that that system falls equitably on different classes of ships? No; I would have so much a ton charged.

If we reverted to the system of competition without the pilot boats, what class of boat would you have? Large whale-boats; but I would leave that to the pilots themselves.

Captain Henry Thomas Fox examined:—

By the Senior Warden: You are at present surveyor for the General Insurance Company? Yes.

You commanded ships out of this port for some time? Yes; from 1841 to 1853.

Did you generally take pilots? For two or three years I did, but when not compelled, I did not.

Where did the pilots usually get on board? Generally inside of the South Reef.

To be of much service to strangers, do you think ships ought to be boarded further out? Yes.

Have you heard many complaints from masters not getting pilots? Frequently. They generally say that they get a pilot when they don't want him.

By

By Captain Browne: Do you know that vessels often arrive without getting a pilot at all? Yes.

By the Senior Warden: In your position you are a great deal thrown in with masters of ships? Yes, and I hear general complaints.

Do you think the system or the pilots most to blame? I think the system bad. There appears no inducement for pilots to exert themselves. During competition I have seen the pilots' boats as far nearly as Botany.

What system would you recommend? I would recommend sailing vessels,—a class of vessel that would keep the sea in all weathers.

Would you have cutters or schooners? I do not think it matters.

What size of vessel? Not less than forty tons, better if larger.

By Captain Browne: How many cutters do you think it would be necessary to employ? Two, I think, sufficient; one to be always out to cruize between Botany and Broken Bay, according to the wind. You must have as well a pilot with boat and crew at the Heads.

You think cutters then better than the old system of competition? Yes.

By Captain Darley: Do you think that a cutter would be able to hold her ground during heavy north winds and strong southerly current? I think she might; but if she could not keep her station, the vessel could not work up either.

By the Senior Warden: Suppose the vessel requiring a pilot was coming from the north? Then the other cutter would pick her up.

By Captain Browne: Do you think the present system of levying pilotage works equitably? No; very unfairly. Some old vessels of small tonnage draw as much water as new vessels of twice their tonnage.

By the Senior Warden: Would not the employment of cutters greatly increase the expense? Yes, I am aware of that; but I think no one would object to pay a tonnage duty, provided the work was efficiently done.

Do you think that two cutters would keep the service properly performed? I think they could.

By Captain Deloitte: How many pilots do you think your new system would require? I hardly know. I think that the present system of pilots being signalled from the Heads to take ships out is a very cumbrous one; ships might be taken out by the mud pilots.

By Captain Browne: Are you aware that it is the intention of the Government to abolish the present system of mooring ships? I did not know it, but I think it would be a very good thing. I do not see why the harbour pilots should not take ships to sea instead of a pilot coming from the Heads to do it.

Do you think, from your practical knowledge, you could furnish the Board with any detailed statement as to the cost of two vessels, the number of pilots and crew, and cost of maintaining these vessels? I will try and furnish it.

Sydney, 12 *October*, 1857.

SIR,

In compliance with the request of the Board, I beg to submit the following remarks on the probable cost, &c., of establishing pilot cutters for this port.

I estimate the cost of two cutters, of 50 tons each, copper fastened and coppered, strongly built, so as to stand heavy weather, fitted out complete with a suit of fine weather canvas, and a storm trysail, and two jibs besides, at about sixteen hundred pounds each—£3,200.

The number of sea pilots required would, I think, be eight, to be thus disposed of:—

Four in one cutter cruising to the southward, which vessel should never leave the station while a pilot remained on board.

Two in the other cutter, which would cruise north of the port, but need not be so constantly on the station, or carry so many pilots, as their services to vessels from that direction would not so frequently be required. She might occasionally, as during the prevalence of southerly winds, be employed keeping up the complement of pilots to the southern cutter, as they come in with ships. I should look upon this second vessel as subsidiary to the southern one, which ought always to be kept in a high state of efficiency.

The *two* remaining pilots should be stationed at Watson's Bay, with a whale-boat and crew to board any vessel that might miss the cutters, and the boat's crew would also be required to take the pilots out of outward bound ships. These should be taken to sea in all ordinary cases by the harbour pilots.

The command of each cutter I would propose to place in a senior pilot, who should only be put on board ships after the others have all gone, when the command to take the pilot vessel into port should devolve on the mate.

A sufficient crew, I think, for each would be a mate, three seamen, and a boy.

The mate should be a young experienced seaman, who would be able, and have permission, in case of emergency, to bring a ship into a safe anchorage, and the future pilots might possibly be made from the promotion of these men.

The probable annual cost I estimate as follows:—

Insurance, say 8 per cent. on £3,200	£256	0	0
Wear and tear, and depreciation of value, 15 per cent.	480	0	0
Interest, 6 per cent.	192	0	0
	928	0	0
Wages and provisions:—			
2 mates, at £15 per month each	360	0	0
6 seamen, at £9 do.	648	0	0
2 boys, at £7 do.	168	0	0
Total *annual* cost of two cutters and crew, &c.	£2,104	0	0

The

The Watson's Bay establishment of a boat's crew of 4 men, at £9 each per month, £432.

In these calculations for wages and provisions, I have assumed that for these sums the crew would find themselves.

I am, &c.,
HENRY T. FOX.

W. L. G. DREW, ESQ.,
Secretary to the Light, Pilot,
and Navigation Board.

Captain William Henry Eldred examined :—

By the Senior Warden: You have visited this port in command of vessels? Yes; four or five times.

How long since you quitted the sea? Two years.

Do you still continue connected with the shipping interests of the port? I now represent the Chilian Flour Company here, and also the Republic as Consul.

When you came here in command of vessels did you find the Pilot Service effectually performed? Quite the contrary.

Did you get the pilots on board at a proper time? I never remember to have received a pilot at the proper time. About three years ago I was about three miles off the port, and very anxious to get in—the Reporter of the newspaper on board—but I could get no pilot, though the signal for a pilot was kept flying.

By Captain Browne: Have you experienced any difficulty in getting pilots to take the ships to sea? I think you are alluding to a circumstance when I found it necessary to make a complaint on the subject. On that occasion I wanted a pilot—when Mr. Hyde, a pilot, was appointed and was on board, but would not weigh, though the ship was in a safe place for weighing from. The ship had been detained a day through the pilot not coming; he didn't come because it was a holiday. Had there been no established pilots I would have taken her out myself easily, but did not like to run the risk where pilots are established.

By the Senior Warden: Do the commanders of vessels consigned to you complain much of the inefficiency of the pilot system? I have seldom a ship arrive without complaints of the vessel not being boarded in a proper time? Even the last month the "Staghound," schooner, refused to pay pilotage, having been anchored between the Heads all night with a light hoisted, and getting no pilot in the morning abreast the Sow and Pigs.

What system would you suggest as a remedy? I would have the pilots on board decked boats which could keep the sea in all weathers.

How many vessels do you think necessary? I think three, in order that one might occasionally be under repair.

Of what size? About 70 tons.

Schooners or cutters? I think I would prefer cutters, because Englishmen appear to manage cutters better than schooners.

How many cutters would you have outside the Heads? Two always, and when the third vessel was available I would have her at sea too during thick weather.

By Captain Browne: Do you think the increased pilotage would be willingly paid by ship owners if the service were properly performed? I do.

Do you think the pilotage, as at present levied, bears equitably upon all vessels? No. I should levy a tonnage duty, instead of charging for draught of water.

By the Senior Warden: Would you suggest any other changes with regard to outward pilotage? I have not been able to give the matter so much consideration as I could have wished, my time having been so fully occupied.

By Captain Darley: How many pilots do you think necessary? I think six sea pilots; but I also think that the inwards and outwards pilots should be distinct. Vessels are often now detained in harbour for want of pilots—through the system—the pilot having to come from the Heads.

By Captain Delloitte: Do you think a boat necessary in addition to the cutters? I should think there should be two boats; but it would depend entirely upon the system as to the arrangements for taking pilots from the outward-bound ships.

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12 *OCTOBER*, 1857.

Captain James Ross, ship "Wooloomooloo," of Aberdeen, examined :—

By the Senior Warden: Have you long commanded ships in this trade? Four voyages.

Have you found the pilot put on board in reasonable time generally? Generally not. On one occasion the pilot came on board at the South Reef; a second time, abreast the Middle Head; but only in one instance have I received a pilot in anything like reasonable time.

You do not, then, consider that the Pilot Service is satisfactorily performed? I do not.

You are aware that the present is a system of rotation? I am aware it is.

Do you think that the system is to blame, or the men? I think the system mostly to blame.

What system do you recommend? I think competition would be better than the present. The men have now to walk a long distance at night, and before the pilot is roused out and has put to sea the ship is ashore, or has passed up the harbour.

Do you think the service could, under any system, be satisfactorily performed with whale-boats? I hardly think it could; it might be better performed than it now is under competition.

By Captain Browne: The last time you came in, when were you boarded?

Were

Were you off the port the night before? Yes.

Was there anything to prevent a pilot coming on board that night? No, he might have come. We fired off two or three blue-lights and some rockets, but they were not answered from the Signal Station until we were close in.

By the Senior Warden: You think it desirable to have decked vessels for this service? Yes, I think so.

Do you think the masters and owners of vessels would object to the increased charge for pilotage which decked vessels would involve? There might be some objection.

By Captain Browne: Do you think the increased pilotage would be objected to if the service were effectually performed? I don't think so.

By the Senior Warden: What kind of vessels would you recommend. Cutters.

Of what size? About 60 or 70 tons—somewhat like the Liverpool cutters.

The Honorable Robert Towns, Esq., examined :—

By the Senior Warden: How long have you been acquainted with this port? Thirty-one years.

How long have you commanded ships trading to this port?

You are owner of a number of ships trading out of the port? About thirty.

By Captain Browne: You have known the port under all the systems of pilotage tried? I have.

By the Senior Warden: Was the service efficient under the competition system? I can hardly tell what it then was, but at present I consider it in a most unsatisfactory and inefficient state; in fact their look-out appears to be the greatest farce. I scarcely ever have a ship of my own, or one consigned to me, arrive without a complaint against the Pilot Establishment.

Do you think that if competition by whale-boats were revived it would produce the desired results? Certainly not; my views are in favor of a decked pilot boat cruizing outside the Heads.

[*Here Captain Towns read a statement he had drawn out (and which is attached to this), embodying his views upon the subject.*]

By Captain Browne: How would you propose to pay the pilots? I have not gone into that question sufficiently; but I think a salary, by the system I propose, would be the most equitable mode of payment.

Have you ever considered whether the two services, that is to say, the inside and the outside pilots, could be advantageously divided? I do not think so.

Is it not the case at home that the Cinque Port pilot takes you up to Gravesend, and a Trinity pilot brings you down? I am not aware, but I think it only applicable where you come into a different kind of navigation—as entering the River Thames, for instance.

By the Senior Warden: Suppose, after deducting the exact expense of the maintenance of the cutters, that the remainder was divided amongst the pilots, how would that answer? I think that, being a new system, it would not be advisable.

By Captain Deloitte: What do you think the cost of wear and tear per annum of each vessel would be? I think from 10 to 15 per cent. might do.

Would 20 per cent. be sufficient? Ample.

What size vessel would you have? I think she should not be above 50 or 60 tons.

By the Senior Warden: Do you think that these vessels could be procured in the Colony? Yes, in this Colony and Melbourne.

Statement read by Captain Towns.

I recommend that two suitable decked vessels, of about 50 tons, should be fitted out suitable for the Pilot Service, one of which to be at all times at sea, the other inside, and also ready for service, such vessels taking the outside service by turns, as may be arranged hereafter; and, as a further auxiliary to the establishment, a suitable *whale-boat*, for the purpose of boarding ships between the Heads, should they have missed the outside pilots; this boat to be manned from the inside cutter or craft, and to have separate moorings, at all times ready, irrespective of the boats carried by the sailing craft. To man these craft, say, one good experienced man as mate, to have the entire charge of the craft and stores, (except when at sea,) then the *senior pilot in turn to board ships to have the command*, and this command to follow in succession to the pilot next in turn; this will prevent bickering and disputes, also save the expense of a master for the craft, the crew of which would consist of chief mate or officer in charge, and five men to each sailing vessel.

Number of Pilots.—I consider six sufficient—never more than four outside. The outside vessel to cruize within sight and signal distance of the telegraph on South Head, when it can be so arranged; thus, vessels in the offing seen from South Head can be indicated to the pilots outside, by signal giving them the bearing, long before visible from the pilot craft, and such signal may be made available for night, by lights, as well as day.

Inward bound vessels would pick up the pilots at such convenient distance as the weather and other circumstances permit, such pilot to run the vessel up to her anchorage without reference to Harbour Master's duty, as at present, (subject of course to Quarantine, Gunpowder, and Harbour Regulations,) thus avoiding the unnecessary delay and expense attending a vessel bringing up below Pinchgut, as at present, when she might be run up to the wharves while under canvas from sea by the sea pilot. The Harbour Master or his deputy will then have only to berth the vessel for discharging, thus affording them more time to attend the outward bound. After anchoring the vessel in the stream off any wharf as required, the sea pilot's duty terminates; he will then repair on board the other pilot boat, (first having lodged the master's certificate of draught of water and satisfaction of conduct with the

the proper authority,) then take his turn for outward duty, unless called on to board a vessel inward that may require his service, which he will do by the whale-boat and crew from the sailing vessel in the bay.

Outward bound vessels to be boarded by the pilot on turn from the cutter, and if more than two pilots inside, he will be taken out by the boat outside, a signal from the Heads or the vessel as he runs out to be made to the boat outside, whose duty it will be to send a boat for the pilot and receive him on board for duty. If necessary, the Deputy Harbour Master to go on board and get the vessel under-weigh, and run her down until relieved by the inside pilot, and, if necessary, take her to sea, returning by the inside cutter's boat, which will be in attendance for that purpose, should the whole of the inside pilots be engaged. I also think the keeper of the Floating Light should be a licensed pilot, and thus avoid the possibility of a ship passing upwards or down without a pilot, and thus add to the staff without expense.

Signals.—The pilot boats and Light Ship to be supplied with proper signals; a constant watch to be kept on the Telegraph; the boat inside while at anchor to be in sight of the Flagstaff. I am adverse to distance money, as I think such would act as a bribe to take the craft beyond her proper station; let the pilotage be equalised, and a resonable tonnage duty charged on all ships entering the Port of Sydney, sufficient to maintain the establishment. I have shadowed out, and I feel assured no ship owner (I speak as one owning over 30 sail) will complain, *but let the service be efficient.* The abolishing of such charges was well meant, but a mistaken notion as having anything to do with free trade, as supposed. Give us efficient service and we are willing to pay for it, and let the tonnage cover the keep of lights, or make them a separate charge—only let us have them.

I am of opinion the competition system in open boats will not answer, for the following reasons:—

1st. You have no absolute control over the pilots; they may work and compete, or not, as they please. (Self interest, we suppose, will do the needful; it may in fine weather, but I doubt in rough.)

2nd. Three-fourths of the vessels arriving at this port run down with strong southerly gales, when open boats can do but little outside; and what use is a pilot boarding a ship on the point of danger off South Reef, which would be the case in competition, and probably run great risks of both life and property; and the expense, in my opinion, will be much greater in this system than the two decked and one whale-boat, requiring only twelve men with six pilots; whereas the competition will require six in each, say thirty-six men, and they will require bribery to exertion.

The decked boats can always work to windward, and put a pilot on board in very bad weather, where she has sea room, say between Sydney Heads and Botany Bay. There the ship has the full advantage of a pilot, and the latter has fair play to do his duty, which is not the case if boarded by an open boat, which cannot with safety go outside the South Reef in such weather. To render any system effective much will depend on regulations, which are matters of detail, although important.

I have adopted this course with a view to facilitate the matter, and if you will kindly peruse it over, and cull out the wheat from the chaff, I will be happy to attend and supply the plan of the letter, with such reasons as I have to advance.

I beg to add, as my opinion, that two suitable vessels may be had, and fully equipped for the service, for £1,000 each, and the whale-boat £30.

R. T.

Mr. Henry Gibson, Senior Sea Pilot, examined:—

By the Senior Warden: How many years have you been a pilot? Sixteen or seventeen years. Were you a pilot during the time the competition system prevailed? Yes.

What was your net income during that time? I lost money by it.

What is your present income? £640, out of which I have to keep a boat and four men.

You are aware that there have been frequent complaints against the pilots of their not arriving on board vessels at the proper time? I have seen it in the papers, but do not know it officially.

Are you not of your own knowledge aware that such is the case? No.

Are vessels often boarded outside the South Reef? Yes.

At night? Yes; the greater number are boarded outside the reef.

If fixed salaries were done away with, and pilots were paid according to the vessels they brought in, do you think that vessels would then be boarded further outside? They might, when the weather would permit.

Is the weather often such that large whale-boats with six men could not go out? A whale-boat is too small, and too low for a sea.

Do you think that decked sailing vessels would enable the pilots to board vessels further out? I do not think they would. I do not think that even from a cutter you could board vessels in a heavy sea. In the summer time, with the strong north-easterly winds and current on this coast, a cutter would be perfectly useless; she would be swept down to the southward, with four, five, or six pilots on board. I have seen a man-of-war sloop here three or four days trying to work up to the port.

By the Senior Warden: If one of the cutters were inside, between the South Reef and Sow and Pigs, could not she put pilots on board vessels that had missed the outside cutter? She might; but she could not be anchored in a position to see a vessel.

By Captain Browne: Could not a cutter cruize in any weather between the Heads? I think she could not.

You

You think, then, that the present system could not be improved? I think you might have larger boats and two extra hands; otherwise I do not think it can.

[*Mr. Gibson here handed in the letter attached, in which, he said, were embodied the general views of the pilots regarding the Pilot Service.*]

By the Senior Warden: You say the boats you now have do not enable you to go outside in heavy weather? No, they do not.

Then the ships during a southerly wind do not get a pilot on board until they have passed the South Reef? I go out in my boat as far as I can, and then, by day, shew a large flag.

Do you not think that it would be possible to board ships in heavy weather from decked vessels? I do not.

Do you think that the sea on this coast is heavier than that in the English Channel? I do; besides, you cannot get the men here that you can in England. In England they are brought up to their work from childhood.

By Captain Deloitte: I suppose when they could not board they might lead a vessel in? Yes; but then how could you put pilots on board other ships?

By Captain Browne: What distance do ships run down from the land usually? Very close, a great deal too close.

By the Senior Warden: And would they not make off to a pilot vessel with a flag flying? I do not think the generality of ships would.

By Captain Browne: Your ideas, then, as to which system would work best, are embodied in this letter which you have handed in? Yes, I think they are.

Memorandum handed to the Wardens by Mr. Gibson.

Firstly.—There should be a small hurricane-house built, situated near the Signal Station, for the sole use of the night pilot. We further suggest that two lanterns—one red and one green—should be provided, also a time-piece; the latter to be fixed inside the house, so as to be visible to the man who is on watch; and that a bell should be struck every half-hour, according to the rule on board ship, and to call out "No sail," or "No light," as it might be; and that we alternately repair to the station at sun-down, and remain until sun-rise to see the same carried out, and be individually accountable for that duty.

Secondly.—The Light Ship to be also provided with one red and one green light, by which communication could be made between the pilot at the station and the pilot on board, whose turn it might be for a ship outside; and, in order that he make known that the signal is seen and attended to; and further, that in the event of thick weather, a small gun, say a nine-pounder, should be provided at the Signal Station, to be fired for the same purpose when lanterns are not visible.

Thirdly.—That we would prefer having a stated salary, subject to a reduction where it could be satisfactorily proved that any negligence occurred in the performance of our respective duties.

Fourthly.—That the Government provide the boats and crews, and that a person should be appointed, vested with authority, to give them instructions, in order that the boats might be taken care of and kept in order, they being subject in like manner with ourselves for the due performance of their respective duties, and that they be stationed at the hurricane-house, before alluded to, and that the person in charge be instructed to see that the crews do not leave the station without his knowledge; and that, upon no pretext whatever, to be absent therefrom after sunset, except when on duty, and that they shall at all times obey all lawful orders issued by him when they are required by the pilots, or otherwise in reference to their duties.

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13 *OCTOBER*, 1857.

Mr. John Jenkins, Sea Pilot, examined:—

By the Senior Warden: How long have you been employed as sea pilot? Three years.

During that time you have been on a fixed salary? Yes.

Providing your own boats and men? Yes.

How many men have you in each boat? Four.

Is yours a whale-boat? Yes, a five-oared whale-boat, but we go off with four men.

Are you aware that many complaints have been made by captains of ships that they do not get pilots on board in sufficient time? There have been complaints made, but more complaints than there is occasion for. We often board ships miles outside, and remain there all night, but nothing is said of that.

Does it often blow so hard that a whale-boat, properly manned, cannot pull some distance outside the Heads? We can pull out, but we cannot board ships when we get alongside, on account of the sea, particularly in a southerly wind.

Cannot ships be boarded even in a strong southerly wind if they heave to? Yes, if they heave to, but very often ships will not heave to.

If they did heave to would there be any difficulty in boarding them? Very little.

If decked vessels were employed to cruize outside—say cutters or schooners of sixty or seventy tons—do you think they would be able to keep a position off the port favorable to putting pilots on board vessels? I think they might.

Would not ships in that case be more certain of getting a pilot outside than they now are? I think they would if cruizing in sight of the Signal Station.

Do you imagine that the southerly current would sweep them away from the port in light winds? Yes; but when the cutters are swept to the southward the ships from the southward could not get up.

What

What may be the expense of keeping up your boats and crews? We are paying our men now £4 a month each, and it takes, as nearly as possible, £9 10s. a month to keep the four men.

What is the wear and tear of boat? About £15 a year.

Then your net income is from £300 to £320 a year? Yes, I think it is.

If you were secured the same salary, do you think there would be any objection on the part of yourself and the other pilots to cruize outside in decked vessels? I think we should be paid more; we ought to have £1 a day, at least, each.

By Captain Darley: You spoke just now of the great difficulty in boarding ships off the Heads; whether would it be easier to board a vessel ten miles off the land or between the Heads? Ten miles off.

For what reason? There would be a truer sea and more room to round a ship to.

Do you know the depth of water outside the Heads? About forty fathoms at a distance of four or five miles off.

Don't you think that in calms a cutter might be brought up there? Yes, with a handy kedge and hawser.

To stem the current? Yes.

How far do the soundings extend? Miles along to the southward there are forty fathoms four or five miles off shore.

[*The letter handed in by Mr. Gibson, Senior Sea Pilot, was here produced.*]

By the Senior Warden: This is your signature to this letter? Yes.

And you concur in the opinion of Mr. Gibson, that if there were larger boats, manned with six men, the service might be satisfactorily performed without cutters? I think it might with larger boats, pulling six or seven oars; with four oars we can't pull out.

By Captain Deloitte: But a whale-boat is not fully manned with four oars? That is the number we are directed to have.

By Captain Darley: Do you think you could pull a six-oared whale-boat against any weather? Almost any weather.

Mr. John Charles Hawkes, Sea Pilot, examined:—

By the Senior Warden: How many years have you been employed as sea pilot? A little over three years.

During which time the system has been that of equal salaries, and the system of rotation? Yes.

After paying the expenses of your boat and crew, what is your net income? About £300 a year.

You are aware that there have been great complaints made lately of vessels not getting pilots in sufficient time? Yes, I am aware there have.

Do you know of any plan by which the service could be more satisfactorily performed than by the present system? Only by having decked cutters.

Of what size? Sixty tons, or over.

How many do you think would perform the service? I do not think you could do with less than three. There must be two outside at one time. It may be difficult to keep them in position, but there must be also a boat establishment at the Heads, to pick up vessels that have passed the cutters.

Do you think that if there were two cutters—one outside, and one inside the South Reef, to put pilots on board vessels entering the harbour without pilots—that that would do? Yes, that might do.

Do you think that a good cutter, the size you speak of, would be able to keep the sea at all times? I don't know. If we have the same sea we have had lately, and which appears to be much worse of late years than formerly, I think she would have a difficulty.

Do you imagine there would be any difficulty in boarding vessels from cutters at sea? There would at times, but at times only.

In a letter which has been presented to the Board you propose a different plan, viz., that a large description of whale-boat should be employed—do you think that system would answer as well as cutters? The boats would not answer so well as cutters, because they could not put pilots on board ships the same distance off.

By Captain Darley: If you were in a vessel five or six miles off the coast, you could board ships more readily than in whale-boats between the Heads? I think so; the great difficulty is to get out in whale-boats.

How many pilots do you think necessary for the service? Eight.

If they had nothing to do with outward bound ships, do you think six would do? Yes.

By Captain Deloitte: How many days at a time should you, as a pilot, think it reasonable to remain outside? I do not think it necessary for any vessel to remain outside at a time more than a week.

By Captain Darley: How long have you been without getting a ship? Five or six days.

By Captain Deloitte: Suppose many vessels came in sight at a time, could you not pick them up better by being outside in cutters? Yes, I think we might.

By Captain Darley: Which do you think the proper place to put a pilot on board ship, outside three or four miles, or between the Heads? Outside, decidedly.

With the present system, do you think the pilot first on turn ought to be at the Heads, or on board the Light Ship? I think he would be better on board the Light Vessel.

Do you think that competition would work better amongst the pilots than the present system? I don't think it would.

Captain

Captain Robert F. Pockley (Superintendent), having been requested to furnish the Board with his views upon the subject of the present examination, handed in the accompanying paper, drawn up by him, which having been read, the following examination took place:—

By the Senior Warden: The present salaries of the pilots being about £300 a year (net), what reason have you for proposing so large an increase? I think them at present underpaid; they should be men who have commanded large ships, and I do not think they should sink because they become sea pilots.

Do you think that effective men could not be procured for £300 a year? Certainly not for less than £300; I do not propose to give them a fixed salary, but to give them a direct interest in ships being boarded outside. I would have three ranges of pilot water—for the first full pilotage, for the second a reduction of one-third, and the next half.

By Captain Deloitte: The pilotage or tonnage due charged should of course be sufficient to cover all expenses, and ensure a good income? Yes; I would make it sufficient to cover the expenses of the Port Office as well.

Do you think a whale-boat could always put a pilot on board ship? I think with six hands, and a good boat, you can board a ship in anything short of a gale of wind.

Agreeably with the wishes the Board, that I should state in writing my views with regard to the present pilot system, and how it can be altered, so as to benefit the public, I would beg to recommend as follows:—

1st. That there should be five pilots, whose salaries should be paid from the pilotage levied upon vessels entering and leaving the port,—the Government guaranteeing a minimum salary of £300 per annum, the senior pilot to receive 25 per cent. in excess of the others. No pilot to receive more than £500 in any one year.

2nd. The pilots should be employed in rotation, and should bear no expense whatever connected with his duties, further than to provide the flags necessary for making the signals they are compelled to make to denote where a ship is from, &c.

3rd. I would recommend that the whole of the boats and men should be provided by the Government, as also the dwelling-houses, or a hulk, to be moored just inside the Inner South Head.

4th. The look-out by night should be kept by these men at three separate stations, viz.:—At the Bluff overlooking the Gap, the Inner South Head, and the Light Ship. They would also constitute the life-boat's crew, and would always be available to render assistance to ships in distress, or in perilous positions near the Heads. And the crew of the Light Ship could dispense with one hand, in consequence of these boats and crews being available for communication with her.

5th. The officer in charge of the boats and crews would be responsible for the look-out, and that all ships were boarded outside the range of pilot water.

6th. Never less than two pilots should at all times be on duty on board the hulk, unless employed on board ship.

7th. One boat and crew should always be afloat at night, either on board the Light Ship or hulk, and the Light Ship might be made to answer the double purpose of Light Ship and hulk, if required.

For the carrying out the above system, I would recommend the following staff and salaries, viz.:—

Senior pilot, at £425	£425	0	0
4 pilots, at £400	1,600	0	0
Coxswain, in charge of boats and men, who should also be qualified as pilot, to be provided with house accommodation	200	0	0
2 boat steerers, at £125	250	0	0
12 men, at £100	1,200	0	0
TOTAL WAGES	3,675	0	0
2 six-oared boats, at £60	120	0	0
1 five do.	50	0	0
Dwellings, or hulk and boat-shed	600	0	0
Stores	100	0	0
TOTAL	£4,545	0	0

This amount of £4,545 would be less in the ensuing years by about £700, being the cost of dwellings and boats—thus leaving the permanent cost of maintaining the establishment at about £3,845, or, at the very extreme, say £4,000 per annum.

I am of opinion that the system I have herein recommended would assure the effective services of six pilots, always at command, and that it would be preferable to pilot cutters, and more economical.

ROBT. F. POCKLEY,
Superintendent of Lights, Pilots, and Navigation.

Sydney, 13 *October*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

LIGHT, PILOT, AND HARBOUR DUES.

(REPORT FROM BOARD.)

Ordered by the Legislative Assembly to be Printed, 17 *November,* 1857.

TREASURY MINUTE.

My predecessor has had prepared "A Bill to amend the rates of Pilotage, and to provide "further for Pilotage in the Harbour of Port Jackson," a copy of which Bill I transmit herewith, for the information of the Light, Pilot, and Navigation Board. I assent to the soundness of the principle on which this Bill is based; but I should prefer dealing with the whole question involved in the management of our Ports and Light Houses in one comprehensive measure, rather than bit by bit.

I am desirous, therefore, of preparing a measure which shall provide for a sufficient revenue being levied on vessels trading to and from this Colony, to defray the cost of our Pilot Service, of our Harbour Establishments, and of the maintenance of our Coast and Harbour Light Houses. The principle on which I at present contemplate framing this Bill I will briefly indicate; and I shall be glad to have the counsel and suggestions of the Light, Pilot, and Navigation Board, on the several subjects which will be embraced within this Bill.

THE PILOT SERVICE.

The revenue levied for pilotage should be sufficient to put the Pilot Service in each port of the Colony in an effective state. How can this be most equitably raised—by a charge per foot, or per ton, or by a combined charge? This point determined—what rates will provide a revenue fully adequate to meet all the expenses fairly chargeable to pilotage; the charges being fixed by the Bill, it must be left to the Government, or to some other executive authority, to administer the funds in the way that will best provide for the Pilot Service of each port. In some, as in Sydney for instance, the competition system may be necessary to ensure efficiency; in others, this can only be practicable through the agency of salaried pilots. In Sydney, again, it may be advisable to provide for the moving of vessels by licensed mud pilots, payable by stipulated fees; in the smaller ports this may be attended to by the salaried pilots—either with or without special fees for the duty.

HARBOUR DUES.

The cost of maintaining the various Harbour Establishments of the Colony should be met by a tonnage due sufficient for the purpose. The total expense of this service can be ascertained by a reference to the Estimates; and the rate to be levied to provide this can be arrived at by ascertaining the tonnage annually chargeable with harbour dues. How shall the rate be levied—by draught, or by tonnage, or by a combination of the two; and what shall the rates be? It may be necessary hereafter to levy special tonnage dues in particular harbours, to defray the interest on the cost of works carried on in those harbours; but for the purposes of the Bill now contemplated we may confine our attention to a sufficient general rate.

LIGHT DUES.

The Light Dues levied ought to be sufficient to provide for the maintenance, and the annual expenses, of the several Coast and Harbour Light Houses and Ships, and to pay a moderate interest, say 5 per cent., on the cost of erecting the Light Houses and building the Vessels. What rate will be sufficient for this purpose,—and how can it best be levied?

I shall be glad also to learn the views of the Board as to the mode of paying these several dues, which will be most convenient to those who have to pay them, and least troublesome and costly in collecting. Further, what vessels should be exempted from the payment of any or all of them, and on what grounds the exemption can be justified?

With a view of facilitating my labors in drawing the Bill, I shall be glad if the Board will cause their Secretary to obtain from the neighbouring Colonies copies of the several Acts under which their Pilot, Light, and Harbour Dues are levied, and also of our local Acts which have either lapsed, or are now in operation, and with as little delay as possible.

As the Session is drawing near, and will, perhaps, not be a long one, I shall be glad to be favored with the views of the Board on the subject I now submit for their consideration, at as early a period as is convenient to the members.

R. JONES.

September 29, 1857.

P.S.—It may, perhaps, be scarcely necessary to add, that while I think these dues ought, in justice, to be levied, I am desirous that they should be as moderate as is consistent with accomplishing the purposes to which they are to be devoted, and that they should be strictly appropriated to these purposes.

R. J.

LIGHT, PILOT, AND NAVIGATION BOARD, *to* THE SECRETARY TO THE TREASURY.

No. 180.

Light, Pilot, and Navigation Board,
Sydney, 12 *November,* 1857.

SIR,

The Light, Pilot, and Navigation Board having, in attention to a Treasury Minute, dated 29 September last, maturely considered the subject of Light and Harbour Dues, therein brought under their notice, I am desired to transmit the accompanying Report as the result of their deliberations, together with copies of the several Acts under which these dues are levied in the adjacent Colonies, and the other papers enumerated in the accompanying Schedule.

I have, &c.,

W. L. G. DREW,
Secretary.

THE SECRETARY TO THE TREASURY.

SCHEDULE of Documents forwarded in Light, Pilot, and Navigation Board's Letter No. 180, *dated* 12 *November,* 1857.

1. Board's Report.
2. Cost of erection of Light Houses.
3. Cost of maintaining Lights.
4. Statement of the Lights maintained by the several Colonies.
5. Returns from Custom House.
6. Acts, &c., relative to Dues in the adjacent Colonies.
7. Acts of this Colony.

No. 1.

No. 1.

REPORT *of the* LIGHT, PILOT, AND NAVIGATION BOARD, *respecting Harbour and Light Dues.*

THE Board having fully considered the subject of Harbour and Light Dues, brought under their notice by a Treasury Minute, dated 29 September, submit the following Report.

In this Minute the Honorable the Minister for Finance and Trade expresses his opinion, "that Harbour Dues ought to be levied for the support of the various Harbour "Establishments"; and the Board regret that it does not appear possible, at present, to introduce into this Colony a measure just in principle, and known to prevail in England and other parts of the world; but, in many portions of this territory, where Harbour Establishments are now formed, the trade is so limited that no dues which could be levied on vessels conducting it would defray any considerable portion of the expense; and as the Board have already reported that a great addition to the Pilotage Rates will be necessary to meet the increased outlay required to render the Pilot Service efficient, they cannot advise that Harbour Dues should also be levied.

2. The Board observe that the Honorable the Minister for Finance and Trade considers "that the Light Dues levied ought to provide for the maintenance and annual "expenses of the several Coast and Harbour Light Houses and Ships, and to pay the "moderate interest of 5 per cent. on the cost of the Light Houses and Vessels; and he desires to know what rate will be sufficient for this purpose."

As some of the Light Houses proposed to be erected in New South Wales are not yet commenced, and others in the neighbouring Colonies, of which we have to bear a portion of the cost, are not yet completed, the Board cannot state the amount which should be charged as the cost of the Light Houses and Light Vessels, but they believe it may be estimated at £50,000.

3. By the accompanying statement it appears that the salaries and contingent expenses of Light Houses and Vessels would annually amount to £8,541
and an addition of 5 per cent. interest on the £50,000 expended 2,500

would raise the sum to £11,041

By Returns obtained from the Sydney Custom House it is ascertained that, in the twelve months commencing 1 October, 1856, and ending 30 September, 1857, the tonnage entered inwards and cleared outwards, from or to England and parts beyond the seas, was 300,360; and the tonnage entered inwards or cleared outwards of coasters and vessels trading to the adjacent Colonies was 995,195.

A rate of 6d. per ton on the first class would yield	£7,509	0	0
and two-thirds of a penny on the second class	2,764	8	7
which, with probable amounts from Outports	767	11	5
would make up the sum shewn above	£11,041	0	0

But as all vessels would have to pay respectively the 6d. and two-thirds of a penny per ton, both inwards and outwards, the Board are convinced that rates so onerous could not be exacted without serious injury to the trade of the Port.

4. Before proceeding to notice the Light Dues at any time levied in this and the adjacent Colonies, the Board would request attention to the accompanying statement, by which it appears that New South Wales maintains 7 lights entirely, and contributes towards the maintenance of 4 others; that Victoria maintains 8, and contributes towards 4; that Van Diemen's Land maintains 6, and contributes to 2; that South Australia maintains 5 lights.

The Board find that the rate first levied for the maintenance of the light on the South Head was 2d. per ton on all vessels entering. That, by the 7 Vict., No. 9, it was enacted,

that

that as soon as lights were exhibited at Port Macquarie, Newcastle, or Port Phillip, the following rates should be paid by vessels entering, viz.:—

On coasters betwixt 50 and 100 tons	4d. per ton.
Do. above 100 tons	2d. „
All steamers	4d. „
All other vessels...	2d. „

Vessels under 50 tons being exempt.

That, by 9 Vict, No. 14, it was enacted, that, after lights were erected at Cape Otway and Gabo Island, there should be paid by every vessel passing them—for each light—the following rates, viz.:—

By vessels from abroad	1d. per ton register.
And by coasters and inter-colonial traders ...	$\frac{1}{3}$rd. of 1d. per ton.

By the 16 Vict., No. 8, all Light and Harbour Dues were abolished.

5. As regards the Light Dues paid in the adjacent Colonies, the Board find that in Victoria, under Act 17 Vict., No. 18, there is a consolidated rate of one shilling per ton levied on all vessels entering—for the "maintenance of Light Houses, Buoys, and Beacons, "Water Police, and a Seamen's Hospital." No vessel being required to pay oftener than once in six months. Half of this rate, or six-pence per ton, may be considered the tax for lights.

In South Australia, by the Trinity House Regulations of February 26, 1852, the Light Dues were fixed as follows:—

On vessels from abroad, entering	3d. per ton.
Do. do. clearing	3d. „
On vessels from neighbouring Colonies, entering	$1\frac{1}{2}$d. „
Do. do. clearing	$1\frac{1}{2}$d. „
On coasters (each voyage), 30 to 50 tons	3s.
Do. do. 50 to 100 tons ...	7s.
Above 100 tons, inwards	1d. per ton.
Do. outwards	1d. „

In Van Diemen's Land the Light Dues levied, under the 18 Vict., No. 8, on all vessels employed in the coasting trade, entering inwards, are 4d. per ton. On every other vessel entering inwards (whalers excepted) 9d. per ton.

6. As it is known that in most countries where lights are exhibited rates have been levied for their maintenance, and that in New South Wales alone, of all the Australian Colonies, are vessels exempted from this just charge, the Board think, that if the views of Government are changed since the enactment of 16 Victoria, No. 8, the following rates might be charged, viz.:—

On vessels engaged in Foreign trade, entering	3d. per ton.
Do. do clearing	3d. „
On coasters and vessels engaged in Inter-Colonial trade, entering	$\frac{1}{4}$d. „
Do. do. clearing	$\frac{1}{4}$d. „

By this means, if the trade of Sydney remained the same as shewn in the Returns,—

The amount raised under the first head would be	£3,754
And under the second head	995
Or a total of	£4,749

To which an addition would be made by amounts from the outports; although it is not proposed to charge vessels entering them, which have previously paid on clearing out from Port Jackson.

7. The Board are aware that in Great Britain and some other countries vessels contribute towards the maintenance of those lights only which would be useful to them on the particular voyage from which they arrived, or on which they were about to sail; but the difficulty of ascertaining the number of lights to be charged for upon this principle has, probably, led to the adoption of a general rate in all the adjacent Colonies, without reference

to

to the number of lights likely to be sighted by each vessel in the course of her voyage. And, should it be determined to raise Light Dues in New South Wales, it will be best done, in the first instance, by a general rate—subject to such modifications hereafter as experience may suggest.

It will be seen that the respective rates of 3d. and ¼d. per ton do not exceed those charged in any of the other Australian Colonies; nevertheless, objections to them will, no doubt, be made by those who, during the last five years, have been exempted from any charge on account of lights on the coast of New South Wales.

8. Should Government determine to impose Light Dues, the Board advise that payment of them should be made at the Custom House, when a vessel enters inwards and clears outwards; and that no vessel shall be permitted to depart until such dues have been paid.

JNO. LAMB,
Senior Warden.

Sydney, 12 *November*, 1857.

No. 2.

PROBABLE Cost of Light Houses.

Wilson's Promontory (proportion)	£10,000
Gabo Island	5,000
Cape George	5,000
Sydney Heads	10,000
Newcastle	5,000
Moreton Bay	5,000
King's Island (proportion)	5,000
Light Ships (2)	4,000
Gabo Island (temporary light)	1,000
TOTAL	£50,000

W. L. G. DREW,
Secretary.

No. 3.

ANNUAL Cost of the Maintenance of Light Houses.

		£	Total.
South Head	Salaries	432	
	Contingencies ...	410	
			842
Inner South Head	Salaries	450	
	Contingencies ...	500	
			950
Floating Light, Sydney ...	Salaries	516	
	Contingencies ...	230	
			746
Floating Light, Moreton Bay ...	Salaries	600	
	Contingencies ...	345	
			945
Light House, Moreton Bay ...	Salaries	540	
	Contingencies ...	470	
			1,010
Light House, Gabo Island ...	Salaries	648	
	Contingencies ...	650	
			1,298
Kent's Group	(Proportion) ...	.....	500
Light House, Newcastle ...	Salaries	450	
	Contingencies ...	400	
			850
Cape George	Salaries	450	
	Contingencies ...	450	
			900
Wilson's Promontory	(Proportion) ...	.....	500
			£8,541

W. L. G. DREW,
Secretary.

No. 4.

No. 4.

STATEMENT of the Light Houses maintained by the several Colonies.

NEW SOUTH WALES.

Maintains entirely.		Partially.	
Heads	2	Gabo Island	½
Floating Light ...	1	Kent's Group ...	⅓
Moreton Bay	2	Wilson's Promontory	½
Light, Newcastle ...	1	King's Island ...	¼
Cape George	1		

VICTORIA.

Otway	1	King's Island ...	½
Melbourne Heads ...	2	Wilson's Promontory	½
Cape Schank	1	Kent's Group ...	⅓
Gillibrand's Point ...	1	Gabo Island	½
Swan Spit	1		
West Channel ...	1		
Geelong	1		

VAN DIEMEN'S LAND. (*S. W. Cape.*)

Iron Pot	1	King's Island ...	¼
Brumi Island ...	1	Kent's Group ...	⅓
Swan Island	1		
Go Island	1		
Launceston Heads ..	1		

SOUTH AUSTRALIA.

Cape Border	1	King's Island ...	¼
Troubridge	1		
Cape Willoughby ...	1		
Cape Northumberland	1		
Floating Light ...	1		

W. L. G. DREW,
Secretary.

No 5.

VESSELS.—FOREIGN.

RETURN of Ships Inwards at the Customs, as follows:—

	Vessels.	Tons.	Crews.
For the Quarter ending 31 December, 1856 ...	203	71,268	3,839
Do. do. 31 March, 1857 ...	205	78,789	4,334
Do. do. 30 June, 1857	187	72,870	3,892
Do. do. 30 September, 1857 ...	184	69,951	3,841
	779	292,878	15,906

S. FANCOURT.

FOREIGN.

RETURN of Ships cleared during the following Quarters:—

	Ships.	Tons.	Men.
Quarter ended 31 December, 1856	194	65,416	3,345
Do. do. 31 March, 1857	184	72,388	4,002
Do. do. 30 June, 1857	204	75,679	4,044
Do. do. 30 September, 1857	201	78,939	3,546
	783	292,422	14,937
		292,878	
TOTAL, FOREIGN TONNAGE		585,300	

CHS. A. MANSON.

COASTERS.

COASTERS.—INWARDS.

	Tons.
Quarter ending 31 December, 1856	78,011
Do. do. 31 March, 1857	70,822
Do. do. 30 June, 1857	84,832
Do. do. 30 September, 1857...	78,381
	312,046

OUTWARDS.

Quarter ending 31 December, 1856	89,552
Do. do. 31 March, 1857	99,105
Do. do. 30 June, 1857	88,321
Do. do. 30 September, 1857...	81,231
	358,209

PORT OF MORETON BAY.

RETURN shewing the Number of Tons of Vessels entered Inwards and Outwards at this Port, from the 1st October, 1856, *to the 30th September,* 1857.

INWARDS.	No. of Vessels.	TONS.	OUTWARDS.	No. of Vessels.	TONS.
Sea going vessels ...	13	6,518	Sea going vessels ...	13	6,798
Coastwise	86	17,885	Coastwise	87	17,631
Total Inwards ...	99	24,403	Total Outwards ...	100	24,429

Custom House, Brisbane,
19 *October,* 1857.

W. A. DUNCAN,
Sub-Collector.

RETURN shewing the Number and Tonnage of Vessels entering in, and departing the Port of Newcastle, from the 1st October, 1856, *to the 30th September,* 1857, *distinguishing Coasting Vessels from Foreign.*

	NO. OF VESSELS.	AMOUNT OF TONNAGE.
Inwards (Seaward)	295	49,919
Outwards (ditto)	396	70,928
Inwards (Coastwise)	1,488	218,780
Outwards (ditto)	1,441	209,132
		548,759

Custom House, Newcastle,
22 *October,* 1857.

C. BOLTON,
Sub-Collector.

ANALYSIS.

PORT OF SYDNEY, from 1 October, 1856, to 30 September, 1857.

Total tonnage of all kinds, in and out...	1,255,555
Tonnage to and from England, and parts beyond the sea ...	300,360
To the adjacent Colonies	284,940
Coasting vessels	670,255

W. L. G. DREW,
Secretary.

1857.

Legislative Assembly.

NEW SOUTH WALES.

STEAM TUG FOR NEWCASTLE.

(REPORT OF LIGHT, PILOT, AND NAVIGATION BOARD UPON.)

Ordered by the Legislative Assembly to be Printed, 26 *November,* 1857.

LIGHT, PILOT, AND NAVIGATION BOARD *to the* SECRETARY TO THE TREASURY, *relative to a Steam Tug for Newcastle.*

Light, Pilot, and Navigation Board,
Sydney, 20 *October,* 1857.

SIR,

The Light, Pilot, and Navigation Board having, in attention to a Treasury Minute, dated 29th ultimo, carefully considered the several questions submitted to them connected with the establishment of a Steam Tug at the Port of Newcastle, have directed me to make the following Report, for the information of the Honorable the Finance Minister:—

1st. As to the probable cost of an efficient Steam Tug Boat, and can such a Tug be procured in the Colony?

The Board are of opinion, from inquiries instituted by them, that there is no suitable Tug to be procured in this or the neighbouring Colonies, and that a Tug to be of general service at Newcastle should not be of less than 120-horse power, and should be so fitted as to enable her to turn the wheels in opposite directions at the same moment.

The estimated cost in England of an efficient boat is about (£,8000) eight thousand pounds.

2nd. The annual cost of maintaining and working her?

The total cost per annum is estimated as follows:—

Fuel, oil, repairs, &c.	£2,172
Wages	1,428
Interest on £8,000, at 5 per cent...	400
Depreciation and Insurance, say, 10 per cent ...	800
Total	£4,800

3rd. How can she be most economically manned and worked by the Harbour Master's and Pilot's crew (with an engineer and fireman), or how?

The Board are of opinion, that the present Harbour Establishment could not be reduced, with the exception of the salary of the Assistant Harbour Master (£175 per annum), who might be placed in command of the Steam Tug, but with an increased salary.

There would be required to man the vessel, as follows:—

1 Master,	at £20	per month	£240
1 Mate,	£15	„	180
1 Engineer,	£20	„	240
2 Firemen,	£24	„	288
4 Seamen,	£40	„	480
			£1,428

4th. How can the annual cost of a Tug be most legitimately defrayed?

The Board are of opinion that the most legitimate mode of defraying the expense consequent upon establishing and maintaining the Tug, would be by a compulsory Tonnage Duty upon all sailing vessels entering and clearing at the Customs. I have the honor, by direction of the Board, to enclose a statement, received from the Sub-Collector of Customs at Newcastle, of the amount of tonnage entering in and departing from that Port for the first six months of the present year; and also calculations based upon the assumption that the tonnage for the remaining six months will be the same; from which it will be seen that, if steamers are exempt from the duties proposed (which seems proper, since steamers do not require the aid of Tugs), there would require to be levied a duty of 3d. a ton in, and 3d. a ton out; and that should steamers be compelled to pay, it would require 2d. a ton each way.

The Board are fully of opinion, that the establishment of a Steam Tug at Newcastle is a most desirable measure, and calculated to prove of very great benefit to the shipping interests of the Port; at the same time they feel constrained to point out to the Honorable the Finance Minister, that the cost of her maintenance would necessitate the levying of a very heavy duty.

I have, &c.,
W. L. G. DREW,
Secretary.

ENCLOSURE to Letter from Pilot Board, dated 20 October, 1857, relative to a Tug for the Port of Newcastle.

TONNAGE for Six Months, taken from Sub-Collector's Return:—

In	139,879	
Out	141,733	
Total, including steamers	281,612	
	2	
Total do., for Twelve Months	12)563,224	
	20)46,935	4d.
	£2,346	15s. 4d., at 1d.
$2\frac{1}{4}$d. per ton, levied on all vessels (steamers included), would yield	£5,280	4s. 6d, at $2\frac{1}{4}$d.
From total tonnage	563,224	
Deduct steamers' tonnage	162,540	
	4)400,684	Tonnage of sailing vessels.
	20)100,171	
3d. per ton upon all sailing vessels would yield	£5,008	11s. 0d.
Probable Expense, as per Letter	£4,800	0s. 0d.

W. L. G. DREW,
Secretary.

RETURN

RETURN, shewing the Total Number and Tonnage of all Vessels entering in and departing from the Port of Newcastle, from the 1*st January to the* 30*th June,* 1857*, inclusively.*

	Number of Vessels.	Amount of Tonnage.
Inwards	922	139,879
Outwards	928	141,733

Custom House, Newcastle,
6*th October,* 1857.

C. BOLTON,
Sub-Collector.

RETURN, shewing the Number and Tonnage of Vessels entering in and departing from the Port of Newcastle, from the 1*st October,* 1856*, to the* 30*th September,* 1857*, distinguishing Coasting Vessels from Foreign.*

	Number of Vessels.	Amount of Tonnage.
Inwards (Seaward)	295	49,919
Outwards (do.)	396	70,928
Inwards (Coastwise)	1,488	218,780
Outwards (do.)	1,441	209,132

Custom House, Newcastle,
22*nd October,* 1857.

C. BOLTON,
Sub-Collector.

1857.

NEW SOUTH WALES.

Legislative Assembly.

ENTRANCE TO THE MORUYA RIVER.

(PRAYING THE IMPROVEMENT OF.)

Ordered by the Legislative Assembly to be Printed, 12 *August,* 1857.

To the Honorable the Legislative Assembly of the Colony of New South Wales.

The Petition of the undersigned Inhabitants of the Police District of Broulee,—

HUMBLY SHEWETH:—

That your Petitioners desire to call the attention of your Honorable House to the present state of the entrance of the Moruya River.

That, of the twelve hundred persons comprising the population of this District, the great bulk are agriculturists, located on the banks of the river, deriving their principal means of support by supplying the Sydney Market.

That, notwithstanding the unsurpassed fertility of the soil, combined with other natural advantages, the progress of the District has been materially retarded by the difficulty of access to the shipping port, the danger and delay thereby caused rendering competition with other agricultural districts impracticable.

That your Petitioners have to pay as high a freight for the conveyance of their produce to Sydney as the Colonists of New Zealand, though the difference of distance is nearly one thousand miles less.

That all inland communication is cut off by the coast range; the sea is consequently the only outlet.

That the tonnage from the river exceeds five thousand annually.

That your Petitioners are satisfied the entrance of the river could be permanently improved; and in order to collect correct data, appeal to your Honorable House to obtain the services of a competent person to survey the river mouth.

That your Petitioners beg to inform your Honorable House that the amount of revenue annually contributed by the District of Broulee exceeds four thousand five hundred pounds, not one sixpence of which has ever been expended in any permanent local improvement.

That large quantities of land have been disposed of at the Crown Lands Office, besides many heavy payments made to the Treasury for the exercise of pre-emptive right, which, in one case alone, amounted to twelve thousand pounds.

And your Petitioners humbly request your Honorable House will take the premises into your favorable consideration; and your Petitioners will, as in duty bound, ever pray.

[*Here follow* 54 *Signatures.*]

1857.

NEW SOUTH WALES.

Legislative Assembly.

ADDITIONAL LIGHT HOUSE FOR PORT JACKSON.

(REPORT FROM LIGHT, PILOT, AND NAVIGATION BOARD.)

Ordered by the Legislative Assembly to be Printed, 20 *October,* 1857.

THE SECRETARY TO THE LIGHT, PILOT, AND NAVIGATION BOARD *to* THE SECRETARY TO THE TREASURY, *forwarding the Report of the Board upon the subject of more effectually lighting the entrance to Port Jackson.*

Light, Pilot, and Navigation Board,
Sydney, 11 *September,* 1857.

SIR,

I am directed to request that you will lay before the Honorable the Minister of Finance and Trade a Report of the Light, Pilot, and Navigation Board, respecting the erection of another Light House at the entrance of Port Jackson.

2. The evidence on which it is based was, as usual, sent to the different witnesses for correction, and that portion of it which has been returned is herewith transmitted; the remainder will be forwarded as soon as it reaches me.

3. The Board would have withheld their Report until it could have been accompanied by the whole of the evidence, but hearing that His Excellency the Governor General was about to leave Sydney, and that the period of his return was uncertain, they thought it best to submit to the Government, without delay, the result of their inquiry.

I have, &c.,

WM. L. G. DREW,
Secretary.

REPORT of the Light, Pilot, and Navigation Board, respecting Lights at the entrance of Port Jackson.

1. The Board had under consideration the state of the existing Colonial Light Houses and Light Vessels, and the expediency of proceeding with the building of the Light Houses intended to be erected on Cape St. George and Gabo Island, when the wreck of the "Dunbar," and lamentable loss of more than one hundred lives, close to the entrance of Port Jackson, induced them to turn their immediate attention to the circumstances which

 had

had led to that sad catastrophe; and they were also requested by the Minister for Finance and Trade, in a communication addressed to them on the 26th ultimo, to give their opinions on the measures to be adopted to prevent similar disasters.

2. The Board had no hesitation in pronouncing that the existing lights were not sufficient to guide vessels into the harbour in thick or stormy weather; but as there appeared to be various opinions regarding the position in which other lights should be placed, the Board determined to take evidence on the subject.

They accordingly examined seventeen witnesses whose knowledge of the Coast and Harbour rendered their testimony of great value; and Her Majesty's surveying ship "Herald" being in Port, they have had the benefit of Captain Denham's advice on a subject to which he had paid much attention in the course of his professional service.

3. After due deliberation, the Board have determined to recommend the erection of a Tower on the Inner South Head, to shew a fixed white light.

The revolving light on the Outer South Head is undoubtedly an excellent coast light, and if passed at a proper distance, no ships coming from the southward need fear to approach the harbour in any weather after the light on the Inner South Head is exhibited, and vessels from the northward and eastward will be enabled to enter without any difficulty.

Many of the witnesses examined would have preferred a red light, although they admitted that it might occasionally be mistaken for a steamer's light, and thereby cause vessels entering to alter their course for a short time. This, in itself, would have been a strong objection, independent of the fact that the application of color greatly diminishes the area of vision. Besides, the Board have reason to believe that the lenses of a white light can be so arranged as to reflect over the whole of the South Reef, which could not be done as effectually with a red light.

4. The Board having examined the Inner South Head, and the reef extending from it, approved of a site selected by Captain Denham. On this site (if the Colonial Architect finds that it affords a secure foundation) they advise that a stone Light House, 30 feet in height, should be erected.

The base would be 60 feet above the level of the sea at high tide; and a light of the first class, placed as proposed, would be visible from the deck of a ship eleven miles in clear weather, and in all weather by vessels approaching the harbour which had previously sighted the revolving light on the Outer South Head. Captain Denham kindly accompanied the Board to the Inner South Head, and outside the harbour, and they are much indebted to him for the information he has afforded, and the assistance he has rendered them throughout their inquiry.

5. The Board are informed that there is now in the Government Store a first-class catoptric lantern, which could be brought into use as soon as a building is erected; and they hope that no time will be lost in the completion of a work of such great importance.

Should Government adopt the suggestions of the Board, notice ought to be given immediately to the Admiralty, the Marine Boards of the Indian Presidencies, and the proper authorities in other quarters, of the intention to erect another Light House, specifying the time when the light from it will be first exhibited; and it will, of course, be necessary draw up and publish new sailing directions for Port Jackson.

JNO. LAMB.
H. H. BROWNE.
BENJN. DARLEY.
W. S. DELOITTE.
ROBT. F. POCKLEY, Superintendent of Lights, Pilots, and Navigation.
} Wardens.

Sydney, 11 *September*, 1857.

EVIDENCE

EVIDENCE forwarded by the Light, Pilot, and Navigation Board to the Finance Minister, on the 11th September, 1857.

Captain Jarman ..... " Ethereal."
Aaidans ..... " Europa."
Merchant ..... " Maid of Judah."
Mr. T. M'Veigh ..... Assistant Harbour Master.
Captain Hardy ..... " Chance."
Mr. B. Shaw ..... Assistant Harbour Master.
J. Crook ..... Assistant Harbour Master.
Williamson.
Rusden, R. N.
T. Watson.
C. Wiseman ..... " Grafton."
H. T. Fox.
Joseph Moffit.
Robt. F. Pockley..... Superintendent.
Tinlay ..... " William and Alfred."

To be forwarded:—

Captain Denham..... H. M. S. " Herald."
Brown ..... Brig " Emma."

WM. L. G. DREW,
Secretary.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS, *submitting Plan and Estimate for Light House, Inner South Head.*

Colonial Architect's Office,
Sydney, 28 *September,* 1857.

SIR,

In attention to your Minute upon the enclosed communication from the Secretary to the Treasury, referred to me, under B. C., on the 15th instant,—

2. I do myself the honor to report that I have inspected the spot on the Inner South Head of Port Jackson pointed out to me as that proposed by Capt. Denham for the contemplated Light House. This spot will afford a safe and substantial foundation for the Light House Tower, and convenient sites can be had near it for the Light Keepers' residences. Proper stone for the buildings is found in great abundance in the immediate vicinity.

3. I herewith submit a plan for the Light House and Dwellings for the Head Keeper and two assistants, with an estimate of the probable cost, amounting to £2,732 1s.

4. The light now in the Colonial Store is one purchased in 1853; it is first class catoptric light, and its cost was £2,700; the plan now submitted is designed for the reception of this lantern and light.

5. The various papers on the subject forwarded to me are herewith returned.

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR LAND AND PUBLIC WORKS.

1857.

Legislative Assembly.

NEW SOUTH WALES.

ADDITIONAL LIGHT HOUSE FOR PORT JACKSON.

MINUTES OF EVIDENCE

TAKEN BEFORE THE

LIGHT, PILOT, AND NAVIGATION BOARD,

IN REFERENCE TO

ADDITIONAL LIGHT HOUSE

FOR

PORT JACKSON.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

10 *November*, 1857.

SYDNEY:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

176—A

LIST OF WITNESSES

MINUTES OF EVIDENCE

TAKEN BEFORE THE

LIGHT, PILOT, AND NAVIGATION BOARD,

IN REFERENCE TO

ADDITIONAL LIGHT HOUSE FOR PORT JACKSON.

FRIDAY, 4 *SEPTEMBER*, 1857.

Present:—

CAPT. J. LAMB, R.N., SENIOR WARDEN.

H. H. BROWNE, ESQ. | W. S. DELOITTE, ESQ.
B. DARLEY, ESQ. | R. F. POCKLEY, ESQ.

Captain Henry Mangles Denham, R.N., F.R.S., was called in and examined as follows:—

Capt. H. M. Denham, R.N. 4 Sept., 1857.

1. *By the Senior Warden:* You are in command of Her Majesty's ship "Herald," and are now engaged on the survey of these seas? Yes.
2. You, I believe, while in England, turned your attention to the subject of light-houses on that coast? Yes.
3. Especially with reference to the lights about the Mersey? Yes.
4. You are well acquainted with the eastern coast of New Holland, I believe? Yes, from Cape Howe to Newcastle.
5. Do you consider the existing lights sufficient to enable vessels to enter Port Jackson at night? I do not.
6. Will you favor the Board with your opinion as to where other lights should be placed? Looking to the South Head light as a light intended merely to indicate *where* the harbour may lie, I consider it as having no more reference to the entrance of the harbour than that at the Lizard would have to the entrance of Falmouth, or the Start to the entrance of Dartmouth, on the coast of England. No better position for a light so to indicate could be adopted than its present site, but without a thoroughly clear night, so as to see the land features as far to the northward as the North Head, and particularly the low vanishing point called the Inner South Head, it would be unjustifiable to enter this harbour by the present lights alone. But on the darkest night, having reference to the light on the South Head, a light placed on what we would term in hydrography the salient point of entering the harbour, and which is, by being a comparatively low vanishing point, of vital importance to be distinguished, I would ask for no other light than a light of thirty feet high from the ground, which ground is sixty feet above the high-water mark, upon the Inner South Head, directly over where the reef springs out. The entrance to this harbour is not tied up as some of our ports in England are, which can only be accomplished at night through a channel perhaps through a bar gully by *leading lights*, which means lights brought in one with each other. The entrance to Port Jackson once made, there is no danger from side to side excepting the reef, with its three fathom prongs lying one cable off the Inner South Head. No ship expects to *brush* a light-house, and, therefore, with the most common distance given to a light-house, if a light were placed upon the extreme of the Inner South Head cliff, it would be a rounding-to point for her under a northerly or easterly wind. With the present light-vessel, the light I now propose, and the one of old-standing on the South Head, I consider this port would be available to a ship under any circumstances of darkness, after making *satisfactorily* the South Head light, which, once seen, should be kept open of its contiguous cliffs; and without seeing the South Head light she would not be justified in closing with the port from the southward. Under the circumstances I state, I consider that the approaches and entry of the port would be perfect, and in accordance with its naturally easy access.
7. What description of light would you have? I should prefer its being a *fixed bright light*. The *revolving* light on the South Head speaks for itself, as well as its altitude; while the *double vertical* light on the light-vessel speaks for itself; and as a great deal of spray will be dashing over the light-house on the Inner South Head occasionally, it could not afford to be coloured, which tends to impoverish a light, and deprives it of that penetrating intensity so essential. It is fortunate, therefore, for the character of this additional light, that an untinted, bright, *steady* light would distinguish it for the mariner's need, whilst its moderate

height

Capt. H. M. Denham, R.N. 4 Sept., 1857.

height would allow of its rays to be cast upon and reflected by the breakers upon his anxious eye, to promote which I would have an extra reflector in that aspect of the lantern, thus showing out the reef when neither moon nor stars might be doing so. The outer or north-eastern edge of the reef in question will be cleared nearly a quarter of a mile while the present high South Head light is kept in sight after passing it from the southward, that is clear of the cliffs which convex between the Inner South Head and the high light cliff; so that a ship would be safe of the reef under ordinary circumstances by merely keeping the high light in sight *until* she made the floating light as it now lies; but for a vessel *running* direct up from the southward, or bearing up from an easterly offing, it has not been hitherto sufficiently defined as to *when* she should take leave of the present South Head light in order to round with certainty the low reef point called the *Inner* South Head; and for that reason I would light that Inner South Head. The light being thirty feet from the ground, which is sixty feet above the high-water level, would yield an actual altitude of ninety feet from the water's edge, and would command a range of horizon over a ten mile radius, a range beyond which a ship approaching Port Jackson needs no recourse to a *harbour* light. The difference between the altitude of 90 feet and the altitude of the South Head light, which is elevated 344 feet, would prevent the possibility, in the event of making the land suddenly in hazy weather, of mistaking one for the other, independently of the South Head light being a *revolving* light. I submit a tracing from the "Herald's" recent survey of Port Jackson approaches to convey to the Board my designed mode of facilitating access to this port at night. (*Captain Denham produced a tracing, and submitted the same to the Board*)

8. Do you think it desirable to erect a light upon the North Head, in addition to that upon the Inner South Head which you have recommended? Certainly not.

9. Supposing there were no lights at present in existence at the entrance to this harbour, where would you recommend that lights should be placed? I would select, first, the well-advised site of the present South Head light; which light shows the most projecting features on the most frequented, that is the southern, approach to Port Jackson, and by its being kept open of the North Head it clears the Long Reef and all danger to the northward as far as it can range, namely twenty-two miles. And then even with a light on North Head, I should not consider the scheme of lights complete without a light upon the Inner South Head, which lies a mile and a quarter to the north-north-west of the said present coast light, namely, the present South Head light, while lighting the Sow and Pigs as that shoal is now lighted.

10. *By Mr. Browne:* What class of light would you put upon the Inner South Head? A first class Argand lamp or Catoptric light.

11. Do you consider that the present revolving light on the South Head is a light of sufficient intensity or brilliancy for the wants of the port? I do think it sufficient for the range it has to make. It makes as good at fifteen miles distance as it does close up. Its range is about twenty-two miles from an eye elevated twenty feet at sea, and if carried up the rigging you may go much beyond that, which is ample as to distance.

12. Would you make any alteration after the erection of this light-house on the South Reef as to the position of the present floating light, or would you let it remain as it now is? I prefer the floating light as it now is. A floating light in so sheltered a position as the Sow and Pigs light is the best guard for any shoal, inasmuch as the light-vessel herself must be in good swimming water, and, so you do not foul her, you are sure your ship is in ample water while hauling close round it; and the little probability of getting her adrift, renders it better, nine cases out of ten, than any fixed light erected upon the reef itself. I decidedly prefer a a light vessl to a tower upon the centre of the Sow and Pigs.

13. *By the Harbour Master:* In giving a preference to the light on the South Head, you are, I presume, aware that it is possible when coming from the southward to approach it within four or five miles without seeing it all? Yes; but a ship has no business so close in shore between Botany Bay and this port.

14. There are occasions when there is an advantage in hugging the shore to avoid the sea, and many coasters and steamers do so when it is blowing a westerly gale? That would involve the necessity for a light on one of the points between the present light and Botany Bay; I do not think you could overcome it by anything upon the present South Head.

15. *By Mr. Browne:* Would there be any danger at a distance of eighty miles from this in erecting a revolving light, that being the class of light that is proposed to be erected at Cape George? Not the least, in my opinion.

16. *By Mr. Deloitte:* Taking into consideration the light you propose to erect upon the South Reef, do you think it would be desirable to place a buoy upon the extremity of that reef, or do you think it would be likely to stand there? I am afraid no buoy would stand there. In smooth water, in daylight, I have sometimes, when I have been hugging round the Inner South Head, wished there had been a buoy there, as I have been compelled to give the South Reef a greater berth than was convenient to fetch through the western channel of the Sow and Pigs, because I would not run a risk; but such is the terrific sea there, that I believe a buoy would not remain there even if not run down by steamers at night. If it were blowing hard and were daylight when a vessel passed, the breakers would show the danger, but for tranquil weather its presence could not be calculated upon, and it would be a perpetual trouble.

17. *By the Senior Warden:* Have you any further suggestions to make to the Board with reference to the improvement of the navigation of the harbour? Yes; I perceive the desirability of adding an obleisk or two, to lead northward and eastward of the Sow and Pigs by day, the nature of which I will submit as soon as I have determined the sites.

Mr.

Mr. Thomas Thompson Brown, Captain of the "Emma," was called in and examined, as follows:—

Mr. T. T. Brown.

4 Sept., 1857.

1. *By the Senior Warden:* You command the brig "Emma"? Yes.
2. And are engaged in the trade between Hobart Town and this port? Yes.
3. How long have you been engaged in the coasting trade? Since 1844. Thirteen years.
4. How long have you been in command of a vessel? Five years, last May.
5. Then you are well acquainted with the eastern coast of New Holland? Pretty well, I think.
6. And with the harbour of Port Jackson? Yes, I think so, pretty well; coming in at any time, night or day.
7. Do you consider the existing lights sufficient to enable vessels to enter the harbour at night? Not in thick weather, unless vessels were well acquainted with the harbour. In clear weather they might come in with them.
8. What other light or lights do you think necessary to render the harbour safe of approach at night? There ought to be one more light; and, if economy were not to be considered, there ought to be two more lights, according to my experience.
9. If there were only one light erected where would you have it? I would have it, by all means, on the South Reef, or near to it.
10. Would you have a fixed or a revolving light? I would have a fixed light, coloured red.
11. At what part of the South Head would you have it? As near to the reef as possible, at the extreme high water mark. It would not matter if it were rather behind it, because the difference would not be material to a vessel in the offing; fifty fathoms would not appear to be more than ten fathoms I should say it should be as near to the reef as you can get it.
12. Where would you have the second light? On the extreme point of the Quarantine Ground—I do not know the point by name.
13. It would be on North Head you would have the other? No—the point opposite Dobroyd; it forms the southern boundary point of Spring Cove. A light there would be a guidance to vessels when they get to leeward in strong south head winds; and not only that, but it would enable vessels to pick up their anchorage, and be a guidance to the Sow and Pigs Reef. That would be a leading light, which is the best of all lights, and a course light till you could pick up the Sow and Pigs Reef.
14. If there were a light on the South Reef, and the light on the Sow and Pigs were continued, do you consider that it would be necessary to have a light at the entrance to Spring Cove? It will be a great benefit, I think, to the navigation of the port. Vessels often get there and want to set their canvas, and they have not time to do it, for while doing so they would fix themselves upon the point.
15. What description of light would you have at this other point? I think any description to differ from the one on the south point. I think it would be all the better not to revolve, because vessels would have more time to see it and keep it in sight all the way in.
16. *By the Harbour Master:* Do you think any alteration in the present light on the South Head desirable? I do; its position is very well, but it wants raising higher, and a more brilliant light; it is a very poor light. I would recommend that it should be raised twenty feet.
17. *By the Senior Warden:* How far can you see the light now? On board the vessel I am now in, I calculate upon seeing it when I am about seventeen miles from it. On the deck of a vessel much higher than mine I should say you could see it a distance of twenty miles, or twenty-five miles at the farthest, on a very clear night. If it is dim you cannot see it so far.
18. *By Mr. Deloitte:* Why do you prefer a red to a white bright light? The red light would not be required to be seen at a greater distance than from three to six miles, and being a bright red light, it would be known from the Sow and Pigs. A red light would be a more distinguishing one, and you do not want to see it at any distance.
19. *By Mr. Browne:* Would you not, by having a coloured light, detract much from its brilliancy? Yes; a bright light would be best, but a very bright light would cause too much reflection upon the South Reef.
20. Would it not be an improvement to be able to see the South Reef? It would.
21. And would not a bright light be more likely to illuminate the reef than a red? Yes.
22. Could there be any possibility of mistake as to which light it was when the light on the South Head was a revolving light, the light on the Sow and Pigs a double light, and this a single fixed light? No; upon consideration I think it would be better to have a bright light, because you could then go right up to the danger, see the reef, and be better able to avoid it.

Mr. Stephen Jarman, Captain of the "Ethereal," was called in and examined:—

Mr. S. Jarman.

4 Sept., 1857.

1. *By the Senior Warden:* You command the "Ethereal?" I do.
2. Of what port? Of Stockton.
3. Have you made many voyages to this country? I have been in command of a ship ten years and have been to this port three times.
4. Do you consider the present South Head light and the light at the Sow and Pigs sufficient to enable vessels making the harbour to enter Port Jackson at night? I do not.
5. What other lights do you think would render the entrance of the harbour safe for vessels? I have thought over the matter, and have looked well on the charts. Were it not for the nature of the back land, I should recommend leading lights in, they being the best; but it appears that there are at times fires lighted on the shore hereabouts, especially in the summer season, and that would, of course, lead ships astray. I am speaking, not of Middle Head, but of the other point, marked Grotto Point (Norie's chart), and I am afraid that would be too far. (*The Witness here referred to a chart, which he produced.*) The fog hangs there; consequently, I should recommend that a light be placed on the extreme point of the South Reef.

Mr. S. Jarman. 4 Sept., 1857.

6. What description of light would you have there? I should put a red light there, and as low as possible.
7. A red fixed light? A red fixed light.
8. *By Mr. Browne:* Why do you propose that a red light should be placed there in preference to a white light? There would be no fear of mistaking it for a steamer's light; for if you were to come on it suddenly you would port your helm and go a little off shore—a moment would show that it was not a steamer's light.
9. Do you consider that a red light could, within any reasonable distance, be at all mistaken for a steamer's light; would not the character of the light be so much more brilliant than a steamer's light? Before opening this light suddenly, in thick hazy weather, the first impression might be that perhaps this was a steamer's light, and if that were the case you would port your helm slightly.
10. Are you making these observations merely with reference to what might occur immediately upon the erection of the light, or to what might occur after the light had been known to exist, the same as the present light, throughout the world? I make the observation under the impression that many ships will come here before the erection of the light is generally known. A ship coming in, in ignorance of its existence, and opening the light suddenly, and seeing a red light, would naturally keep away—this would avoid the danger. I have an idea that if a white light were placed on the opposite point it would not only be a leading light, but it would be a guide into Spring Cove (good shelter from hard easterly gales), where there appears to be no light. A light on the extreme point of Spring Cove, kept open of the south cliff, would keep you clear of all danger.
11. *By Mr. Darley:* You would prefer a red light on the South Reef and a white light on the point of Spring Cove? Yes.
12. *By Mr. Browne:* Do you not think that many vessels, having a light on the South Reef which they knew they could approach to within a certain distance, would, after its erection, be prevented from running for Spring Cove, because they would know their position better than they do now? It appears that the anchorage in Spring Cove in easterly gales of wind is safer than it is under the lee of the south point, and that there is more water there. I formed that opinion from what I have heard the pilots say respecting the heavy sea that gets up in easterly and south-easterly gales, when it is not safe for a large ship to anchor near the Sow and Pigs, and they cannot fetch round Bradley's Point.
13. You would put a fixed white light on Spring Cove point, and a small red light on the South Reef? Yes; a white light on Spring Cove would be an excellent lead; as long as you kept it open with the cliffs you would find it would keep you a nice distance off the land, and be a good guide to a place of refuge.
14. *By the Senior Warden:* Do you think the present revolving light on the South Head a good and sufficient one? Yes, I do. I believe the reason for having a revolving light there was, the frequency of fires along the coast, and the consequent probability of a mistake being made; but for that reason, I think a fixed light would have been preferable.
15. *By Mr. Browne:* Do you not think it would be very dangerous to alter the character of a light that has existed so many years? I would not advise that it should be altered now, because it is an excellent light; I have myself seen it at a distance of from twenty-five to thirty miles.
16. If you were now about to light the harbour for the first time you would have it a fixed light? Yes.
17. *By the Senior Warden:* Then, perhaps, you might alter the position of it altogether? It seems to be an excellent position; in coming from the northward it is a guide, and keeps you outside of that dangerous reef—the Long Reef. I have heard many commanders of vessels say that they have seen it from twenty-five to thirty miles off.

Mr. Wilhelm Ariaans, Captain of the "Europa," was called in and examined as follows:—

Mr. W. Ariaans. 4 Sept., 1857.

1. *By the Senior Warden:* You command the "Europa"? Yes.
2. Of what port? Bremen.
3. How many voyages have you made to this port? I have been twice to England, and twice to Manila, from here.
4. You have made four voyages then to Port Jackson? Yes.
5. From your knowledge of the east coast of Port Jackson, do you consider the present lighthouse sufficient to guide vessels into the harbour? No, I think not.
6. What other light or lights would you think necessary? I would think it necessary to place a light close to the Inner South Reef.
7. What description of light would you recommend? A stationary light—a small light, to be seen a few miles off.
8. Would you have a bright white light or a red light? I do not know which would be the best; any one would know what light it was.
9. Do you think that would be sufficient? It would be sufficient to enable you to sail in; for you can take the bearings from here (*referring to a chart*) and run close to it, and it would lead to the light vessel; but I think it would be well to have another light at the entrance to Spring Cove, so that if it were blowing a hard gale of wind you could anchor there, because the pilots say there is good anchorage there, and it would be very well for safety; but it should be only a small light, as too many lights are not desirable.
10. Then are you of opinion that one light would be almost better than two? Yes; one light on the South Reef would, I think, be sufficient; but the other might be desirable, as a lead into the Quarantine Ground.

Mr.

Mr. Isaac Marchant, Captain of the "Maid of Judah," was called in and examined as follows:—

Mr. Isaac Marchant. 4 Sept., 1857.

1. *By the Senior Warden:* You command the "Maid of Judah"? Yes.
2. From what port? Aberdeen.
3. How many voyages have you made to this country? Five.
4. In command? Yes; my vessel is a regular trader between London and Sydney.
5. You are well acquainted with the east coast of New Holland and the Harbour of Port Jackson? Yes, tolerably, from Newcastle to Cape Howe; I have never been north of that.
6. Do you consider the present light on South Head sufficient to enable vessels to enter Port Jackson at night? No, not to enable them to enter; it is very good to mark out the proximation of the harbour; as a coast light it is excellently placed.
7. Do you think one or two additional lights are required, to assist vessels in entering, especially on dark nights? I do think them necessary, to render the entrance of the harbour safe.
8. Do you think one would be sufficient? I think a light on the South Reef would answer almost all purposes.
9. That is the Inner South Head Reef you allude to? Yes; but you have so many good places for lights in the port that it is hard to select the best.
10. You think that would be sufficient for all purposes, coupled with the light-vessel at the Sow and Pigs? Yes; and, by an arrangement of colour, it could be made to serve as a leading light into Spring Cove.
11. You do not see any necessity for a leading light into Spring Cove? Certainly not. This would be a recommendation, that all the lights would be on the left hand, and the most difficult points to enter this port are with a wind from the south-east or south; and if there were a light on the South Reef, that would enable you to round it as closely as you liked.
12. Do you think a coloured light would be advisable, or a fixed bright light? I think a red light; and it would never be mistaken by a stranger for any other than a harbour light.
13. *By the Harbour Master:* It would not be likely to be mistaken for a steamer's light? If it were, five minutes would solve the problem; all that would be necessary would be to port the helm, and the vessel would be still clear of the rocks.
14. *By Mr. Browne:* Do you not think if there were a low, bright, powerful fixed light erected, it would possess advantages over a coloured light; inasmuch as the rays of light could by a reflector be thrown on the reef, so that even on the darkest night it could be seen to the fullest extent? Yes.
15. These advantages would not be afforded by a coloured light? Of course a coloured light is not so powerful as a clear light; but I do not think it desirable to see any distance. This would be essentially a harbour light, and not at all intended for the coast. The present light is an excellent guide, I am told by Masters who are in the habit of coasting, for the North Reef; it is also seen at a considerable distance.
16. *By the Senior Warden:* You think the present South Head light well placed, and a good light? Yes, I do, for a coast light, and to mark the proximation to the harbour of Port Jackson, but not to enter the harbour.
17. You think it quite sufficient for the purpose of a coast light? Yes, quite.

Mr. Thomas M'Veigh was called in and examined, as follows:—

Mr. Thomas M'Veigh. 4 Sept., 1857.

1. *By the Senior Warden:* You are an Assistant Harbour Master? I am.
2. And were formerly in command of vessels trading to this port? Yes.
3. How many years were you in command of vessels? I was fourteen years and seven months in command of vessels engaged in the coasting trade; for some time in a steam boat.
4. You are then well acquainted with the eastern coast of New Holland, and with the harbour of Port Jackson? Yes.
5. Do you consider the present South Head light sufficient to enable vessels to enter Port Jackson in the night? I do not consider that, without some extra lights, a stranger, or even a coaster, knows when to come in with the light in the present position; for I have been night after night and have never seen the light at all, though I was only from two to five miles away, working in shore.
6. Would you recommend the erection of another light only, or would you have more than one? In my opinion there should be one upon the South Reef, as near as practicable to the edge of the water on the Inner South Reef.
7. What description of light would you have? I think a red light would be the best.
8. Do you think that in addition to the floating light on the Sow and Pigs would be sufficient? It would be sufficient, in my opinion; but if you were going to have a second light, I would recommend one on the low land a little to the westward of the beacon on the North Head; there is a low bight there where a light might be placed. I have often seen the breakers underneath the South Head point when I could not see the light. When you come off Bondi you open out the light.
9. *By Mr. Browne:* You have recommended a red light at the extreme point of the South Reef—why do you consider it would be advisable to put a red and not a bright white light there? So that you could distinguish it; because if you were running along and could not see the South Head light you might possibly mistake this light, but if it were so much lower, and a red light, you would be certain it was not the other.
10. The one being a revolving and the other a fixed light, could there be any chance of mistake? No, I think not.
11. Unless some injury were to occur to the machinery? Yes.
12. Would not a bright light upon the South Reef, if it were properly constructed and placed there, tend to light the whole of the reef, as well as to show the position of the light? Yes.

Mr. Thomas M'Veigh. 4 Sept., 1857.

13. Would not the rays fall upon the reef, and enable the mariner to see the whole of his danger? Yes.
14. You would not be able to do that so well with a red light? Perhaps not.
15. *By the Senior Warden:* You have stated that when you have been at sea you have frequently been unable to see the light—has that been from its position, from the inefficiency of the light, or from the state of the weather? From the state of the atmosphere. I have seen the breakers on the rock underneath and have not seen the light once. It is the same at Kent's Group in any sort of hazy weather—you can see the land when you cannot see the light.
16. *By Mr. Darley:* Then you recommend a light on the Inner South Reef? Yes, and one on the low land between the Inner North Head and just below the beacon. Then I would leave the light clear of the reef as a leading light.

Mr. William Mordy, Captain of the "Chance," was called in and examined, as follows:—

Mr. W. Mordy. 4 Sept., 1857.

1. *By the Senior Warden:* You command the "Chance"? Yes.
2. To what port does she belong? To London.
3. How many voyages have you made to this port? This is the seventh time I have come to this port as commander.
4. You are then well acquainted with the eastern coast of New Holland, and with the harbour of Port Jackson? Yes, as a foreign shipmaster is likely to be acquainted with these things.
5. Do you consider that the present light on the South Head is sufficient to enable ships to enter Port Jackson at night? I do not.
6. Do you consider one or two lights necessary for this purpose? I would consider that a fairway light was necessary for the purpose of entering the port.
7. Where would you have it erected? In such a position as to mark the mid channel. Two lights in one are understood to be a fairway light.
8. Where would you place them? That would have to be determined by survey. I should say somewhere in the neighbourhood of Grotto Point—one light over the other.
9. Do you consider the present light well placed as a coasting light? I do; I consider it an excellent light.
10. And an efficient light? And an efficient light.
11. How far off have you seen it? I have seen the light fully twenty-five miles off.
12. From the deck of your ship? From the deck of my ship.
13. *By Mr. Browne:* Have you ever, in turning this matter over in your mind, considered whether any advantage would arise in putting a low light upon the tail of the South Reef, instead of the leading light you have suggested? Yes, and it appears to me that a stranger coming into this port, and not being fully acquainted with the port, might very easily make a mistake, endeavour to pass between the two lights, and run upon the low land.
14. Do you think that is possible? Yes, I think it is very possible.
15. *By the Senior Warden:* Could any mistake be made after instructions were once issued? I believe a leading light, or what is commonly called a fairway light, is the light generally approved of in the harbours at home. It does away with all bearings; you have nothing to do with the compass but steer direct for the leading light.

Mr. Benjamin Shaw was called in and examined, as follows:—

Mr. B. Shaw. 4 Sept., 1857.

1. *By the Senior Warden:* You are Assistant Harbour Master? Yes.
2. And you have commanded vessels in and out of this harbour? Yes; I was many years in the coasting trade before I was engaged as pilot.
3. How long were you employed in the coasting trade? Three years.
4. You are acquainted with the eastern coast of New Holland? Yes.
5. And the entrance to the harbour? Yes.
6. Do you consider the present light on the South Head sufficient to guide vessels into the harbour? Sufficient to guide to the entrance to the harbour, but I think another is required to guide them in.
7. Where would you place that other? On the Inner South Head Reef, on the Bluff, just above the reef.
8. What description of light would you have there? A white and red light together, one above the other, the white light above and the red beneath, that it might not be mistaken in making the entrance.
9. *By Mr. Browne:* Would not a fixed white light be sufficiently distinguishable from a revolving light? It might be, but ships might be anchored inside the entrance, and their light might mislead, and to make sure I would have one above another.
10. Has not the Sow and Pigs one light above another, and might not that be mistaken? Yes, but only after you had got round the inner head; if the lights were of different colours, one above another, you would be sure you were going in the proper entrance.
11. Would not a powerful, fixed, bright light be sufficient, and could that be mistaken for the other? No, perhaps not, but to make it sure I would have a red light, if it could be so arranged to have one lantern above the other, so that in foggy weather you could be sure of your position.
12. The position you think should be the South Reef? Yes.
13. *By the Harbour Master:* You think if it were a fixed bright light it would be too near an approximation to the Sow and Pigs Light? No.
14. With respect to the present revolving light on South Head, do you think it is well placed? Yes, I do think it well placed, having been there for so many years, for making the Heads with.
15. Do you think it an efficient light? I think so.
16. How far off have you seen it? I have seen it about twenty miles off.

MONDAY,

MONDAY, 7 SEPTEMBER, 1857.

Present:—

CAPT. J. LAMB, SENIOR WARDEN.

H. H. BROWNE, ESQ., | W. S. DELOITTE, ESQ,

R. F. POCKLEY, ESQ., PORT MASTER.

Mr. John Crook was called in and examined, as follows:—

Mr. J. Crook. 7 Sept., 1857.

1. *By the Senior Warden:* You are the Deputy Port Master? Yes.
2. Were you ever a sea pilot? Yes, for three years.
3. Had you before that commanded vessels in the coasting trade? Yes, I commanded steam boats, brigs, and schooners.
4. For how long a period? Four years on the coast.
5. You are, of course, well acquainted with the entrance of the harbour? I should say no man more so.
6. Do you think any additional light or lights requisite, to make the entrance to the harbour safe to approach at night? Yes, I think one at the South Head, as far down as it is prudent to put it.
7. On what you call the Inner South Head? The Inner South Head; eighteen years ago we reported the same thing to Captain Nicholson, the then Harbour Master.
8. What description of light would you have? I think a red light.
9. Are you aware that a red light cannot be seen so far as an ordinary one? Well, I have seen the red lights in steamers a long way off, when I have not seen the blue or green one.
10. But if a strong red light were placed there, which would shew over the breakers, do you think that would be better than a white one? One would be as good as the other. You can see a red light a long way, far enough at sea to command the position with two lights, with the light on the South Head, and this light on the South Reef.
11. You think a light on the South Reef, together with that on the Sow and Pigs would be sufficient to guide vessels in at all times? Quite sufficient.
12. What do you think of the present light on the South Head? I think you cannot have a better one, and that you cannot put it in a better position, for this light if you come from the northward, if you close that light in with the North Head your vessel is in danger.
13. You think it cannot be better placed? I do.
14. You think it sufficiently strong? Quite so. I have seen it thirty miles at sea.
15. Do you think a light at the entrance of Spring Cove desirable? I do not. I think if one were placed there it would endanger ships; a ship does not want to go there unless there is a heavy gale of wind, and in a heavy gale a large ship could not round-to there without slipping her cable; she would have to let go her anchor, and a ship going in at a great rate would have to slip her cable and be endangered; no man but a pilot would attempt at any time to go there, and he would only go at daylight; I have taken ships there at night, but I have known the position exactly—the sweep is not half a mile. Once the "Moffatt" would have brought up there, and in endeavouring to do so nearly lost three hundred prisoners. The South Reef light would allow a ship to come in, round-to, and let go her anchor. There is plenty of room to swing her there.
16. *By Mr. Deloitte:* Would not a bright white light be as well as a red one? It would only be a distinction.
17. Would a red light throw a reflection on the reef as well as a white one? I think so.
18. *By the Port Master:* Coloured glass, of course, tends to deaden the light? Yes; but you do not want to see it only in danger, when you come pretty close to the land.
19. Might it not be mistaken for a steamer's light? But you would see the light ship open then.
20. Still it might be mistaken for a steamer's light? A steamer's light would alter its position, the other would be stationary; the two lights of a steamer would be seen, while only one light would be seen of the other.

Mr. James Williamson was called in and examined, as follows:—

Mr. James Williamson. 7 Sept., 1857.

1. *By the Senior Warden:* You formerly commanded vessels out of this port? Yes.
2. For how many years? About fourteen years I was in command.
3. You were also employed in other capacities, as well as commander? Yes; I came here in 1833 as third mate of a ship.
4. You have been in the Colony how long altogether? Since 1833 I have been sailing out of the Colony.
5. You have had great experience in entering this port? Yes; I consider I have had a good deal of experience.
6. Will you favor the Board with your opinion as to the sufficiency or insufficiency of the present light to enable vessels to enter the harbour? I think the South Head light is as well as we could have—it is a very excellent light.
7. Sufficiently strong for a coast light? Sufficiently strong for any coast. I have seen it myself twenty-seven miles off.
8. And well placed? And well placed as a guide to the port; not to the harbour, but to the port.

Mr. James Williamson.

7 Sept., 1857.

9. What more do you think requisite, in the way of lights, to enable vessels to enter safely at night? I think it is quite sufficient, with a guiding light upon the South Reef. There is a little flat there, upon which a light might be placed.

10. Upon the Inner South Head? Upon the Inner South Head.

11. *By Mr. Browne:* You would have it as low as possible, I presume? Yes, just above the water's edge; clear, of course, of the waves and the wash of the sea. A light of from twenty-five to thirty feet there I should consider quite sufficient.

12. *By Mr. Deloitte:* From the ground? From the base.

13. *By the Senior Warden:* What description of light would you recommend? A fixed light; and I should prefer a slight colouring of red, to distinguish it, so that it should not be mistaken for a shore light—that is the only thing required.

14. Are you aware that a red light would not cast its reflection over the breakers so well as a white bright light? I am not sufficiently acquainted with the matter to say how these different lights show. I have not had much experience since I was young with reference to these lights. I have understood that green is the colour best seen in a fog; but I would not give an opinion on the subject, as I am not competent from my own experience to say. I think, however, that a white light would be best in every way, except that it might be mistaken for a shore light.

15. *By Mr. Browne:* If a light were erected there of considerable power—as much power as the present light, or more than that—could it by any possibility be mistaken for a shore light? Not when a vessel got close to it.

16. Within such a distance that that light could be useful, could there be any mistake? There would be a mistake only on a dull, foggy night. I have at such times seen a bush fire shew a very bright light; several times, in coming from the southward, when looking for the Sydney light, I have seen bush lights look very bright.

17. Would it not be of considerable advantage if the light could be so erected that the rays could be cast over the reef, so that a vessel entering at night would be able to see the extent of the danger she was approaching? Yes; I think that would be a great advantage. There are so many improvements in lights in the present day, that reflections may be made that will shew a light a considerable distance out at sea. My only reason for recommending a coloured light is to avoid the possibility of its being mistaken for a shore light. It might be mistaken for a shore light at Middle Head, if a vessel were coming in on a dark night, if it were not a very bright light, or something distinguishable, because this part of the land, here, between the Gap (*referring to the chart*), bears away; looking from the sea it appears to round away, as if it were the termination of the head. I have repeatedly taken this for Middle Head, for you see the beach of Middle Harbour shining out very prominently.

18. In fact, the Gap looks more like the opening of the Heads than the actual opening itself? Yes, the coast is so much the same; it is so level all the way from Botany until you come to the Gap, where it suddenly dips to the point, and this shewing on with the Heads is apt to be mistaken.

19. Although, under some circumstances, a mistake might be made, do you think—seeing that the South Head light would not be much more than a mile distant, that the elevation of this new light would be so much less than that of the other, and that one would be a revolving while the other would be a fixed light—there could be any possibility of a mistake arising? In general, I should say not; but some individual cases might occur, once in a year or two, with a stranger who did not particularly understand the directions, but, in general, I should say there would be no danger. I was always under the idea, until the other day, that in coming in you kept the light open till you saw the Sow and Pigs, but I then saw you can close the light in and open it again. If you go in pretty close you can have the light open and see the Sow and Pigs light, and still run on the South Reef, if you take the usual directions, which are: "While you can see the light open till you can see the "Sow and Pigs, that takes you clear of the South Reef"; but I know you can be placed in such a position that you can run on the South Reef following these directions, but you must be very close in to do so.

20. Now, with an additional light, a ship could never lose sight of the South Head light until she opened the light on the point, and then, that being the extreme turning point, she would, upon opening the floating light, have a clear passage to round the South Reef? Yes, unless she kept very close in.

21. Which no prudent mariner in a large ship would do? No; but he might think himself right by keeping close to this light, and he might be too close.

22. Do you think if there had been a light on the South Reef the probability is that the recent shipwreck would have been avoided? I think it would. I do not think the ship would have been here at all. I believe Captain Green mistook his distance from the light, as it was foggy weather and night; because I noticed, when I went down on the "Washington" steamer, that when she was in four fathoms water, just over the ledge from her taffrail you could see the light, so that I believe the "Dunbar" did not close the light until she got right on the rocks. I was under the idea that he could not have got in there at all without closing the light in, but I find I was mistaken.

23. Is this light on the South Reef the only additional light you would think necessary? I do not think anything more is required. If it were necessary, or if there were plenty of money to light all the harbour, of course other lights might be placed; but I think this light would render this a perfect port of safety. If we were to place a light on the Inner North Head, in addition, it would be an improvement; but this I consider a *sine qua non.*

24. Have you any other suggestions to offer to the Board? No; I do not think anything further is necessary. I think a light on the Inner South Head will be all that is required.

Mr.

Mr. James Rusden, R. N., was called in and examined, as follows:—

Mr. J. Rusden, R.N. 7 Sept., 1857.

1. *By the Senior Warden:* You are a Master in the Royal Navy? Yes.
2. You were employed in a vessel on this station? Yes, I was some years on this station; altogether I was seven years on this part of the station.
3. During that time you frequently visited Port Jackson? About eight times only.
4. Do you think the present South Head light, and the light on the Sow and Pigs, are sufficient to enable vessels to enter the harbour at night with safety? No, I do not.
5. What additional light or lights would you recommend? I would only recommend one on the Inner South Head; I think that would be sufficient to render the harbour perfectly safe.
6. What description of light would you have? A light that might be seen at a distance of of twelve miles would be sufficient.
7. Would you have a white light? No, a fixed green light.
8. *By Mr. Browne:* How would you place that light—would you place it as low as possible? I would have it high enough to be seen twelve miles out at sea.
9. That would be about sixty or seventy feet above high water mark? About seventy feet.
10. Would it not be an advantage if it were a powerful fixed white light, so as to enable the tail of the reef to be illuminated, in addition to marking the extreme point of the coast? To shew where the tail of the reef is you mean—decidedly.
11. Could not that object be better accomplished by means of a white than of a green light? A white light might be mistaken for the light-ship inside.
12. *By the Senior Warden:* This would have but one light, while the floating light would have two? I am supposing that from any accident one of the lights might have gone out.
13. *By the Port Master:* Besides which, do not the two lights at certain bearings appear as one? Yes, they are so close together that they often look like one light. Perhaps a red light would be better than a green one.
14. Do you think the South Head light properly placed? No; I do not think it is exactly in the right place. I think it should be on the North Head.
15. If you were re-lighting the harbour would you have one on the North Head and another on the Inner South Head? Yes.
16. Now that it is erected, do you think it is better to leave it where it is? Yes.
17. *By the Senior Warden:* Is it a good light? It is a capital light.
18. How far off have you seen it? I have seen it eighteen miles at sea.
19. I understand then that you consider a light on the Inner South Head would be sufficient for all purposes? I do.

Mr. Thomas Watson was called in and examined, as follows:—

Mr. T. Watson. 7 Sept., 1857.

1. *By the Senior Warden:* You were at one time, I believe, Harbour or Port Master? Yes.
2. How long were you Port Master? One or two years.
3. You were a long while pilot? Yes, some years.
4. Were you harbour or sea pilot? I was sea pilot and harbour pilot too.
5. How many years? I think I was about three or four years in the harbour, and I was about twelve years at the Heads.
6. *By Mr. Browne:* In addition to which, you have commanded vessels out of this port? Yes.
7. *By the Senior Warden:* After you ceased to be Port Master? Yes, and before; the first I had was the old "Bligh," brig.
8. How long were you engaged commanding vessels out of this port? Ten or eleven years,—ever since Captain Moriarty superseded me.
9. Will you favor the Board with your opinion as to whether the South Head light, and the light on the Sow and Pigs, are sufficient to enable vessels to enter the harbour at night? I should say if there were an additional light placed over the South Head Reef, it would be a great improvement to the harbour; it would be less liable to accidents.
10. On the extreme point of the reef? Yes, on the extreme point, because as soon as you get round that there is a safe anchorage.
11. *By Mr. Browne:* For how great a distance do you think it necessary that light should be visible? I could not say.
12. Would ten or twelve miles be sufficient? Quite so, the South Head light is visible ten leagues off. In fact we have tried it; I went off with Commodore Bougainville, and we made it out at ten leagues distance.
13. Then with an additional light that could be seen ten or twelve miles off—you think that would be quite sufficient? Quite so.
14. *By the Senior Warden:* What class or kind of light would you recommend? I would recommend a red light; I think that is the easiest to be distinguished.
15. *By Mr. Browne:* Do you think it would be necessary that it should be coloured at all, if it were a fixed light? I should say that a coloured light would be more readily distinguished.
16. If it were a fixed light, the light at the South Head being a revolving light, would it not be equally certain not to mislead? I should say so, but I proposed that to prevent vessels mistaking the light on the South Reef for that on the South Head; but as the former would be so much lower, and would be a fixed light, I think a white light might answer.
17. *By the Senior Warden:* I understand you to say, that you think that would be quite sufficient to guide vessels into safe anchorage? Yes, quite so.
18. It has been stated by some of our witnesses that a light on the Inner North Head, or rather on that point which forms the extremity of the entrance to Spring Cove, would be desirable; what is your opinion with reference to that? If ships were bound into Spring Cove, I should say have a light there, if otherwise I should say not, because in a fog the lights on the South Head Reef could not mislead, but the other might. The one on the Inner South Head Reef would be sufficient.

Mr. T. Watson. 7 Sept., 1857.

19. You think the other might mislead and endanger vessels? Yes.
20. *By Mr. Browne:* Do you think the present South Head light properly placed? Yes.
21. You would not recommend any removal of that light? None whatever. It was thought some years ago that the North Head would be the proper place for the light, but after tracing the line of coast, it was found that a light placed there would not clear ships of danger, while the present light will clear vessels coming either north or south. The Long Reef may be cleared as long as that light is kept in sight.
22. You think it was placed there after due consideration? Yes; Captains Blackwood and Stanley, and Admiral King, were all in favor of it. I lived in the light-house at one time, and they often called there and made remarks respecting it. I had charge of the light-house from 1821.
23. *By Mr. Deloitte:* Do you think a buoy would ride out there at the point of the reef? No.
24. Not on the reef, but just on the edge of it? I do not.

Mr. Charles Wiseman, Captain of the "Grafton," was called in and examined, as follows:—

Mr. Charles Wiseman. 7 Sept., 1857.

1. *By the Senior Warden:* You at present command the "Grafton" steamer? Yes.
2. How long have you been engaged in the coasting trade of this Colony? I have been in a steamer ever since 1839; but I was on the coast long before that, trading between this port, Launceston, and New Zealand.
3. You are consequently well acquainted with the Harbour of Port Jackson? Yes.
4. Do you consider the present light sufficient to enable vessels to enter the port at night? I do not.
5. What additional lights would you recommend to be erected? One upon the South Reef, on the Inner South Head.
6. As close to the reef as possible, I suppose? Yes, so that the sea should wash its base; not on the land at all, but as low down as it can safely be placed.
7. What description of light would you have? A fixed light; but as to the colour, I should not like to interfere in any way with the steamers' lights. I have understood that some parties have recommended that it should be a red light, but I think a fixed white light would be preferable.
8. *By Mr. Browne:* You think that would be less liable to be misinterpreted than a coloured light? I do.
9. It should be a powerful one, I presume? Yes; but you would not want to see it any distance, because a ship coming in close loses the light at South Head.
10. With a light there, the mariner would open the Inner South Head light before he lost the Outer South Head light? Yes, that would be my object in placing it there.
11. *By the Senior Warden:* Do you think that one light placed on the Inner South Head, combined with the light on the South Head, and that on the Sow and Pigs, would be sufficient for all purposes? Quite, for all purposes; even in such weather as that in which the "Dunbar" was lost. If a light were on Middle Head it would not be seen, or if on Dobroyd Point it would not be seen in such weather, but I believe one on the South Reef would be seen.
12. Do you think the present light on South Head is well placed? Well, if a light were now to be placed, I would prefer it on the North Head, as you could steer direct for it without danger, and when abreast of it you could see the Sow and Pigs light; still I should never think of altering it.
13. *By Mr. Browne:* Is it not advantageously placed with reference to the Long Reef, and other dangers lying to the northward? Yes.
14. Which advantage could not be obtained if it were on the North Head? If you shut in the light it would not.
15. It is a good light at present for vessels coming from the northward? Yes, to guide them from the dangers of the Long Reef.
16. How far off have you seen the light? Twenty-seven miles, and from that to twenty-eight. We came up the other day in thick weather, and saw it at a distance of fifteen or sixteen miles.
17. Did you see it on the night of the gale in which the "Dunbar" was lost? No, I did not come within sight of it.
18. Have you any other suggestion to offer to the Board? I have not.

Mr. Henry Thomas Fox was called in and examined, as follows:—

Mr. H. T. Fox. 7 Sept., 1857.

1. *By the Senior Warden:* You have commanded vessels out of this port for several years? I have, for twelve years, principally in the coasting trade—from 1841 to 1853.
2. Vessels sailing out of this port? Sailing out of this port; all the ships belonged to this port.
3. *By Mr. Browne:* You made some over-sea voyages during that time, did you not? Yes. I went to California in the ship "Mary Catherine," and I have also been to Manila, and New Zealand; but this has always been my head quarters during that period.
4. *By the Senior Warden:* Do you consider the lights at present existing sufficient to enable vessels to enter the port at night? No. I have always been of opinion that the present light has been misplaced for the purpose of guiding ships into port. It is a very good light to guide vessels to the entrance, to point out where the entrance is, but that is all. My impression has always been that the right place for the light would have been the North Head; but it would be dangerous to alter it now, I suppose.

Mr. H. T. Fox. 7 Sept., 1857.

5. Leaving the present light as it is—and you admit that it would be dangerous to remove it—where would you place any additional light, or lights, to enable vessels to enter the harbour with safety? One on the Inner South Head would be the best, and indeed the only place if there were to be only one light, and one light would be quite sufficient for ordinary purposes.
6. As near to the reef as it could be placed? Yes, as close as it would be possible to build it.
7. What description of light would you have there? My idea is that it should be a fixed light, coloured red, so that it could not be mistaken for a light on shore, from a house, or anything of that sort.
8. Might it not, if it were a red light, be mistaken for a steamer's light? I have thought of that, but even if were, the mistake would very soon be discovered, as it would remain stationary, while a steamer's light would move, and if supposed to be a steamer's red light, the helm would be put to port to clear it, which must be done in coming in from the sea to clear this light, so that no danger could arise even if such a mistake were made.
9. Would one light in addition to the existing lights on the South Head, and on the Sow and Pigs, be sufficient to enable a vessel to enter the harbour without danger? I think even in the improbable, though not impossible, contingency of the light ship going adrift, if there were a light on the South Reef a ship could by its guidance round-to and bring up, which could not be the case if it were placed in any other position. I am also of opinion, that there might be such an arrangement of the reflectors as to cast the rays of the light upon, and illuminate the breakers. The reef does not extend far. There is such an arrangement at the Black Rock, at Liverpool, I believe.
10. *By Mr. Browne:* Is the Black Rock light a coloured light? I think not, but I cannot say positively; it is many years since I saw it.
11. Would you not, by making it a coloured light, lose a considerable amount of brilliancy? I do not think you would want it to be of very great strength; you only want to see it four or five miles off; that would be all that would be necessary. You have a high light that can be seen at a distance, to enable you to pick up the entrance, and all you want then is a light to guide you into the harbour.
12. You think four or five miles would be sufficient; but I suppose if it could be seen at a distance of eight or ten miles it would be better? Yes, it would be an advantage; I think the minimum distance ought to be four or five miles. I do not think you could, in reason, make it to be seen too far.
13. If you placed a powerful fixed white light there, could it by any possibility be mistaken for anything else? It might be mistaken for a light on shore, or a bush fire; that is the only contingency you have to guard against. If it can be made so that it cannot be mistaken, of course a white light would be best, because it could be seen farther and stronger in thick weather, but I have seen bush fires on the coast that have looked very much like a light.
14. This would have an advantage over many lights, because it would be within a mile-and-a-half of a revolving light which would point out the position? Yes, it would have that advantage over any other.
15. It is not as though it were a fixed stationary light by itself, but must be taken in conjunction with the revolving light? I think the probability of its being mistaken is slight; but I should wish to guard against this probability, and I think by adopting a coloured light you would effectually do so.
16. *By the Senior Warden:* You say you think the South Head light is not very favourably placed, but you would would not think of removing it now it is there? I think it would be very dangerous.
17. Is it a good light? It is a very good light. I have seen it thirty-five miles off, from a small vessel, from the mast-head of course, and it is admirably placed for keeping a ship clear of the coast to the northward. That light kept open keeps all clear to the north. I think it would be dangerous to change it, because no amount of advertising would make every person acquainted with the change, and we should have an American or other vessel come in with an old chart which had perhaps never been corrected, and a serious accident might result. Still I cannot understand why it was not placed on the North Head at first. There has been a proposition in order to place a fixed light on the Sow and Pigs instead of the present floating light. This I think would be very undesirable, because I have always understood there is a detached rock between the light ship and the beacon, and if a lighthouse were built upon the rock, vessels would, by attempting to go close to it, be endangered.
18. Floating lights have great advantages that fixed lights cannot have? Yes, because you know you can go close to a floating light; but if you put a light upon a rock you have to reckon the distance. I have also seen a suggestion to place two lights on Middle Head; that would be very well if you were to come in straight, but if you were to beat in it would be no guide whatever, as you would go out of the line of the two lights. As regards the North Head, a light there would be much to high for a harbour light in thick weather.

Mr. Joseph Moffitt was called in and examined, as follows:—

Mr. J. Moffitt. 7 Sept., 1857.

1. *By the Senior Warden:* You were for some time a sea pilot? Yes.
2. How many years were you in that capacity? Nineteen years.
3. You were previously to that employed in the Australian trade, were you not? Yes, I was four years in the Colonial trade as master and chief officer,—two years in Government vessels, and two years in other private vessels.
4. Do you consider the present lights sufficient to enable a vessel to enter the harbour at night? I do not.

Mr. J. Moffitt. 7 Sept., 1857.

5. What more do you think is requisite to enable a vessel to enter in safety? I should think a light on the Inner South Head would be all that was required to make the entrance of this harbour safe in any weather.

6. Where would you place the light? I should place it well down towards the reef—I should not place it on the reef; there is a flat rock there which appears to me to have been left there by nature for the purpose of putting a light-house on; I would have it a good reflecting light, so that you would, on the darkest night that ever was, see the breakers.

7. Would you have it a white light or coloured? A light that would be distinguished from the floating light or from any ship's light—ships generally put a white light up.

8. You would have it coloured then? Yes.

9. What colour? A red light would, I think, be best; a green light might be mistaken for a steamer, and, I think, would not be seen so far.

10. *By Mr. Browne:* Might not a red light be mistaken for a steamer's light? Yes, and a green light might be the same; if it were a white light it might be mistaken for the Sow and Pigs, because, in coming in at the Heads the two lights appear in one.

11. Would a powerful lantern, such as would be erected on that point, be likely to be mistaken for a small light like the floating light? No, I should not think so. I am not prepared to say what the colour should be; I can speak more with reference to where the light should be placed.

12. You think the tail of the South Head nearly on the point where the reef juts out would be the best position for a light? I think so.

13. You think that would make the harbour safe? Yes. I will give a reason for not having the light on the North Head:—The present light is a good guide for the Long Reef, and you might mistake that on a dark night if the light were on the other Head; I have had a good deal of experience, as I used to bring in ships at all hours of the night, and in all sorts of weather. I have gone out as far as Botany to meet ships that have been coming in, and the only thing I was afraid of on a dark night was the South Head, when it was blowing from the southward, that I should get too far to the northward before I got sight of the light ship.

14. There would be no danger of that with a light on the South Reef? No; a ship coming in with a southerly gale of wind could border close on this reef, shoot into mid-channel, and down with the anchor; but, if you get too far to the north, you must go into Spring Cove or North Harbour; you must put your ship before the wind; there is not room for a large ship to round to in a proper manner, and the chances are that you will do some damage. That is my reason for recommending a light there.

15. *By Mr. Deloitte:* What height would you have the light? I am not prepared to say; the light should be seen eight or nine miles off by ships coming in from the eastward.

16. *By the Senior Warden:* You do not think a light on the Inner North Head or upon the point turning into Spring Cove desirable? It might be desirable for taking the ship into Spring Cove, but my opinion is that no pilot would attempt to take a ship of any size into Spring Cove with a southerly wind, and if the wind were from the eastward it would be a fair wind to come up to Sydney with.

17. *By Mr. Browne:* If a light-house had been erected on the South Reef during the late gale, do you think the "Dunbar" would have been enabled to have entered the harbour with safety? I should think so. The captain would naturally have kept away to the northward until he had seen the light, whereas if we can depend upon the man Johnson's statement, he was afraid he was too far to the northward, and thought he was under the North Head. The last time Captain Green came in with the "Vimeira," he came too far to the northward, and was obliged to anchor in the middle between the Heads in a very dangerous position, and, I believe, he lost an anchor. Now, if the South Reef had been lighted he would have drawn up close to it and anchored inside.

18. You think with that light on the South Reef the harbour would be all that could possibly be required? Yes. If a light were on the North Head the captain of a ship would have to calculate his distance. The North Head being very high, he might easily be mistaken of the position of the ship and would have nothing to sail by.

19. Do you think the South Head light properly placed? I think if I had been here when it was first placed I should not have recommended the present position, but now that is there, and is so well known, it would be a great mistake to put a light on the North Head.

20. *By the Senior Warden:* Is the light on the South Head a good light? It is. I have seen it thirty miles off.

Mr. Robert Francis Pockley, Port Master, was examined, as follows:—

Mr. R. F. Pockley. 7 Sept., 1857.

1. *By the Senior Warden:* How many years have you commanded vessels trading out of Port Jackson? Seventeen years.

2. Both sailing and steam vessels? Both sailing and steam vessels.

3. Do you consider the lights at present existing sufficient to enable vessels to enter the harbour at night? No.

4. What other light or lights would you recommend to be established? I would recommend that there should be one placed on the South Reef, and that the present light should be removed to the North Head, after due publicity of its intended removal had been given.

5. What description of light would you have on the South Reef? That I have scarcely made up my mind upon yet. I think a fixed white light would not be likely to be mistaken for a house light or a fire on shore. I am very uncertain as to the character of the light, but I think I should say a fixed white light, and I would then alter the Sow and Pigs light. I would have the upper light at the Sow and Pigs changed to a red, or some other colour—either red or green—if it were green, a steamer would avoid it coming down by putting her helm to starboard. It requires a very small range, and would answer the purpose with still smaller

smaller if the other light were placed on the South Reef. I should also suggest that a beacon should be placed as far out on the South Reef as it could possibly be erected—an iron skeleton beacon, with a large basket to be seen in the direct rays of the light on the South Reef. I would have the light concentrated upon that point to mark the direction and extent of shallow water. I think it might be possible to have a polished top of glass or of some other material upon which the light would shine. I would put it sufficiently far back to prevent the possibility of its being washed away by the waves. Mr. R. F. Pockley. 7 Sept., 1857.

6. You have said you think the present light should be placed on the North Head? Yes.
7. Would it not be dangerous to move the existing light? I think not after due notice had been given.
8. What notice do you think would be necessary? Two or three years; it should be published in every Government Gazette, and in every Nautical Almanac.
9. Could it be placed on the North Head in such a way as to enable vessels coming from the northward to avoid the dangers of the Long Reef? Yes; it is partly for that reason that I recommend its removal, to enable them to come from the northward without danger. It is quite possible, as the light at present stands, to approach from the north or south to within a distance of from five to six miles and never see the light, except just round the point of the Long Reef. Coasters may come in within the Long Reef and the shore in smooth water.
10. *By Mr. Browne:* That would be only very small coasters? I have heard that coasting steamers used to do it. I was for a long time in the coasting trade, and I know you can approach so close, approaching from the south. The reason it was done was to keep so close as to prevent the people at the light-house seeing us, and thus to astonish people with our rapidity in coming in, as we were not reported until we arrived in port. Although this was done from choice, vessels might be compelled to go in so close, and as they could not see the light, might not be aware of the danger.
11. *By the Senior Warden:* Because this has been done, would you say it was altogether a proper thing? No, it was not. I mention it because only myself and some few others who have done the same thing may be aware of the fact, that you can come in so close as not to see the light once all the way from Botany.
12. *By Mr. Browne:* Would it not be much too close for a prudent mariner with an over-sea ship under his charge to adopt such a course? No doubt.
13. For all practical purposes of making the port the light-house at South Head will answer, although I presume, that if you had now to light it *de novo*, you would fix a light upon the North Head? Yes; and I would even suggest that it should be moved now, because if you have a light on the other side you would have the advantages of a light on each side of you.
14. You think, with that alteration, the harbour would be sufficiently safe for all purposes? Perfectly.
15. Even the addition of a light-house on the South Reef would be a great advantage, and would make the harbour sufficiently safe? Yes. Still it is my decided opinion the light should be on the North Head. In England there are instances of lights having been changed after they have been established many years.
16. What is your opinion as to the propriety of having a light upon the entrance of Spring Cove? I think it would be of no use whatever. A bearing from the light on South Head will mark the boundary of the entrance of Spring Cove.

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9 *SEPTEMBER*, 1857.

Thomas Tinley, commander of schooner "William and Alfred," of Port Nicholson, New Zealand, examined, as follows:—

1. *By the Senior Warden:* You are engaged in the Colonial trade? Yes, betwixt Port Jackson and New Zealand. Mr. T. Tinley. 7 Sept., 1857
2. How long have you been engaged in this trade? Seventeen years.
3. You are well acquainted with this port and the coast generally? Yes.
4. Do you think the existing lights sufficient to enable a vessel to enter the harbour at night? Not for a stranger; I think another light necessary.
5. Where would you have it placed? As close to the edge of the South Reef as possible.
6. What description of light would you recommend? A fixed strong white light.

G. Gilmore, Esq., *to* The Hon. S. A. Donaldson, Esq., M.P.

Tasmania,
Launceston, 10 *September*, 1857.

Dear Sir,

I take the liberty of addressing you a few lines respecting the loss of the ship "Dunbar," as well as upon the contemplated construction of new Light Houses, and the more efficient working of the Pilot Department.

I have read carefully the evidence of the only survivor and witness of the wreck (the seaman Johnson), and it is clear to me the commander of the "Dunbar" considered it imperative upon him, as a last resource, to run for the harbour. The wind from the eastward blowing a gale (E.S.E.), with violent squalls of thick rain,—a lee shore, and every indication of a continuance of tempestuous weather, and the light only visible at intervals,—I have no doubt the captain of the "Dunbar" felt deeply the responsibility of his situation, and decided that while the only beacon to mark his position was in sight to make the attempt to save his vessel by running for the port. The ship was put before the wind, and in a short half hour all was over.

I have read several letters in the *S. M. Herald*, commenting on this sad accident, and I admire the straightforward sentiments expressed by some (C. Williamson and Caddell), while

while others, from ignorance or want of feeling, have reflected upon the conduct of the unfortunate commander. I can feel deeply for the sufferings of the relatives and friends of those who have perished, and can forgive them any expression of censure emanating from their sorrowful hearts, but I can only feel pity and contempt for the writers of those letters signed "Naval Officer" and "Discretion," &c.—perhaps they are seamen.

It is of little consequence now whether a man is dressed in blue and gold, or plain black, if his experience and antecedents do not entitle his professional remarks to credence; the practical people of these Colonies are not to be so hoodwinked.

Captain Green made an error in judgment in supposing his ship to be further to the northward of the light than she really was. This is the front of his offence; and, I will ask, where is the nautical man who has had the responsibility of command any period, and has not made an error in judgment? I speak of fifteen years' experience on the Australasian coasts in the command of steam-ships, and I am free to admit "I am not "that man." The commander of the ship "Dunbar" did his duty to the last minute of his life, and the only living witness bears testimony to the good order and discipline of his vessel until the dreadful moment when all human control was at an end.

"Then shriek'd the timid, and stood still the brave."

My principal object in addressing you is respecting the erection of a new light, or lights, at the Sydney Heads.

I beg distinctly to assert, that I consider the Sydney South Head Lighthouse to be in the best position as a sea light, and I trust no evidence to the contrary will induce the Government to alter it.

The South Head Light, from its prominent position, can be seen to the southward when the North Head is completely shut in by the land, and vessels coming from the northward must be inside of their proper course to have it obscured by the North Head. I consider it for a sea light in its proper position, but for entering the harbour it becomes quite a distinct consideration. I must beg to differ from those opinions which recommend the placing a light on the North Head, or on the low and extreme point of the South Head. I think any beacon objectionable which requires a seaman, when entering a port at night, to judge of his distance from it by a side bearing, and knowing as I do the difficulty in this respect under peculiar states of the atmosphere, I consider a light so-placed likely to deceive, and probably lead to an error in judgment, similar to the unfortunate one just alluded to. I have entered the Sydney Heads on two or three occasions when the South Head Light was obscured by fog bank, or, in nautical phrase, capped, and at the same time the land underneath was sufficiently distinct to enable me to make the harbour. Suppose, under such circumstances, there was another light on the North Head and at the time visible, let me inquire is there not danger of a mistake in taking one for the other? I am willing to admit this is a rare occurrence, but so is the dreadful catastrophe which has just taken place. As to an error in taking the Gap for the entrance to the harbour, that is a flight of imagination I never can realise, and I am convinced that poor Captain Green never saw the land at all, and the first dismal announcement of his mistake was the cry of—breakers ahead!

You are acquainted with the Port Phillip Heads, and you can recollect that for many years there was but one light-house erected on Shortland's Bluff, and in consequence of the strong currents and the dependence upon some three points of bearing by compass, it was a difficult place of entrance during the night, and many very sad accidents have taken place there; but after long deliberation on the subject, it was decided to erect a second light so placed, that by bringing the two in line the centre of the channel between the heads was clearly defined, so that at present, with such simple directions, a sea boy is capable of conducting a ship into safety. That light was erected at my instigation, and it is a satisfaction to know that it has answered all and every purpose expected; but at the same time I can only consider those lights as harbour beacons, and until the erection of a light-house at Cape Schanck, the heads of Port Phillip are not as safe as they ought to be.

I now call your attention to the entrance of Sydney Harbour. Why not erect two light-houses on the Middle Head commanding the entrance, to be brought in line when in mid channel.

I conceive this so simple a plan, that it is worthy the attention of the Government; and, in order to illustrate it, I will make allusion to a port which, from the late war, is familiar to most people, and I have no doubt they will have in their possession a plan or picture of the beautiful harbour of Sebastopol. What are those two lighthouses erected for on the heights of Inkerman? Most certainly not for sea purposes, as there is a light outside of the heads, but solely for entering the harbour at night, by bringing them in line—a piece of plain sailing. I think this will strike you, and as the Russians have taught us lately a good many things, perhaps we shall thank them for a hint in this matter. In the course of my experience I have noticed with what facility narrow and dangerous channels may be navigated by bringing two lights or beacons in line, and I consider it the simplest and safest method that can be adopted.

In respect to the Pilot Departments, I should recommend having a good seaworthy cutter to cruize outside the heads.

I have to apologize for the length of this letter, but if you consider it worthy of your notice, you have my authority to make use of it in any way you think proper.

I remain, &c.,
GEORGE GILMORE.

S. A. DONALDSON, ESQ., M.P.

1857.

NEW SOUTH WALES.

Legislative Assembly.

RAILWAY TRAFFIC.

(RECEIPTS AND EXPENDITURE, FROM 1 JULY TO 31 DECEMBER, 1856.

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Order* of the Honorable the Legislative Assembly, dated 27th February, 1857, praying that his Excellency the Governor General would be pleased to cause to be laid upon the Table of the House,—

"A Return, shewing the Amounts received from Passengers, "and for Goods and Parcels, on the Sydney and Liverpool "Railway, from the 1st July to the 26th September, and "from the 27th September to the 31st December, 1856, "respectively; the Expenditure incurred during those "respective periods on account of working the line, specifying "the items of such expenditure, and including the cost, if "any, of renewing or repairing permanent way, buildings, "and rolling stock; and the net balance of Receipts from "Traffic on said Railway during each of those periods paid "into the Colonial Treasury."

RAILWAY

RECEIPTS and EXPENDITURE, from

EXPENDITURE.

To Amount paid Wm. Raffdle, being proportion of 55 per cent. on gross Receipts, from 1st July to 26th September, 1856, inclusive			4,567 9 5
„ Salaries			573 17 11
„ Printing			142 0 0
„ Billet-wood			7 0 0
„ Balance paid Colonial Treasurer in July		898 0 10	
in August		907 19 1	
in September		1,640 19 5	
			3,446 19 4
			8,737 6 8

During Commissioners' Management.

From 27 *SEPTEMBER to* 31 *DECEMBER,* 1856, *inclusive.*

To General Expenditure, including Printing and Stationery, viz.:		590 0 2	
„ Repairs and Maintenance of Permanent Way		1,960 0 8	
„ Repairs to Machinery and Rolling Stock, including necessary Stores and Implements...		1,156 7 7	
„ Salaries and Wages		3,844 6 5	
" Payments to Colonial Treasurer, viz.:—			
October	1,061 10 7		
November	44 0 3		
December	252 3 7		
		1,357 14 5	
			8,908 9 3
		£	17,645 15 11

TRAFFIC.

1 *JULY to* 31 *DECEMBER,* 1856.

RECEIPTS.

During Mr. Randle's Lease.

1856.	Goods and Parcels.	Passengers and Carriages.	
July 31	139 19 1	2,198 18 11	
August 31...	129 10 9	2,248 12 4	
September 26	255 16 9	3,331 12 4	
	525 6 7	7,779 3 7	8,304 10 2

During Commissioners' Management.

From 27 *SEPTEMBER to* 31 *DECEMBER,* 1856, *inclusive.*

1856.	Goods and Parcels.	Passengers and Carriages.	
From September 27 to			
October 31	200 17 11	3,121 3 7	
November 30	411 9 10	2,243 3 4	
December 31	597 1 3	2,767 9 10	
	1,209 9 0	8,131 16 9	9,341 5 9
		£	17,645 15 11

Exd.—A. C.,
Acct.

1857.

NEW SOUTH WALES

Legislative Assembly.

RAILWAY FROM SYDNEY TO LIVERPOOL.

(COMPARATIVE STATEMENT OF RECEIPTS AND EXPENSES.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Order* of the Honorable the Legislative Assembly, dated 13 January, 1857, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House,—

"(1.) A Return stating in full the expense which has attended "the working of the Railway from Sydney to Liverpool from "the date of its coming under the sole management of the "Government to the 1st of January, 1857, together with an "Estimate of the loss incurred by wear and tear of the "materials and machinery.

"(2.) A Return of the Revenue derived therefrom during the "same period, shewing the comparative amount quarterly "during the management of Mr. Randle and under the present "management of the Commissioners for the Government, and "shewing also the rates of fares during the different periods."

RAILWAY FROM SYDNEY TO LIVERPOOL.

[*Enclosed in Chief Commissioner's Letter of 25th February*, 1857.]

RETURN No. 1.

SHEWING Expense incurred by the Commissioners for Railways in working the Sydney and Liverpool Railway, from 26th September, 1856, to 1st January, 1857.

	£	s.	d.
To Engineering Stores	452	12	7
Locomotive and Running Expenses	646	9	6
Printing	79	2	6
Repairs of Permanent Way	1,960	0	8
Repairs of Rolling Stock	57	5	6
Stationery	53	7	9
General Expenditure...	464	9	11
Wages	2,833	18	1
Salaries	1,010	8	4
TOTAL ... ... £	7,557	14	10

24*th February*, 1857.

ALEX. COOPER,
Accountant.

[*Enclosure with Chief Commissioner's Letter No* 23, 18*th March*, 1857.]

WEAR AND TEAR.

It is difficult to reply satisfactorily to this question, there being, in fact, no depreciation in value of Materials or Rolling Stock, provided they are always maintained in proper repair.

From an analysis of the Expenditure by the Commissioners for this service, it appears that the cost has been as follows:—

	£	s.	d.
General Repairs of Carriages	168	17	9
General Running Engines	771	7	8
Special Repairs and Renewals.	646	14	6
Special Stationary Engines, &c.	57	18	9
	1,644	18	8

To this must be added the Expenditure by the Lessee out of 55 per cent. paid to him for the working of the Line.

RETURN No. 2.

SHEWING the Quarterly Revenue of the Sydney and Liverpool Railway from the 26th of September, 1855, to the 1st January, 1857.

QUARTER ENDED.	DURING MANAGEMENT OF MR. RANDLE.			DURING MANAGEMENT OF COMMISSIONERS.		
	£	s.	d.	£	s.	d.
1855.						
December, 31	9,248	10	3			
1856.						
March 31	7,041	17	11			
June 30	7,582	3	1			
September 30	8,737	6	8			
December 31	.....			8,908	9	3

[*Enclosed*

[*Enclosure with Chief Commissioner's Letter* 23, 18*th March*, 1857.]

EXPENDITURE.

			£ s. d.
	During Mr. Randle's Management, from 26th Sept., 1855, to 26th Sept., 1856, inclusive.		
1856. Sept. 26.	To Amount paid Wm. Randle, being 55 per cent. on gross Receipts during his Management		18,147 18 8
	„ Printing		532 10 3
	„ Stationery		16 2 0
	„ General Expenditure, including surcharge for firewood		36 15 7 1 8 0
	„ Salaries		1,461 10 9
	„ Colonial Treasurer, viz. :—		
	1855. Quarter ended December 31	£3,289 16 5	
	1856. March 31	2,727 5 9	
	June 30	2,949 7 11	
	Sept. 30	3,446 19 4	
			12,413 9 5
	During Commissioners' Management, from 27th Sept. to 31st Dec., 1856, inclusive.		
1856. Dec. 31.	To General Expenditure, including Printing and Stationery	£590 0 2	
	„ Repairs and Maintenance of Permanent Way	1,960 0 8	
	„ Repairs to Machinery and Rolling Stock, including necessary Stores and Implements	1,156 7 7	
	„ Salaries and Wages	3,844 6 5	
	„ Payments to Colonial Treasurer, October	£1,061 10 7	
	November	44 0 3	
	December	252 3 7	
		1,357 14 5	
			8,908 9 3
	„ Balance		13 7 3
		£	41,531 11 2

RECEIPTS.

		£ s. d.
	During Mr. Randle's Management, from 26th Sept., 1855, to 26th Sept., 1856, inclusive.	
1855. Dec. 31.	By Receipts for Quarter ended this day	9,248 10 3
1856. Mar. 31.	„ „ „ „	7,041 17 11
June 30.	„ „ „ „	7,582 3 1
Sept. 26.	„ „ „ „	8,304 10 2
	During Commissioners' Management, from 27th Sept. to 31st Dec., 1856, inclusive.	
1856. Sept. 27 to Dec. 31.	By Receipts for Quarter ended this day	9,341 5 9
	„ Rents received from Labourers engaged on the Railway	13 4 0
	£	41,531 11 2
1856. Dec. 31.	By Balance	13 7 3

Examined,
A. C.,
Accountant.

FARES.

OPENING Day, 26th September, 1855.

From SYDNEY to	Passengers. 1st Class. s. d.	Passengers. 2nd. Class. s. d.	Passengers. 3rd Class. s. d.	Goods @ 6d. ℔ Ton ℔ Mile. s. d.	Parcels not exceeding 12lbs in weight. s. d.
NEWTOWN	1 0	0 9	0 6	2 0	0 6
ASHFIELD	2 0	1 3	1 0	3 0	0 6
BURWOOD	2 6	1 9	1 3	3 6	0 9
HOMEBUSH	3 0	2 3	1 6	4 6	1 0
PARRAMATTA	4 0	3 0	2 0	7 0	1 6

FOR PASSENGERS, DOGS AND PARCELS.

1st JANUARY, 1856.

	SYDNEY. Classes. 1	2	3	NEWTOWN. Classes. 1	2	3	ASHFIELD. Classes. 1	2	3	BURWOOD. Classes. 1	2	3	HOMEBUSH. Classes. 1	2	3	PARRAMATTA. Classes. 1	2	3
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	..	..	..	0 9	0 6	0 3	2 0	1 3	0 9	2 6	1 9	1 0	3 0	2 0	1 3	3 6	2 6	1 6
NEWTOWN	0 9	0 6	0 3	..	..	..	1 6	1 0	0 9	1 6	1 0	0 9	2 0	1 6	0 9	3 3	2 3	1 3
ASHFIELD	2 0	1 3	0 9	1 6	1 0	0 9	..	..	..	1 0	0 9	0 6	1 6	1 0	0 9	2 9	2 0	1 0
BURWOOD	2 6	1 9	1 0	1 6	1 0	0 9	1 0	0 9	0 6	..	..	..	1 0	0 9	0 6	2 3	1 9	1 0
HOMEBUSH	3 0	2 0	1 3	2 0	1 6	0 9	1 6	1 0	0 9	1 0	0 9	0 6	..	..	..	2 0	1 6	0 9
PARRAMATTA	3 6	2 6	1 6	3 3	2 3	1 3	2 9	2 0	1 0	2 3	1 9	1 0	2 0	1 6	0 9	..	..	..

	Dogs. s. d.	Parcels. 14lb	Parcels. 28lb	Dogs. s. d.	Parcels. 14lb	Parcels. 28lb	Dogs. s. d.	Parcels. 14lb	Parcels. 28lb	Dogs. s. d.	Parcels. 14lb	Parcels. 28lb	Dogs. s. d.	Parcels. 14lb	Parcels. 28lb	Dogs. s. d.	Parcels. 14lb	Parcels. 28lb
SYDNEY	..	..	..	0 6	0 3	0 6	0 9	0 6	1 0	0 9	0 6	1 0	1 0	0 9	1 6	1 6	1 0	2 0
NEWTOWN	0 6	0 3	0 6	..	..	..	0 6	0 3	0 6	0 9	0 6	1 0	0 9	0 6	1 0	1 6	1 0	2 0
ASHFIELD	0 9	0 6	1 0	0 6	0 3	0 6	..	..	..	0 6	0 3	0 6	0 9	0 6	1 0	1 0	0 9	1 6
BURWOOD	0 9	0 6	1 0	0 9	0 6	1 0	0 6	0 3	0 6	..	..	..	0 6	0 3	0 6	0 9	0 9	1 6
HOMEBUSH	1 0	0 9	1 6	0 9	0 6	1 0	0 9	0 6	1 0	0 6	0 3	0 6	..	..	..	0 9	0 9	1 6
PARRAMATTA	1 6	1 0	2 0	1 0	1 0	1 9	1 0	0 9	1 6	0 9	0 9	1 6	0 9	0 9	1 6	..	..	..

TABLE

TABLE OF FARES FOR PASSENGERS, DOGS, AND PARCELS.

1st September, 1856.

Stations.	SYDNEY.								NEWTOWN.							
	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	....	....	....	....	....	....	....	....	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3
NEWTOWN	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3	....	....	....	....	....	....	....	....
ASHFIELD	2 0	1 3	0 9	0 6	0 6	0 9	1 0	1 3	1 9	1 0	0 9	0 6	0 9	1 0	1 3	1 6
BURWOOD	2 6	1 9	1 0	0 9	0 6	0 9	1 0	1 3	2 0	1 6	0 9	0 6	0 9	1 0	1 3	1 6
HOMEBUSH	3 0	2 0	1 3	1 0	0 6	0 9	1 0	1 3	2 6	1 6	1 0	0 9	1 0	1 0	1 3	1 6
PARRAMATTA	4 0	3 0	2 0	1 6	1 0	1 3	1 6	1 9	3 6	2 6	1 6	0 9	1 0	1 0	1 3	1 6
FAIRFIELD	6 0	4 6	3 0	2 0	1 6	1 9	2 0	2 3	5 6	4 0	2 6	1 0	1 6	1 6	1 9	2 0
LIVERPOOL	7 6	5 6	4 0	2 6	2 0	2 3	2 6	2 9	7 0	5 0	3 6	2 0	2 0	2 3	2 6	2 9

Stations.	ASHFIELD.								BURWOOD.							
	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	0 2	1 3	0 9	0 6	0 6	0 9	1 0	1 3	2 6	1 9	1 0	0 9	0 6	0 9	1 0	1 3
NEWTOWN	1 9	1 0	0 9	0 6	0 9	1 0	1 3	1 6	2 0	1 6	0 9	0 6	0 9	1 0	1 3	1 6
ASHFIELD	....	....	....	....	....	....	....	....	1 0	0 9	0 6	0 6	0 6	0 9	1 0	1 3
BURWOOD	1 0	0 9	0 6	0 6	0 6	0 9	1 0	1 3	....	....	....	....	....	....	....	....
HOMEBUSH	1 6	1 0	0 9	0 9	1 0	1 0	1 3	1 6	1 0	0 9	0 6	0 3	0 6	0 9	1 0	1 3
PARRAMATTA	3 0	2 0	1 3	0 9	1 0	1 0	1 3	1 6	2 6	2 0	1 0	0 9	1 0	1 0	1 3	1 6
FAIRFIELD	4 9	3 6	2 0	1 0	1 0	1 3	1 6	1 9	4 3	3 3	2 0	1 0	1 0	1 0	1 3	1 6
LIVERPOOL	6 3	4 6	3 0	1 6	1 6	2 0	2 3	2 6	5 9	4 3	2 9	1 0	1 3	1 6	2 0	2 3

Stations.	HOMEBUSH.								PARRAMATTA.							
	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	3 0	2 0	1 3	1 0	0 6	0 9	1 0	1 3	4 0	3 0	2 0	1 6	1 0	1 3	1 6	1 9
NEWTOWN	2 6	1 6	1 0	0 9	1 0	1 0	1 3	1 6	3 6	2 6	1 6	0 9	1 0	1 0	1 3	1 6
ASHFIELD	1 6	1 0	0 9	0 9	1 0	1 0	1 3	1 6	3 0	2 0	1 3	0 9	1 0	1 0	1 3	1 6
BURWOOD	1 0	0 9	0 6	0 3	0 6	0 9	1 0	1 3	2 6	2 0	1 0	0 9	1 0	1 0	1 3	1 6
HOMEBUSH	....	....	....	....	....	....	....	....	2 3	1 9	1 0	0 6	0 9	1 0	1 0	1 3
PARRAMATTA	2 3	1 9	1 0	0 6	0 9	1 0	1 0	1 3	....	....	....	....	....	....	....	....
FAIRFIELD	4 0	3 0	1 9	0 6	0 9	1 0	1 0	1 3	2 0	1 6	1 0	0 6	0 9	0 9	1 0	1 0
LIVERPOOL	5 6	4 0	2 6	0 9	1 0	1 3	1 6	1 9	3 6	2 6	1 6	0 9	1 0	1 0	1 3	1 6

Stations.	FAIRFIELD.								LIVERPOOL.							
	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	6 0	4 6	3 0	2 0	1 6	1 9	2 0	2 3	7 6	5 6	4 0	2 6	2 0	2 3	2 6	2 9
NEWTOWN	5 6	4 0	2 6	1 0	1 6	1 6	1 9	2 0	7 0	5 0	3 6	2 0	2 0	2 3	2 6	2 9
ASHFIELD	4 9	3 6	2 0	1 0	1 0	1 3	1 6	1 9	6 3	4 6	3 0	1 6	1 6	2 0	2 3	2 6
BURWOOD	4 3	3 3	2 0	1 0	1 0	1 0	1 3	1 6	5 9	4 3	2 9	1 0	1 3	1 6	2 0	2 3
HOMEBUSH	4 0	3 0	1 9	0 6	0 9	1 0	1 0	1 3	5 6	4 0	2 6	0 9	1 0	1 3	1 6	1 9
PARRAMATTA	2 0	1 6	1 0	0 6	0 9	0 9	1 0	1 0	3 6	2 6	1 6	0 9	1 0	1 0	1 3	1 6
FAIRFIELD	....	....	....	....	....	....	....	....	2 6	1 6	1 0	0 6	0 9	0 9	1 0	1 3
LIVERPOOL	2 6	1 6	1 0	0 6	0 9	0 9	1 0	1 3	....	....	....	....	....	....	....	....

GOODS RATES.

1st January, 1856.

Rates for Goods and Packages exceeding One Quarter.

	s.	d.
Above 1 quarter and not exceeding 2 quarters	2	6
„ 2 „ „ „ 3 „	3	0
„ 3 „ „ „ 4 „	3	6

For every cwt. above one cwt. and not exceeding ten, sixpence per cwt. will be charged in addition to the above rates; and for each cwt. above ten cwt. and not exceeding twenty, an additional threepence per cwt. will be charged.

For goods exceeding twenty cwt., the charges will be at an uniform rate of six shillings per ton dead weight, and eight shillings per ton measurement for the whole distance.

Intermediate distances being charged proportionately.

Rates for Horses and Carriages.

For 1 Horse	7s.
„ 2 Horses	6s. each.
„ 3 „ and any greater number	5s. each.
For each 4 wheeled Carriage or Dray	8s. each.
For other 2 wheeled vehicles	6s. each.

1st August, 1856.

Rates for Goods and Packages exceeding One Quarter.

	s.	d.
Above 1 quarter and not exceeding 1 cwt.	2	6
For every cwt. above one and not exceeding five cwt., THREEPENCE per cwt. will be charged in addition to the above rates; after which the following charges will be made, viz. :—		
For goods of any weight, above 5 cwt. and not exceeding 10 cwt.	4	6
For do. do, above 10 cwt. and not exceeding 20	6	0

For goods exceeding twenty cwt. the charges will be at an uniform rate of six shillings per ton dead weight, and eight shillings per ton measurement for the whole distance.

Intermediate distances being charged proportionately.

Special Rates for Wool, Hay, and Firewood.

	s.	d.
Firewood, per ton weight for the whole distance	2	6
Wool, per bale of ordinary size	1	6
Hay, per truss, pressed or unpressed	1	6

Intermediate distances being charged a proportionate rate, according to quantity.

Parties requiring the above to be forwarded to or from intermediate stations, are requested to give previous notice to the respective Station Masters.

Rates for Horses and Carriages.

For 1 Horse	7s.
„ 2 Horses	6s. each.
„ 3 „ and any greater number	5s. each.
For each 4 wheeled Carriage or dray	8s. each.
For other 2 wheeled vehicles	6s. each.

GOODS RATES.

1st October, 1856.

CLASS 1. @ 3d. ℔ Ton ℔ Mile.	CLASS 2. @ 4d. ℔ Ton ℔ Mile.	CLASS 3. @ 6d. ℔ Ton ℔ Mile.	CLASS 4. @ 9d. ℔ Ton ℔ Mile.
Firewood, stone, sand.	Timber in boards, scantling, wrought and cast iron, brass, copper, tin, machinery, bricks, lime, cement, shingles, hides, tallow, hay, straw, and salt.	Timber in logs, flour, grain of all kinds, potatoes, leather, wine and beer in wood, ironmongery, wool, furniture.	Groceries, wine and beer in bottle, carpentry, earthenware, and glass, saddlery, dairy produce, vegetables, fresh meat, fish, butter and milk, &c., drapery, haberdashery.

RATES FOR HORSES AND CARRIAGES.

	Sydney to Parramatta.		Sydney to Liverpool.	
	s.	d.	s.	d.
For 1 Horse	7	0	11	0
„ 2 Horses each	6	0	9	6
„ 3 Horses and any greater number	5	0	8	0
„ each four wheeled vehicle or dray	8	0	13	0
„ each two wheeled ditto ditto	6	0	9	6

TABLE

TABLE OF FARES FOR PASSENGERS, DOGS AND PARCELS.

1st October, 1856.

Stations.	SYDNEY.								NEWTOWN.								ASHFIELD.								BURWOOD.							
	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s, d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	....	....	....	....	....	....	....	....	0 8	0 6	0 4	0 3	0 6	0 6	0 6	0 6	2 0	1 6	1 0	0 6	0 6	0 9	1 0	1 3	2 6	1 9	1 3	0 9	0 6	0 9	1 0	1 3
NEWTOWN	0 8	0 6	0 4	0 3	0 6	0 6	0 6	0 6	....	....	....	....	....	....	....	....	1 6	1 0	0 9	0 6	0 9	1 0	1 3	1 6	2 0	1 6	1 0	0 6	0 9	1 0	1 3	1 6
ASHFIELD	2 0	1 6	1 0	0 6	0 6	0 9	1 0	1 3	1 6	1 0	0 9	0 6	0 9	1 0	1 3	1 6	....	....	....	....	....	....	....	....	0 8	0 6	0 4	0 6	0 6	0 9	1 0	1 3
BURWOOD	2 6	1 9	1 3	0 9	0 6	0 9	1 0	1 3	2 0	1 6	1 0	0 6	0 9	1 0	1 3	1 6	0 8	0 6	0 4	0 6	0 6	0 9	1 0	1 3	....	....	....	....	....	....	....	....
HOMEBUSH	2 9	2 3	1 6	1 0	0 6	0 9	1 0	1 3	2 3	1 9	1 3	0 9	1 0	1 0	1 3	1 6	1 3	1 0	0 9	0 9	1 0	1 0	1 3	1 6	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3
PARRAMATTA	4 0	3 0	2 0	1 6	1 0	1 3	1 6	1 9	3 6	2 9	1 9	0 9	1 0	1 0	1 3	1 6	3 0	2 3	1 6	0 9	1 0	1 0	1 3	1 6	2 6	2 0	1 3	0 9	1 0	1 0	1 3	1 6
FAIRFIELD	6 0	4 6	3 0	2 0	1 6	1 9	2 0	2 3	5 6	4 0	2 9	1 0	1 6	1 6	1 9	2 0	4 6	3 6	2 3	1 0	1 0	1 3	1 6	1 9	4 0	3 0	2 0	1 0	1 0	1 0	1 3	1 6
LIVERPOOL	7 6	5 6	4 0	2 6	2 0	2 3	2 6	2 9	7 0	5 0	3 9	2 0	2 0	2 3	2 6	2 9	6 0	4 6	3 0	1 6	1 6	2 0	2 3	2 6	5 6	4 0	2 9	1 0	1 3	1 6	2 0	2 3

Stations.	HOMEBUSH.								PARRAMATTA.								FAIRFIELD.								LIVERPOOL.							
	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 0wt	Classes. 1	2	3	Dogs.	Parcels. 1 qr.	2 qrs.	3 qrs.	1 cwt
	s. d.	s. d.	s. d.	s. d,	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s, d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY	2 9	2 3	1 6	1 0	0 6	0 9	1 0	1 3	4 0	3 0	2 0	1 6	1 0	1 3	1 6	1 9	6 0	4 6	3 0	2 0	1 6	1 9	2 0	2 3	7 6	5 6	4 0	2 6	2 0	2 3	2 6	2 9
NEWTOWN	2 3	1 9	1 3	0 9	1 0	1 0	1 3	1 6	3 6	2 9	1 9	0 9	1 0	1 0	1 3	1 6	5 6	4 0	2 9	1 0	1 6	1 6	1 9	2 0	7 0	5 0	3 9	2 0	2 0	2 3	2 6	2 9
ASHFIELD	1 3	1 0	0 9	0 9	1 0	1 0	1 3	1 6	3 0	2 3	1 6	0 9	1 0	1 0	1 3	1 6	4 6	3 6	2 3	1 0	1 0	1 3	1 6	1 9	6 0	4 6	3 0	1 6	1 6	2 0	2 3	2 6
BURWOOD	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3	2 6	2 0	1 3	0 9	1 0	1 0	1 3	1 6	4 0	3 0	2 0	1 0	1 0	1 0	1 3	1 6	5 6	4 0	2 9	1 0	1 3	1 6	2 0	2 3
HOMEBUSH	....	....	....	....	....	....	....	....	2 3	1 9	1 0	0 6	0 9	1 0	1 0	1 3	3 6	2 9	1 9	0 6	0 9	1 0	1 0	1 3	5 0	3 9	2 6	0 9	1 0	1 3	1 6	1 9
PARRAMATTA	2 3	1 9	1 0	0 6	0 9	1 0	1 0	1 3	....	....	....	....	....	....	....	....	2 0	1 6	1 0	0 6	0 9	0 9	1 0	1 0	3 6	2 6	2 0	0 9	1 0	1 0	1 3	1 6
FAIRFIELD	3 6	2 9	1 9	0 6	0 9	1 0	1 0	1 3	2 0	1 6	1 0	0 6	0 9	0 9	1 0	1 0	....	....	....	....	....	....	....	....	2 0	1 6	1 0	0 6	0 9	0 9	1 0	1 3
LIVERPOOL	5 0	3 9	2 6	0 9	1 0	1 3	1 6	1 9	3 6	2 6	2 0	0 9	1 0	1 0	1 3	1 6	2 0	1 6	1 0	0 6	0 9	0 9	1 0	1 3	....	....	....	....	....	....	....	....

527

TABLE OF FARES FOR PASSENGERS, DOGS AND PARCELS.

1st December, 1856.

Stations.	SYDNEY.								NEWTOWN.								ASHFIELD.								BURWOOD.							
	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1c	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY.....	....	....	....	....	....	....	....	....	0 8	0 6	0 4	0 3	0 6	0 6	0 6	0 6	2 0	1 6	1 0	0 6	0 6	0 9	1 0	1 3	2 6	1 9	1 3	0 6	0 6	0 9	1 0	1 3
NEWTOWN	0 8	0 6	0 4	0 3	0 6	0 6	0 6	0 6	....	....	....	....	....	....	....	....	1 6	1 0	0 9	0 3	0 9	1 0	1 3	1 6	2 0	1 6	1 0	0 6	0 9	1 0	1 3	1 6
ASHFIELD	2 0	1 6	1 0	0 6	0 6	0 9	1 0	1 3	1 6	1 0	0 9	0 3	0 9	1 0	1 3	1 6	....	....	....	....	....	....	....	....	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3
BURWOOD	2 6	1 9	1 3	0 6	0 6	0 9	1 0	1 3	2 0	1 6	1 0	0 6	0 9	1 0	1 3	1 6	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3	....	....	....	....	....	....	....	....
HOMEBUSH.....	2 9	2 3	1 6	0 9	0 6	0 9	1 0	1 3	2 3	1 9	1 3	0 6	1 0	1 0	1 3	1 6	1 3	1 0	0 9	0 6	1 0	1 0	1 3	1 6	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3
PARRAMATTA ..	4 0	3 0	2 0	1 0	1 0	1 3	1 6	1 9	3 6	2 9	1 9	0 9	1 0	1 0	1 3	1 6	3 0	2 3	1 6	0 6	1 0	1 0	1 3	1 6	2 6	2 0	1 3	0 6	1 0	1 0	1 3	1 6
FAIRFIELD	6 0	4 6	3 0	1 3	1 6	1 9	2 0	2 3	5 6	4 0	2 9	1 0	1 6	1 6	1 9	2 0	4 6	3 6	2 3	0 9	1 0	1 3	1 6	1 9	4 0	3 0	2 0	0 9	1 0	1 0	1 3	1 6
LIVERPOOL.....	7 6	5 6	4 0	1 6	2 0	2 3	2 6	2 9	7 0	5 0	3 9	1 3	2 0	2 3	2 6	2 9	6 0	4 6	3 0	1 0	1 6	2 0	2 3	2 6	5 6	4 0	2 9	1 0	1 3	1 6	2 0	2 3

Stations.	HOMEBUSH.								PARRAMATTA.								FAIRFIELD.								LIVERPOOL.							
	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.	Classes. 1	2	3	Dogs	Parcels. 1qr.	2qrs.	3qrs.	1cwt.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SYDNEY.....	2 9	2 3	1 6	0 9	0 6	0 9	1 0	1 3	4 0	3 0	2 0	1 0	1 0	1 3	1 6	1 9	6 0	4 6	3 0	1 3	1 6	1 9	2 0	2 3	7 6	5 6	4 0	1 6	2 0	2 3	2 6	2 9
NEWTOWN	2 3	1 9	1 3	0 6	1 0	1 0	1 3	1 6	3 6	2 9	1 9	0 9	1 0	1 0	1 3	1 6	5 6	4 0	2 9	1 0	1 6	1 6	1 9	2 0	7 0	5 0	3 9	1 0	2 0	2 3	2 6	2 9
ASHFIELD	1 3	1 0	0 9	0 6	1 0	1 0	1 3	1 6	3 0	2 3	1 6	0 6	1 0	1 0	1 3	1 6	4 6	3 6	2 3	0 9	1 0	1 3	1 6	1 9	6 0	4 6	3 0	1 0	1 6	2 0	2 3	2 6
BURWOOD	0 8	0 6	0 4	0 3	0 6	0 9	1 0	1 3	2 6	2 0	1 3	0 6	1 0	1 0	1 3	1 6	4 0	3 0	2 0	0 9	1 0	1 0	1 3	1 6	5 6	4 0	2 9	1 0	1 3	1 6	2 0	2 3
HOMEBUSH.....	....	....	....	....	....	....	....	....	2 3	1 9	1 0	0 6	0 9	1 0	1 0	1 3	3 6	2 9	1 9	0 6	0 9	1 0	1 0	1 3	5 0	3 9	2 6	0 9	1 0	1 3	1 6	1 9
PARRAMATTA ..	2 3	1 9	1 0	0 6	0 9	1 0	1 0	1 3	....	....	....	....	....	....	....	....	2 0	1 6	1 0	0 3	0 9	0 9	1 0	1 0	3 6	2 6	2 0	0 6	1 0	1 0	1 3	1 6
FAIRFIELD	3 6	2 9	1 9	0 6	0 9	1 0	1 0	1 3	2 0	1 6	1 0	0 3	0 9	0 9	1 0	1 0	....	....	....	....	....	....	....	....	2 0	1 6	1 0	0 3	0 9	0 9	1 0	1 3
LIVERPOOL.....	5 0	3 9	2 6	0 9	1 0	1 3	1 6	1 9	3 6	2 6	2 0	0 6	1 0	1 0	1 3	1 6	2 0	1 6	1 0	0 3	0 9	0 9	1 0	1 3	....	....	....	....	....	....	....	....

1st January, 1857.

GOODS RATES.

CLASS 1. @ 3d. ℔ Ton ℔ Mile.	CLASS 2. @ 4d. ℔ Ton ℔ Mile.	CLASS 3. @ 6d. ℔ Ton ℔ Mile.	CLASS 4. @ 9d. ℔ Ton ℔ Mile.
Firewood, stone, sand, posts and rails.	Timber in boards and scantling, naves, spokes and felloes, trenails, wrought and cast iron, brass, copper, tin, lead, machinery, bricks, slates lime, cement, shingles, hides, tallow, hay, straw and salt.	Timber in logs, flour, grain of all kinds, potatoes, leather, wine and beer in wood, ironmongery, wool, furniture, carpentry, paint, oil, fresh meat, earthenware, glass.	Groceries, wine and beer in bottle, saddlery, dairy produce, vegetables, fish, butter and milk, &c., drapery, haberdashery.

RATES FOR HORSES AND CARRIAGES.

	Sydney to Parramatta.	Sydney to Liverpool.
	s. d.	s. d.
For 1 Horse	7 0	11 0
„ 2 Horses .. .. each	6 0	9 6
„ 3 Horses and any greater number .. .. .. „	5 0	8 0
„ each 4-Wheeled Vehicle or Dray	8 0	13 0
„ each 2-Wheeled ditto ditto	6 0	9 6
„ Sheep .. .. each	0 6	0 9
„ Pigs .. .. „	0 9	1 0
„ Calves .. .. „	1 0	1 6

RETURN TICKET FARES.

1st December, 1856.

RETURN TICKETS.

These Tickets may be had at all Stations.

The rate of reduction is one-fourth on the double journey. They are not transferable, and only available on the day of issue, except such as are granted on the Saturday or Sunday, which are available until Monday evening following.

SEASON TICKET FARES.

1st January, 1856.

Dis.	Journey.	Time.	1st Class.	2nd Class.	3rd Class.
Miles.			£ s. d.	£ s. d.	£ s. d.
2	Sydney to Newtown	One Month.	0 14 0	0 8 6	0 6 0
5	„ „ Ashfield		1 15 6	1 1 6	0 14 0
6½	„ „ Burwood		2 6 0	1 8 0	0 18 6
7¾	„ „ Homebush		2 15 0	1 13 0	1 2 0
13½	„ „ Parramatta		4 16 0	2 17 6	1 18 6
2	Sydney to Newtown	Three Months.	2 1 0	1 4 6	0 16 6
5	„ „ Ashfield		5 2 0	3 1 0	2 1 0
6½	„ „ Burwood		6 12 6	3 19 6	2 13 0
7¾	„ „ Homebush		7 18 0	4 15 0	3 3 0
13½	„ „ Parramatta		13 15 0	8 5 0	5 10 0
2	Sydney to Newtown	Six Months.	3 18 0	2 7 0	1 11 0
5	„ „ Ashfield		9 14 6	5 17 0	3 18 0
6½	„ „ Burwood		12 13 0	7 12 0	5 1 0
7¾	„ „ Homebush		15 1 0	9 1 0	6 1 0
13½	„ „ Parramatta		26 5 0	15 15 0	10 10 0
2	Sydney to Newtown	Twelve Months.	7 8 0	4 9 0	2 19 6
5	„ „ Ashfield		18 10 6	11 2 0	7 8 0
6½	„ „ Burwood		24 1 6	14 9 0	9 12 6
7¾	„ „ Homebush		28 14 0	17 4 6	11 10 0
13½	„ „ Parramatta		50 0 0	30 0 0	20 0 0

1st September, 1856.

Dis.	Journey.	Time.	1st Class.	2nd Class.	3rd Class.
Miles.			£ s. d.	£ s. d.	£ s. d.
2	Sydney to Newtown	One Month.	1 0 0	0 15 0	0 10 0
5	„ „ Ashfield		3 0 0	1 17 6	1 2 6
6½	„ „ Burwood		3 15 0	2 12 6	1 10 0
7¾	„ „ Homebush		4 10 0	3 0 0	1 17 6
13½	„ „ Parramatta		6 0 0	4 10 0	3 0 0
17¾	„ „ Fairfield		8 16 0	6 15 0	4 10 0
22	„ „ Liverpool		11 5 0	8 5 0	6 0 0
2	Sydney to Newtown	Three Months.	2 15 0	2 1 3	1 7 6
5	„ „ Ashfield		8 5 0	5 3 0	3 1 6
6½	„ „ Burwood		10 6 3	7 4 6	4 2 6
7¾	„ „ Homebush		12 7 6	8 5 0	5 3 2
13½	„ „ Parramatta		16 10 0	12 7 6	8 5 0
17¾	„ „ Fairfield		24 15 0	18 11 3	12 7 6
22	„ „ Liverpool		30 18 9	22 13 9	16 10 0
2	Sydney to Newtown	Six Months.	5 0 0	3 15 0	2 10 0
5	„ „ Ashfield		15 0 0	9 7 6	5 12 6
6½	„ „ Burwood		18 15 0	13 2 6	7 10 0
7¾	„ „ Homebush		22 10 0	15 0 0	9 7 6
13½	„ „ Parramatta		30 0 0	22 10 0	15 0 0
17¾	„ „ Fairfield		45 0 0	33 15 0	22 10 0
22	„ „ Liverpool		56 5 0	41 5 0	30 0 0

1st November, 1856.

Journey.	1st Class.	2nd Class.	3rd Class.
Time—One Month.	£ s. d.	£ s. d.	£ s. d.
Sydney to Newtown	0 16 8	0 12 6	0 8 6
„ „ Ashfield	2 2 0	1 11 6	1 1 0
„ „ Burwood	2 14 6	2 1 0	1 7 6
„ „ Homebush	3 5 0	2 8 6	1 12 6
„ „ Parramatta	5 12 6	4 5 0	2 16 6
„ „ Fairfield	7 8 0	5 11 0	3 14 0
„ „ Liverpool	9 3 6	6 17 6	4 12 0
Time—Three Months.			
Sydney to Newtown	2 5 0	1 14 0	1 2 6
„ „ Ashfield	5 12 6	4 4 6	2 16 6
„ „ Burwood	7 6 6	5 10 0	3 13 6
„ „ Homebush	8 15 0	6 11 0	4 7 6
„ „ Parramatta	15 4 0	11 8 0	7 12 0
„ „ Fairfield	20 0 0	15 0 0	10 0 0
„ „ Liverpool	24 15 0	18 11 6	12 7 6
Time—Six Months.			
Sydney to Newtown	4 0 0	3 0 0	2 0 0
„ „ Ashfield	10 0 0	7 10 0	5 0 0
„ „ Burwood	13 0 0	9 15 0	6 10 0
„ „ Homebush	15 10 0	11 12 6	7 15 0
„ „ Parramatta	27 0 0	20 5 0	13 10 0
„ „ Fairfield	35 10 0	26 12 6	17 15 0
„ „ Liverpool	44 0 0	33 0 0	22 0 0
Time—Twelve Months.			
Sydney to Newtown	6 0 0	4 10 0	3 0 0
„ „ Ashfield	15 0 0	11 5 0	7 10 0
„ „ Burwood	19 10 0	14 12 6	9 15 0
„ „ Homebush	23 5 0	17 9 0	11 12 6
„ „ Parramatta	40 10 0	30 7 6	20 5 0
„ „ Fairfield	53 5 0	40 0 0	26 12 6
„ „ Liverpool	66 0 0	49 10 0	33 0 0

1857.

NEW SOUTH WALES.

Legislative Assembly.

LATE SECRETARY AND ACCOUNTANT TO RAILWAY COMMISSIONERS.

(PAPERS IN REFERENCE TO.)

Ordered by the Legislative Assembly to be Printed, 2 September, 1857.

PAPERS forwarded by order of the Railway Commissioners to the Executive Council, June, 1857.

LATE SECRETARY AND ACCOUNTANT TO RAILWAY COMMISSIONERS.

No. 1.

MINUTES of the Board relative to Accounts, &c.

Minute 8. Board Meeting, 8 April, 1857.

The Colonial Treasurer (Mr. Donaldson) in taking his seat at the Board, desires to record the fact, that in consenting to assist in carrying out the duties of the Board by accepting the office of Commissioner for Railways, he only does so on upon the distinct understanding that he be released from these duties upon the arrival of the gentleman who has received the appointment of Railway Commissioner in England.

Board Meeting, 15 April, 1857.

Minute 3. Mr. Donaldson placed upon record the following statement:—

I find the Accounts of the Board are kept in the office in a most unsatisfactory state.

The system, or rather absence of system, is most alarming. Payments seem to be made without formal requisition, sometimes before a receipt can be given, and without one. (*e. g.* Mr. Bell)

The Ledger is posted from the butts of cheques in the cheque book, and not in detail, but days' work, and more than one at a time.

The Cash Book is not kept by double entry; and no record but the cheque book itself appears to be kept of the intromissions in the Bank Accounts.

I have only gone thus far in a casual and quite unexpected inquiry into the system of Accounts, caused by the Accountant having produced for signature four cheques, of the respective amounts of—

£864	7	6	C. J. Nealds.
500	0	0	F. Bell.
10	9	6	C. J. Nealds.
228	0	0	T. Hollis.
£1,602	17	0	

together, which it was resolved should be signed by two Commissioners, to take the place of four cheques signed by the Chief Commissioner alone (during the time which elapsed between the resignation of Mr. Barker and Captain Hawkins and the appointment of the present Commissioners), being in the margin of the current cheque book, and numbered 236 to 239, as if to be paid again.

The irregularity in this mode of preparing the four cheques drew my attention to the mode of entering, and hence this discovery, so very discreditable to the account keeping of the Department, and so fraught with danger to the public.

A new system of book-keeping must be initiated from this day. In the first place, the book hereafter indicated as a sort of transcript of the cash transactions with the Bank, must be opened from the 18th March—the first time, so far as I can discover, when the cheques have been entered with any formality at all in a book of the proper kind.

A Journal must be kept to prepare all entries for the Ledger; and all entries in the Journal must be made up, complete, weekly or monthly, agreeing with the Cash Book.

As soon as possible the Cash Book must be kept by double entry, so as to shew all the transactions of the Board of all kinds; not confined, as it is now, to a detail in single entries of payments only, without a Bank Account.

If no cash is kept on hand (as, I presume, none is kept but as petty cash by the Secretary or Accountant), the bank balance will be the balance of cash. It will be necessary, at once, to appoint an audit of the Accounts from 31st December last to this date.

Some of the butts of cheques, treated by the present Accountant as a principal book of entry, are not forthcoming. I recommend the Accountant be superseded from his functions, at all events for the present.

Mr.

Mr. Donaldson further moved, that a Board of Audit, consisting of tried and known accountants, be called upon to audit and report upon the accounts of the Railway Commissioners, from the 1st of January to this date, or perhaps, in the first instance, to the 31st March, to which time the books are supposed to be written up. Such Board to have power to call for all papers in the office required in their investigation, and to report as soon as possible the result of the inquiry as to the correctness of the accounts.

Further, that the Board be requested to suggest a better and more efficient mode of book-keeping than that at present employed in this Department.

The following gentlemen be nominated as a Board, viz. :—

Mr. Campbell, Accountant.
Mr. Lennon, Broker.
Mr. Barlow, Audit Office.

Mr. Nealds at once to place himself in communication with these three gentlemen, so as to bring about a meeting of them at the earliest possible period—to-morrow, or Friday at the latest; the inquiry to be prosecuted *de die in diem*, until the Board is satisfied, and can report.

The expenses to be borne by the Commissioners.

No. 2.

Chief Commissioner's Minutes.

1. I think it would be well to bring forward all the balances in the first abstract of the two old Companies.

2. Preserving in so doing a correspondence in the headings now to be adopted with those in the abstracts of the old Companies, and also of the Commissioners' previous abstracts. New sub-divisions might be introduced, but so as to combine into the former divisions. It might also be desirable to ascertain what headings the Auditor General has been using, that the new arrangement might, if possible, be accommodated with these.

3. If all transactions are to pass through the Bank, I see no use in keeping a separate Cash Book, as well as a Cash or Bank Account in the Ledger derived from journalizing the Bank transactions. It is doing the same thing twice over.

4. There is no absolute necessity for keeping a general and individual Ledger separately; there may, however, be a convenience, as from the portability of smaller books, or other circumstances which I am not aware of. It seems to me, that if such a separation is to take place, there ought to be two individual Ledgers—one for the Southern Lines, and one for the Hunter River Lines; and if a Western Line should be made, perhaps also a third for that.

5. I presume the Revenue Cash Book and Ledger accounts for each line, and its working expenses, will be kept, as now, separate

6. It strikes me that certain great general headings should contain all expenses, &c., from the beginning, those of the two Companies included; while all the rest of the headings should be annual, and closed by transfers into the former.

7. An account, called Imprest, or Temporary Advance Account, or an account in the name of the Secretary or person to whom temporary advances are made for miscellaneous disbursements, to be afterwards accounted for, may be necessary; notwithstanding it is intended henceforth to pay every thing by specific cheques, for it may still be necessary occasionally to borrow from one fund to another, and the restorations cannot well be adjusted without an intermediate account.

This Memorandum was prepared and handed to me by the Auditors, at my special request, on the completion of the audit of the accounts of the Commissioners up to the 31st December, 1856.

GOTHER K. MANN.

17 *April*, 1857.

No. 3.

No. 3.

Auditors' Report.

To the Commissioners of Railways.

Gentlemen,

We have the honor to state that, in compliance with your Minute of the 16th April last, we commenced an examination into the books and accounts of the Commissioners for Railways, for the three months ended at 31st March, and have finally concluded it this day; and we now present to you a statement of the results of that examination, and of our views (as requested by you) of the manner in which the Accounts of the Commissioners should in future be kept.

Our first object was to compare the entries in the Cash Books with the receipts and other vouchers of disbursements. In the course of this comparison we have found that many of the vouchers for payments of money had undergone a very imperfect examination, and, in some instances, none whatever appeared to have taken place. The Accountant, from whom we are bound to admit we have obtained all the information it was in his power to render, has explained that these omissions have arisen from the great mass of accounts in detail, which, without proper assistance, he has been unable to examine so thoroughly as he would have desired to do, and partly that he has not been furnished with the necessary means of doing so, the detailed documents not having been in all cases submitted to him. The Accountant has been in the habit, at the direction of the Chief Commissioner or the Secretary, of drawing out the cheques for payments of gross amounts without examination of particulars. In some instances, the Accountant has received and obeyed directions from the Secretary to make entries without being furnished with any accounts which might enable him to understand the reasons for or the nature and correctness of the entries, which rest wholly on the unchecked responsibility of the latter officer, since nothing has been presented to the Auditors but his mandate. The Accountant, in short, considers himself, and has been treated as subordinate to the Secretary, and as relieved of responsibility by the Secretary certifying, and the Chief Commissioner initialling with pencil the amounts to be paid. The cheques are sent in to the Board for signature, through the Secretary, and the latter delivers them to the payees; the Accountant, in the mean time, enters them as paid, though it has turned out in several instances the payments have not been made till considerably later, sometimes not till after the Auditors have met, who, of course, have found it necessary to wait till the payment was made and vouched before they could pass the disbursements; in some cases the payments have been made without the due completion of the vouchers.

On the face of several of the accounts queries appear to have been made in pencil by the Chief Commissioner, sometimes the explanations required also appear, but more frequently the answers are not put down, and, so far as appears, the queries may never have been put to the proper parties nor satisfactorily replied to; in a few other instances, minor defects appear, or explanations seem to be necessary to the Auditors.

There are two Wages Accounts, which appear to us to be very irregular, inasmuch as the mode adopted requires that the Auditors should have before them both of these accounts for February and March, and also the one for April, (not yet completed,) before they can pass the items charged. We find that there is a rule that all cheques must be signed by two of the Commissioners, and recorded in the minutes of the Board; this is the only proof before us of authorization by the Commissioners.

We find that it has been the practice of the Board to grant cheques in favor of the Secretary for gross sums, to be by him applied in the payment of wages and other expenses, and afterwards accounted for; these cheques have been drawn sometimes on one fund, sometimes on another, and applied in payment of disbursements chargeable to both funds; hence, besides the adjustment, by which the Secretary discharges himself of the sums received by him, another adjustment between the two funds is requisite.

The Accountant has not, until recently, been in the habit of entering these cheques in his books, but the Secretary has kept what he terms his private cash book, in which he places the receipts and disbursements; but this cash book has not been, as a matter of course,

patent

patent to the Accountant, nor is any statement laid before him of the Secretary's disbursements; the Accountant, consequently, relies upon the vouchers produced to him. It has happened that omissions have occurred, both of certain items of rents received and of expenses paid, and inaccuracies in the sums entered, and it is obvious, from a memorandum left at their last audit, that a great deal of trouble was thus caused to the regular Auditors in reconciling the cash with the Bank Accounts.

The same system has been continued in the quarter under our review, notwithstanding the recommendation of the Auditors appointed by the Legislature that it should be altered, and the like errors have been repeated; thus the rents on the line received fortnightly from 9th January to 5th February, amounting to £18 6s., have not been either brought to account by the Accountant, or paid into the Banks by the Secretary, who received them, until they appear in the Traffic Way Bill of 20th April, a few days after the present special audit was ordered.

We have found the mode of transacting the receipts of traffic on the Railway to be as follows:—Books containing tickets are issued to the Station Masters, who are accountable for them or the money they represent; when all the tickets have been used, the stumps are returned to the office, and compared with the returns of the money paid daily by the Station Masters into the Bank. There appears to be no check upon the guards when they receive money from persons who have entered the carriages without tickets, or who have, during a journey, changed places from an inferior to a superior class of carriage.

The form of the books has received our attention. The defect of system may be inferred from the recommendations which we shall offer in the sequel; but we may advert to the state of several accounts in which Messrs. Randle and Wright, contractors, seem as if they were personal debtors for large sums of money. When a payment is made to account of a contract, not for a specifically ascertained quantity of work done, or of furnishings, it is proper enough to enter the amount against the personal account, but as soon as the work is performed it should be measured, and as soon as the supplies are made, and when the documents of measurement or of articles supplied, with all particulars, are duly certified, they should be given to the Accountant to be examined forthwith, and on being found correct, the value should be written off to the credit of the contractor, otherwise there must be danger of overpayment. We believe that all the contracts connected with Messrs. Randle's and Wright's apparent debts are now closed, and they should no longer appear as personal debtors.

We have thoroughly examined the postings from the Cash Books and Journal, and the Ledgers under the various heads of service at present used, and we submit an Abstract of Balances as they appear in the books of the Commissioners on the 31st March last; the balance of cash shewn in that statement is the same as those exhibited in the Cash Books and Bank Books, after being amended by operations occasioned by non-presentation of cheques, and otherwise, as noted in the general Cash Book.

We are of opinion, that to effect a thorough amendment of the irregularities which we have observed in the conduct of the business of this Department, the first thing necessary is to render the Accountant a co-ordinate officer with the Secretary, and not subject to any directions from the latter, nor indeed to any, except general ones, emanating from the Commissioners, and whenever of importance, delivered by the Secretary in writing, as the organ of the Commissioners, with whom also the Accountant ought to have direct communication, so as thus to devolve upon him the whole responsibility which ought to attach to the head of so important an office as that of the Chief Accountant of the Railway Department of this Colony.

We recommend that every account with all its *detailed* accompaniments, certified by the proper officer, should be submitted to the Accountant, in order to be examined as regards the calculations, and that he shall be held solely accountable for their accuracy; that afterwards it be placed before the Board, which shall either pass it when in all points correct, or shall require explanations, or make objections if it appear otherwise, doing so by writing either a warrant or minute accessible to the Accountant; that after the Board has passed the account, a cheque shall be drawn out by the Accountant, be signed by one or more of the Commissioners and the Secretary, and be returned to the Accountant, with whom it shall

remain

remain until delivered to the party entitled to it, the Accountant then countersigning it, and on such delivery, and a proper voucher had from the payee, and not sooner, the entry of the payment shall be made in the books.

We further recommend that, unless the Commissioners think proper to appoint a distinct officer as Cashier, the offices of Accountant and Cashier be combined, and that the Cashier find security.

As far as possible, persons receiving money from the Commissioners should, either by their signatures or by that of their known or authorized agents, discharge their claims; but as it seems a matter of practical convenience that this rule should be deviated from, with respect to persons employed in the workshops and along the lines, the mode at present adopted does not seem objectionable. In such cases, or when the persons to be paid are numerous and the sums severally small, an advance of money under Warrant of the Commissioners may (we think) be made to the officer employed to pay, who shall be held responsible for the application of the funds, and be debited therewith until discharged of the same by Warrant of the Commissioners. His debits should be regarded as in trust, and no officer should be allowed to keep any private record of the pecuniary transactions of the establishment which is not accessible to the Chief Accountant, and the settlements of advances should take place at the most frequent intervals practicable.

To relieve the Principal Accountant of part of his labours, we recommend that the duty of examining the numerous butts of the ticket-books, and comparing them with the sums received, be entrusted to a clerk under the Accountant's or Cashier's supervision, whose special business it shall be,—such examination and its results to be certified in a distinct manner in the returns.

We recommend to you that, as soon as practicable, a competent person should be employed to construct an entirely new set of books, in case those now in use cannot be adapted to an improved system, though we think some of them may.

These books should consist of a Ledger, in one or more volumes; a Journal and a Cash Book, in one or more volumes. Into these books should be introduced the balances of the transactions of the Sydney Railway Company, digested under the headings mentioned in their final published abstract, with such improvements and more minute subdivisions, as may be best adapted to future transactions, and also the balances of the Hunter River Railway Company, similarly analysed. The transactions of the Commissioners, up to some conveniently given date, should then be brought under these improved headings, and such new ones as may be needed, and thereafter the transactions of the Commissioners subsequent to the said given date would flow readily in the channel which would thus be open for them. As it is not possible to foresee in what form returns may be called for by the Board or Legislature, the subdivisions of the general headings ought to be rather numerous than few, that they may admit of being combined variously. In the classification of the expenditure, the opinion of the Engineer-in-Chief should be taken.

The accounts of the Great Southern and Great Northern Railway should be kept entirely distinct, and the contents of the general accounts which embodied expenditure for plant, &c., common to both lines, will required to be re-distributed.

The books should be written up close from day to day.

We have to apologise for the length of this Report; but it appeared to us necessary to specify the facts which have come under our notice in the course of our audit, and to furnish you with the means of verifying them—inserted in the Appendix.

We have also supposed that you would desire our Report to become, so far as it might coincide with your judgments, the foundation for instructions in the future management of the business of your office.

We have, &c.,

ARCHD. CAMPBELL.
W. J. LENNON.
THOS. H. BARLOW.

Sydney, 7 *May*, 1857.

(*Appendix to No.* 3.)

A. Vo. 20. January 1857, £45 6s.; not examined and erroneous.

Salaries of officers, 31 January, £124 16s. 4d.; not examined nor (whatever that may mean,) registered as intended.

Mr. M'Donald, 4 February, 1857, £131 12s. 6d.; not examined.

B. Francis Bell, incidental expenses not specified; in contingent bill £5 10s. of 21 January, 1857.

Account for £3 7s., 21 January, 1857, for stationery; bill of items wanting.

Brierly, Dean & Co., £411 16s. 3d.; B. L. or particulars of freight should be produced.

Owners of the "Dundonald," freight as per B. L. £2,700 13s. 8d.

Wm. Randle's account, £344 12s. 1d., 4 February, 1857; measurement certified by the Engineer ought to be attached; Accountant says he is not certain whether he examined the measurement or not.

Bar of steel wanting; *quy.*, was its value recovered?

Wages, 20 February, 1857, £107 8s. 9d.; no items are given.

Fare and expenses of the 1st March, 1857; the particulars not furnished.

Vos. 130. £228 and several of same amount; agreement referred to ought to be produced.

C. Entry charging Wright with £1,602, and crediting plant.

D. Page 47 of Cash-book, £2 8s., £1 13s., and £7; no vouchers.

Salaries for the month of March, 1857, entered March 31, paid 6 April.

Last entry of 31 March; no voucher.

Two memorandums of Mr. Cooper, dated 18 April, shewing the above and other sums entered, but the cheques for which are still in the Secretary's hands, not having been called for, and consequently unvouched.

E. Salaries 31 March, 1857, £171 16s. 5d.; a signature wanting (since obtained).

Engineers' Pay List, March 1857, £200 10s.; voucher not complete.

F. Contingent Bill £20 3s. 6d., 30 January; the query in pencil ought to have been shewn, answered, and account re-submitted to the Commissioners.

Vo. 118. Rolf, £16 0s. 9d.; ditto.

Vo. 115. Mr. Mann's query not answered.

Queries and their answers should be dated.

G. Pay List, 16 January, whether these payments be sufficiently certified?

Vo. ——. F. Bell £7 16s. 6d., 4 February; certified and receipted by him.

Joseph Finney's account, £3 13s. 6d., not receipted.

J. Whitton, 7 February, 1857, £3 11s. is irregular.

Dudley 1s. per diem for carrying cash-boxes; should not this be charged against Revenue?

Vo. 18. 18 February, for £112 14s. 4d.; has the value of the lost bar of steel been looked after?

Brady's pay, £62 10s., not certified.

Vo. 222 Irregular.

Contingent Bill £9 9s. 9d., March, 1857; why is 16s. for small coals charged 18s., and carriage of soda-water charged to the Commissioners?

Vo. 137. Henry Hunt's account is receipted by J. Smith.

Vo. 131. Query, should not the old brass be entered separately from the new?

Vo. 129. 134 pieces of iron; great discrepancy.

28 February, 1857; salary of Mr. Cooper now charged wholly to General Account.

22 March, 1857, deduction of 1s. in paying into Commercial Bank; why?

19. February, 1857, £2 2s. 4d. deducted. What has become of the £14 and odd on which it arises? (Since explained, I believe). A. C.

£59 18s. 10d.; cheques mentioned on the Station Ticket as paid in by Cooper requires explanation. (Since explained).

H Wages, 20 February, 1857, £107 8s. 9d.; March, 1857, £124 19s. 3d. The former is found after much trouble to be £12 18s. 9d. short of the wages at 17 February, and this balance, with £7 not used, is included in the latter; there is, consequently, to be deducted from the April's wages, or as these seem to be fortnightly bills, the allowance should have been made at 16 March.

I. Received for uniforms, £12 15s., and rents £3 6s. in January, 1857; paid into Bank but not entered till ordered by the Auditors, 31 March.

Randle's account, in which the £92 11s. 9d. entered 31 March, arises. (These two entries are not referred to in the Report.)

7 *May*, 1857.

A. C.
W. J. L.

No. 4.

Mr. Donaldson's Minute.

This Report conveys to my mind at once a perfect justification of the appointment of a Board to inquire into the irregularities in the Accounts of the Board, evident to me the day I joined as Commissioner for Railways, and a grave censure upon the whole conduct of the office, shewing completely the inefficiency of the Secretary and Accountant, and the necessity for remodelling the whole, and placing it under proper and satisfactory control.

The

The Railway Accounts have been, and will be, both extensive and important, and the laxity which has evidently existed is most unsatisfactory to me, as I have no doubt it must be to my brother Commissioners.

I think this Report should be laid before His Excellency and the Executive Council, who might with great propriety be consulted in aid of the deliberations of the Commissioners for Railways (two of which body are members of the Executive Government), and as I am of opinion that summary, and perhaps what may be thought severe, steps must be taken to get rid of a system (or rather absence of system) so dangerous and so discreditable, it may not be unreasonable, if my colleagues agree with me, that the *advice* of the Executive Council should be *invoked before we proceed to take such steps as appear to me to be necessary.*

I am not *surprised* at the fourteen different *charges* brought by the Auditors appointed against the office of Commissioners of Railways. I anticipated some such report from what I had seen myself in the short examination I was able to give to the books of the Board.

In the recommendations I generally concur, and effect should be given to them all.

As having some bearing upon this subject, I would mention that in passing through *Newcastle* on the 24th April last, I took occasion to look into the office there, (over which a very dignified repose seemed to preside,) and I was astonished to find that *there no books at all were kept,* the principal person, Mr. Bell, telling me that they *relied entirely upon the Sydney office for that,* and they contented themselves with keeping loose memoranda, stuck on files, generally hung against the wall, as vouchers for their transactions. This, of course, requires immediate amendment.

STUART A. DONALDSON.

Treasury, 23 *May,* 1857.

No. 5.

Mr. Hay's Minute.

I have no pretensions to skill in matters of Account, and therefore am disposed to defer to the opinions of the Colonial Treasurer, whose presence at the Board I solicited with the view of enabling the Governor to get at a knowledge of the financial management of the Railways, and to reform it, if necessary.

I was sensible of its being unsatisfactory, but attributed the fact of its being so more to a faulty system than to individual incapacity; and I am still under the belief that the faultiness of the system, and the want of any distinct understanding of the several duties of the officers, has been the greater evil.

I am bound to say, however, that I concur with Mr. Donaldson in his opinion, that neither of the two gentlemen holding the offices of Secretary and Accountant are, however well qualified to hold inferior appointments, fitted for the very responsible situations in which they are at present placed.

They have not by any means done the most that they might have done under the system as it existed, and have shewn an inaptitude for the high class duties which devolve upon them.

The particular charges brought by the special Board of Audit seem to me to press most heavily against the Secretary; who, however, not having been expressly put on his defence, like the Accountant, has not yet had the same means of explanation.

The Accountant's explanations do not seem to me, on several points, so satisfactory as even the Board of Audit has impliedly admitted them to be as regards himself; and both he and the Secretary, in placing a grossly erroneous cash balance on the minutes of last Board day, seem to me to have confirmed the idea of their being unequal to the positions they hold.

When the Secretary has had an opportunity of referring to the several charges made by the Audit Board, and the instances adduced by them in support thereof, we will be able to judge how far he has been guilty of neglect or positive irregularity.

I agree that in devising a remedy for the present unsatisfactory state of things, both as regards the system and the composition of the staff by which that system is carried out, we should seek the authority of the general body of the Executive, having first taken every means in our power to obtain the fullest information for its guidance. This has been my desire all along, and long before I took a seat at the Board. I was desirous that an inquiry should

should take place by a Board composed, not like that one which has just given in its report of mere Accountants, but of men who understood the principles of accounting thoroughly, combined with others who were cognizant of the professional bearings of all the points involved, from whom we might have received a report truly instructive as to the system to be adopted, which might be found to work well with reference—1st, to mere exactness of account; 2nd, to the connection of the Railways with the general Government; and, 3rd, to the efficient management of the works and traffic of the Railway.

As to this, I must say I am greatly disappointed with the result of the present inquiry. In the first place, I think no notice is taken of what strikes me as very important—the failure of the system of Account provided by the Legislature.

It is evident the reliance as to the completeness and correctness of the Accounts was chiefly on the Auditors, appointed as they were by *resolution of the Legislative Council*, and who were bound by the Act to examine all the Accounts with *all* the vouchers and papers *relating thereto*, and to certify to the correctness of the same. And although the Accounts were to be entered in books kept in such manner and form as the Commissioners might direct, yet I cannot but feel that the Commissioners were, in a matter of this kind, entitled to rely, to a great extent, on the reports of these Auditors. It strikes me forcibly that every thing which was imperfect, every thing which was faulty, should have met with the notice of the Auditors, and formed the subject of representation, direct and formal, to the Commissioners. The memorandum written in the first person singular, and noted by Captain Mann as asked for by him, I can scarcely look upon as an exception to the apparently complete absence of any such representations.

The recommendations now set forth seem to me very imperfect.

In providing for the independence of the Accountant, and combining with his proper functions as Accountant those of Cashier, they seem to provide no sufficient check against the irregularities into which he might fall pending a half-yearly audit. Indeed I cannot help thinking that, putting their different recommendations as to this officer together, he would be placed in a position in which, if a clever and unprincipled man, he might divert the funds extensively before discovery.

It is not said who is to be the officer to be entrusted with the payment of wages along the line; neither is there any light thrown upon the way in which the Accounts in detail connected with the workshops, the maintenance of line, or construction of minor works by the Commissioners, or the traffic, should be kept.

The employment of a competent person to construct an entirely new set of books is recommended to be made as *soon as possible*, in case THOSE NOW IN USE *could not be adapted to an improved system*, which they *thought some of them might*.

This does not seem very instructive, even when followed by the indication that the books should consist of a Ledger, in one or two volumes, a Journal, and a Cash Book, in one or two volumes.

The recommendations as to the perfect distinction of the Accounts of the different Railways, viz., the Northern and Southern, and when it is commenced, the Western; and as to commencing each with the balances of the extinct Company's Register under proper headings, and the transactions of the Commissioners then entered under these headings up to a given date, at which the full accounts should commence, ought, without doubt, to be adopted. As to what these headings should be, we require a thorough investigation.

My own opinion is, that these different headings may be decided upon by referring, in the first instance, to the Chief Engineer, so as to learn how the detailed accounts may be most convenient for, and may best exhibit, the operations of the department in its detail, and then adapt the system to the requirements of the Government and Legislature.

Similar inquiries will be necessary to show how the Accounts for each Railway can be kept separate; and how the Capital and Revenue Accounts in each can be kept entirely distinct as well. This, the Special Board of Auditors has scarcely adverted to; and it has also left the question of a really efficient audit untouched.

For myself, I believe the Parliamentary Audit twice a year is quite inadequate for the control of a Government Department, managed by Government employees. If the Commissioners were Directors, elected from the proprietary of the Railways, it might be all very well; but as it is, the audit to which we must trust lags too far behind.

The whole should go through the usual channel of the Audit Office, and the Government be thus kept in possession of the same check as in other Departments. Under such a system, I question whether the Accountant should be independent of the Secretary—I think not; and that the Secretary should be placed at the head of the Office staff; that a Clerk and Accountant should be placed at the disposal of the Engineer, to enable him to exhibit his expenditure in detail in a satisfactory manner, and give him the clerical assistance which he requires; that an Assistant should be allowed to the Accountant, for the Traffic Books; and that the principal Accountant should be, as recommended, Cashier; but that he should be under the surveillance of the Secretary, who must be a person of high qualifications, fitted to be the organ of the Board, or, in case of the abolition of a Board, the proper head of the official business of the Railways, leaving practical supervision and direction in the hands of the Engineer and Commissioners.

I think that a system of book-keeping adapted to the business of the Railways might be matured by an experienced Accountant, the Chief Commissioner, and the Chief Engineer, who should have respect to general instructions as to the political bearings of the question received from the Executive.

When the Report now received, with the explanations of the Secretary, and the remarks of the Chief Commissioner, are laid before the Executive Council, I shall have some propositions to make with respect to Railway management in general.

28 *May.* J. HAY.

On perusing the written explanations of Mr. Nealds and Mr. Cooper, and Captain Mann's memorandum, I come to the conclusion, that nothing approaching to an understanding of their different responsibilities has ever been attained.

Mr. Cooper abjures almost all responsibility. Mr. Nealds, while assuming a large control, now wishes to cast off a great share of the responsibility attending it.

As yet we have been favoured with no explanation of (to my mind) the most important point of any—the transfer of the H. R. R. Co.'s plant to Mr. Wright.

6 *June.* J. HAY.

No. 6.

Mr. Donaldson's Rejoinder.

I concur in a great deal which the enclosed memo. from Mr. Hay contains.

With respect to the management of the Accounts, I am preparing a separate memorandum to be submitted to the Board, and subsequently to the Executive Council.

In the suggestion that the *audit* of the Accounts of the Railway Board should be conducted by the *Auditor General,* like the accounts of all other public accountants or "departments" of Government, I quite agree, and had already indicated as much to my honorable colleague in handing in the "Accountant's Report."

I now forward this memo. to Mr. Mann. The whole subject will come before us for discussion very soon.

STUART A. DONALDSON.

Treasury, 29 *May.*

No. 7.

Chief Commissioner's Memo. on Report of Audit.

I have gone very carefully through the Report of the Board of Audit appointed by the Commissioners, and I think it does not throw much light on the main question of the best method of keeping Railway Accounts. At this I am not surprised, as it cannot be expected that gentlemen skilled only in mercantile book-keeping could be able to offer any suggestions of value beyond those derived from their experience as general accountants, and in

in this respect their Report is incomplete, being unaccompanied by the balance sheet referred to by them, which it appears shows that the balances of the Commissioners' books are correct.

There does not appear to me to be any question arising out of this Report that the Commissioners have not full power to deal with, and I think it is their duty to deal with them accordingly. Any plan proposed for the improvement of Railway Management should, I think, be matured by the Board of Commissioners, and, if necessary, then submitted for the approval of the Executive.

I think the Commissioners should have a report from the Engineer-in-Chief, accompanied by all requisite forms, setting forth the accounts that he considers should pass directly through his office; the records of the general expenditure could then be readily arranged and carried out by an ordinary practical accountant. For the introduction of the most approved plan of keeping and checking detailed accounts, I think the Government will find it expedient to send to England for an experienced Railway Accountant, as recommended in my letter of

The accounts of the different lines should be kept distinct, and this has been done by the Commissioners. I do not see what the duties of a Cashier would be; he could not make all payments himself—he would be obliged to depute this duty to some other local officer, as is now done.

I think that the Minutes of the Board should be in the strict custody of the Secretary, and that they ought not to be open to the Accountant as a matter of right—who, I think, it would be improper to make an independent officer, as suggested by the Auditors. I fully concur in the opinion expressed on this head by Mr. Hay.

The audit of the Railway Accounts ought to be conducted through the Audit Office, and I expressed this opinion when last before a Committee of the Legislature on the Sole Commissioner's Bill. This course would be more satisfactory both to the Government and the Commissioners; at the same time, I think, it would invole the necessity of remodelling the system of the Audit Office, as it would be found impracticable, in many instances, to comply with the forms now ordinarily required by that office. I think that the accounts of all lines should be kept at the new office of the Railway Department, and that the officers in charge of the various local establishments should be required to forward original returns from which the Pay Abstracts, &c., should be compiled; in this respect, I venture an opinion contrary to the Colonial Treasurer. It will, of course, be necessary to keep that officer in fund, by periodical advances, and the mode of doing this was adopted by the Commissioners, in accordance with the practice followed by other Departments of the Government. Many very complete forms have already been introduced to facilitate the carrying out of this matter.

The Report of the Board shows that the Accountant is not an expert book-keeper, and is qualified only for a subordinate situation, and I do not think that the Commissioners will derive any assistance from him in maturing a general system for detailed Railway Accounts. His capabilities have been questioned by me, and I have brought the matter specially under the notice of my colleagues; subsequently, the necessity of removing him from the important office he now fills became matter of consultation, and had it not been for the retirement of Capt. Hawkins and the non-existence of a Board of Commissioners, it is probable that this change would have been carried out ere this.

In remarking upon the conduct of the Secretary, it must be borne in mind that the duties of his Department have been surrounded with many unprecedented difficulties, arising out of the peculiar manner in which the Government came into possession of the Railway property of the Colony. At the same time, I must admit that his inexperience in the conduct of a Government Department has been much against him, and I do this with regret, as Mr. Nealds has invariably evinced a desire to perform the duties to the utmost of his abilities and the interest of the public service.

GOTHER K. MANN.

Railway Office,
3 *June,* 1857.

No. 8.

No. 8.

Mr. Nealds' Reply to Report.

MEMO. for the Commissioners for Railways, with reference to the Report of the Auditors, (specially appointed) dated 7th May, 1857.

I have carefully examined the items complained of in the Appendix to the above Report, and have noted each seriatim. I would respectfully suggest, that the Accountant's explanation should be required, as it would appear that he has not satisfied the Auditors upon some points. At the same time, I would have it distinctly understood, that at all times the Accountant has had access to papers relating to the Accounts, whenever he has required it.

Some, such as measurements certified, are retained in the immediate custody of the Secretary, but at no time has the Accountant been refused the inspection of these papers.

The Accountant draws all cheques; the vouchers are handed to him to draw the cheques by, and if he neglects to check the computation, *he* is to blame. I beg also to state, that the book in which I have kept entries of "things to be charged," under the direction of the Commissioners, has always been at the service of the Accountant, and that he he has had it whenever he has asked for it.

I presume the *mandate* alluded to by the Auditors in the "Memorandum Paper," which the Accountant requested might be given him, to shew to what accounts the sum should be debited and credited. No certificate or Minute could relieve the Accountant from the duty of checking the accounts, or seeing that vouchers were properly filled up.

The cheques when drawn and signed at the Board, are retained until called for by the parties for whom they are designed, or by their accredited agents

The rents collected appear upon the pay vouchers, and should have been entered; the clerk who has paid the men has brought the money to the Office, instead of paying it through the traffic sheets, and it has been deposited in the Cash Safe, until the Accountant called my attention to the case, by asking if the late rents were paid in. I then sent the amount through the Traffic Manager.

These appear to be the chief complaints contained in the Report.

CHARLES J. NEALDS,
Secretary.

2 *June*, 1857.

[*Appendix to No.* 8.]

Item 1. £45 6s. This account is correct in amount; see papers attached.
„ 2. The Pay Sheet is drawn out by the Accountant, the officer whose duty it is to examine it.
„ 3. Not examined by Accountant, (initials omitted.)

The bill of Mr. Bell is certified by himself, and the expenses, I presume, are hotel charges, &c.

The stationery account no doubt has been returned to Mr. Bell; the Accountant would not have passed the bill without the receipt.

Brierly, Dean, & Co's. account; the Bill of Lading is recorded in the office.
Do. the same.

Randle's account, measurement recorded.

To what account does the next item refer? I find M'Donald's account. *Bar never charged.*

Explanatory voucher attached.

Mr. Bell certifies to his expenses and travelling charges.

Hollis' agreement recorded.

The Hunter River Railway Company allowed Mr. Wright to have any portion of the plant had from England. This was not charged until the Board of Commissioners directed; the amount was then made out and furnished to Mr. Wright, the deduction being made from measurement; page 47, vouchers furnished; the cheques were outstanding.

The Accountant must explain the entry in March of salaries which were paid in April.

The officers whose signatures were wanting to Salary Bills were engaged either at Newcastle or Campbelltown. The bills were signed on their return.

The queries in pencil are merely memoranda to be asked of the officer; these have been answered verbally; but it appears the pencil marks have never been rubbed out.

An

An officer in charge has frequently to pay money, and must certify himself to the account.

Furney's bill is to Mr. Bell, and he has receipted the payment on voucher.

How is Mr. Whitton's account irregular?

Dudley's payment should have been from Revenue.

The bar has been looked for, and the holders of the receipt have frequently promised to recover the price.

£9 9s. 9d. The Accountant has noted the error in the margin of the account, but not in the addition.

Mr. Bell himself called attention to the discrepancy.

Mr. Bell should have stated why this charge for carriage of soda water was included in the Commissioners' Bill; it must be an oversight, both on the part of the Accountant and Mr. Bell.

Hunt's account receipted by J. Smith; a constant occurrence, and cannot be avoided.

The question about brass should be referred to the Manager.

129. Discrepancy in what?

Mr. Cooper's salary is charged to capital by order of the Board.

1s. to Mr. Cooper.

The items in H refer to Mr. Bell.

Items in I refer to Mr. Cooper.

CHARLES J. NEALDS,
Secretary.

No. 9.

Mr. Cooper's Reply and Remarks upon Auditors' Report.

Railway Department,
Sydney, 4 *June*, 1857.

To the Chief Commissioner for Railways.

Sir,

In making my remarks upon the Auditors' Report, I will address them, in the first place, to the items of discrepancy or inaccuracy referred to in the Appendix.

The first item, £45 6s., has been referred to by myself and the Secretary, and we have not found anything erroneous upon the face of it.

With regard to Mr. Bell's expenses, I have the authority of the Chief Engineer to refer to as to the sufficiency of an Engineer's Certificate for minor charges.

Bills of Lading are in the charge of the Secretary.

Measurements, do., do.

Wages, £107 8s. 9d.; items afterwards forwarded.

Hollis' agreement in hands of Secretary.

A number of items following here, such as the carriage of soda water, (*certified by Mr. Bell*) "should not old brass be entered separately from the new"? require no answer from me.

The 1s. deducted from Cash of 22nd March, was obtained from the Sydney Station Master, to defray Mr. Campbell's expenses of omnibus hire on a very wet day. It should, no doubt, have appeared in the Petty Cash Account, had such then existed.

The rents are now paid in regularly every fortnight.

Report.

With reference to the non-examination alleged by the Auditors at the commencement of their Report of several vouchers, I suspect that they must allude to some accounts or vouchers of a *lump* sum, whose examination would be the *certificate* of the Chief of the Department or office from which they emanated; but, as I do not find any particular account mentioned, I find it difficult to reply to so general a charge. With regard to Messrs. Randle's and Wright's Accounts, I think, when their contracts are completely finished, that these accounts should be credited from the measurements, and the various kinds of work, such as permanent way, sidings, ditches, culverts, and bridges, &c., &c., debited accordingly as they appear in the measurement. This, no doubt, should have been done from the beginning, if the money value of the various measurements had been readily ascertainable. This work can be done, probably, by the party who may be appointed to make out a new set of Ledgers.

These

These Ledgers, which might be termed "Stock" or "Capital Ledgers" for the different lines, into which should be transferred *yearly* the transactions entered in the ordinary Ledgers.

It appears to me that the recommendation to combine the offices of Accountant and Cashier are objectionable, as the one officer should be a check upon the other, which is indeed indicated by their respective names.

In the event of a Cashier being appointed, I think, should his duties not occupy him the whole day, he might have the Stationery under his charge, to be kept in proper order, similar to Mr. Brady's store account, and from which printed documents, books, and stationery, might be supplied from the "General Stationery Store Account" to the different lines, making out at the end of the month a summary of the consumption, and debiting the different lines accordingly.

These are the principal remarks which I have to make, and if I have omitted to answer any observations contained in the Appendix which apply to me, I shall endeavour to do so, should you require it.

I remain, &c.,

ALEX. COOPER.

No. 10.

MINUTE (D.) referred to by Mr. Donaldson, respecting charge for Plant, &c., lent to Mr. Wright.

Board Meeting, 10 June, 1857.

Minute 6. The Chief Commissioner, with Mr. Donaldson's permission, laid before the Board a note that he had received from that gentlemen, marked "private," but relating to matters of Account of the Commissioners, in order that Mr. Donaldson might explain, and enter on the Minutes, for the information of the Chief Commissioner, in what respect the entry to Mr. Wright's debit for plant is extraordinary, and call for such information in explanation thereof as may be necessary, in addition to that now afforded by the Secretary's Memorandum appended.

"*Private.* *Treasury*, 8 *June.*

"My Dear Mann,

"In your Memo. about the Railway Office and Accounts, you have passed over "*sub silentio* the extraordinary entry of £1,600 + or – and £600 + or – to the debit "of Mr. Wright, the former from plant transferred, the latter for hire of plant.

"I wish you would favor me (as one of the Commissioners) by placing on record *your* "*version* of that remarkable transaction, as I understood it took place within the existence "of the *Old Company*, but appears (*auctoritate* the present Secretary) to have been adopted "by the Railway Commissioners,

"Mr. Nealds is most unsatisfactory upon this point; *you* absolutely pass it over.

"If you could add a supplementary Memo. to the short one which I received with "the other papers, I think it would be of value.

"Yours, &c.,

"STUART A. DONALDSON."

Railway Office, 8 *June.*

My Dear Donaldson,

The £1,600 is for plant that the Old Company allowed Mr. Wright to have, and which the Commissioners, as a matter of course, ordered him to be debited with. The £600 is rent for rolling stock used by Mr. W. as contractor for the works. I have instructed the Secretary to look up all Minutes relative thereto.

Yours truly,

GOTHER K MANN.

The following queries were then made by Mr. Donaldson:—

1. Should like to know upon what authority was the contract made with Mr. Wright that he should be supplied with plant, imported from England at a price of 10 per cent. pm. *only on the English cost and freight*, likewise the record of this authority.

2. That the Bills of Parcels, which Mr. Nealds states from the foundation of his calculation, debiting Mr. Wright with £4,112 17s., should be produced.

3. That the rate of hire of the plant be vouched in the same way—in the first instance, and until time be afforded for further inquiry into the matter of sale of this plant to Wright.

Memo.

MEMO. FOR CHIEF COMMISSIONER.

Soon after the establishment of the Hunter River Railway Company, a large indent was sent to England for plant, for the construction of the line, it being the intention of the Company, in the first instance, to construct themselves. It was afterwards determined to make the line by contract, and the contractor was allowed to have what plant he wanted, to be paid for hereafter. A bond being taken from Mr. Randle guaranteeing the payment by Mr. Wright, contractor. Mr. Wright availed himself of this mode of procuring plant, drawing it as he required.

On the 28th February, 1856, the Commissioners being informed that the Plant Account was still unpaid, the Secretary was directed to charge the same. An account was rendered to Mr. Wright, and part of the amount deducted in March, (measurement No. 5), the same in April, (measurement No. 6,) and the remainder from No. 9, in July. The wagon rent now due will be taken into account at the next settlement.

8 *June*, 1857. C. J. N.

The Account rendered to Mr. Wright was as follows:—

			£ s. d.
Dr.			
January, 1856,	Hire of 768 wagons, 1 month, at £1		768 0 0
	147 barrows, 13s.	113 2 0	
	221 Do., 15s. 3d.	169 7 0	
	99 dozen shovels, 9½ tons iron, 12 dozen grafting tools, 30 „ picks ...	364 9 11	
	59 „ shafts	26 16 3	
	6 single crabs, £8	48 0 0	
	3 double „ £14 13s.	43 19 0	
	Freight	70 0 0	
	15 tons B. powder, £63 ...	945 0 0	
	250 coils fusee	26 0 4	
	Freight	242 0 0	
		2,048 14 6	
	10 per cent. added by agreement ...	204 17 6	
			2,253 12 0
	20 Huts at Groves, 5 „ No 7 £35 11s.		888 15 0
	Purchase of Brig		202 10 0
			4,112 17 0
Cr.			
	By discharging cargo of "Anglia," and erecting locomotive as agreed	327 5 0	
	Extras to Locomotive Account rendered	32 9 0	
	Building 150 wagons, at 50s. each	380 0 0	
	Materials supplied	122 5 0	
			861 19 0
			£3,250 18 0

Settlement, Minute 10, 28 February, 1856.

		£ s. d.	1856.	£ s. d.
Balance		3,250 18 0		
January 30, 1856.			March, Measurement No. 5...	409 0 0
Castings ...	45 3 9			
„ ...	76 18 10		April „ 6...	2,000 0 0
„ ...	13 6 0			
Rent locomotive, 15 weeks, at £20 ...	300 0 0		July „ 9...	1,602 6 7
Wagons ...	325 0 0			
		760 8 7		
		£4,011 6 7		£4,011 6 7

In reply to the query of Mr. Donaldson, "Under what authority was Mr. "Wright allowed to take plant from the works at Newcastle?" I beg to state that this was allowed,—

1. Under B. of M. of the H. R. R. Company's Directors, dated 26th October, 1854.
2. Bills of Parcels are attached.
3. The rate of hire for wagons and locomotive was fixed by the Commissioners.

For the latter see B. M. 28th February, 1856. The former was agreed upon at an interview between Messrs. Randle and Wright, and Captain Mann and Mr. Kemp.

C. J. NEALDS,
15 *June*, 1857.

Windsor

Windsor Bridge Iron Works, near Manchester,
London Offices, 18, *Great George-street, Westminster,*
June 27, 1854.

Messrs. P. W. Flower and Co.,
To Dunn, Hattersley, and Co.

1854.					
June 2	To 3 Double-purchase crabs	42	0	0
7	„ 6 Single do. do.	48	0	0
23	„ 3 crab sides, 2 cwt. 1 qr., at 12s.	1	7	0
	„ Boring, &c.	0	12	0
		£91	19	0

P. W. Flower and Co.,
To R. Richards and Son.

1854.				
June.	To 50 dozen No. 5 Navvy shovels, at 27s. 6d.	68	15	0
	„ 50 „ No. 4 do. at 26s. 4d.	65	16	8
	„ 12 „ grafting tools, at 28s. 6d.	17	2	0
	„ 30 „ Navvy pickaxes to order, 5 to 8 lbs., 23 cwt. 1 qr., at 27s. 6d.	41	19	0
	„ 534 bars iron, S.C. asstd., 220 cwt. 0 qr. 8 lbs., at 14s. ...	154	1	0
	„ 10 bundles S.C., ½ square, 5 cwt., at 15s.	3	15	0
	„ 6 „ „ rd. rods 9-16, 3 cwt.	2	5	0
	„ 6 „ „ „ ⅝, 3 cwt.	2	5	0
	„ 3 casks for pickaxes, at 6s. 6d.	0	19	6
	„ 162 wrappers to shovels and packing, at 8½d....	5	12	9
	Lighterage, and delivery per van to the Docks	1	19	0
		£364	9	11

Messrs. Flower and Co.,
To John Martin.

1854.				
May 30	59 dozen and 7 neck shafts, at 9s., delivered to the Docks ...	26	16	3
		£26	16	3

Settled, June, 1854.
JOHN MARTIN.

Meeson's Wharf, Stratford,
July 3, 1854.

P. W. Flower, Esq.,
To Whitworth and Co.

To 28 earth wagon bodies, at £17	476	0	0
„ 137 barrows, at 13s.	89	10	0
„ 13 packing cases for ditto	16	5	0
„ 1 small ditto...	0	15	0
„ 2 casks	0	15	0
	£583	5	0

Meeson's Wharf, Stratford,
October 24, 1854.

P. W. Flower, Esq.,
To Whitworth and Co.

To 122 earth wagons, delivered to ship "Lord George Bentinck," West India Docks, at £17	2,074	0	0
„ 50 ditto, with breaks, at £18	900	0	0
„ 263 Navvy barrows, at 13s....	175	19	0
„ 22 large packing cases for barrows, at 25s.	27	10	0
„ 53 small ditto for ironwork of earth wagons, at 12s. ...	31	16	0
„ 5 cwt of hoop iron, for packing wagons, at 16s.	4	0	0
	£3,213	5	0
Received on account	800	0	0
	£2,413	5	0

Invoice

Invoice of Sundries shipped on board the "Ellenborough," Captain Robert Thornhill, for Sydney, New South Wales, for account and risk of the Hunter River Railway Company. (Invoices herewith.)

The Ebbw. Vale Company's invoice for—		
3,996 intermt. chairs, 6 June, 1854	286 11 4	
4,836 do. do. } 19 June, 1854	455 17 7	
807 joint do. }		
215 rails 14 June, 1854	410 10 9	
209 do. 16 „ „	401 1 11	
403 do. 17 „ „	775 10 6	
342 do. 21 „ „	659 4 7	
		2,988 16 8
1,169		
150 shut out.		
1,019 Rails shipped.		
Messrs. Bray, Waddington and Co.'s invoice.		
2 iron travelling cranes...		260 0 0
Messrs. Samuel Ellis and Co.'s invoice.		
2 fifteen feet ring turntables		240 0 0
Messrs. Losh, Wilson and Bell's invoice.		
7 sets wheels and axles...		115 10 0
Messrs. Dunn, Hattersley and Co.'s invoice.		
3 double-purchase crabs		91 19 0
6 single do. do.		
3 crab sides and borings		
Messrs. R. Richards and Son's invoice.		
100 dozen Navvy shovels		364 9 11
12 dozen grafting tools		
30 dozen Navvy pick-axes		
534 bars of iron...		
22 bundles do....		
162 wrappers for shovels		
3 casks for pick-axes..		
Lighterage of delivery to the Docks		
Mr. John Martin's invoice.		
For pickshafts		26 16 3
Mr. James Gingell's invoice.		
15 loads compressed hay		82 10 0
Messrs. Whitworth and Co.'s invoice.		
28 earth wagon bodies		583 5 0
137 barrows		
13 packing cases for do.		
1 small do. and 2 casks		
		£4,753 6 10
CHARGES.		
Freight of rails to town, at 15s. 6d. per ton	212 11 0	
Carriage of travelling cranes, crabs, and wheels and axles, to London	40 10 11	
Mr. J. Stewart's charges for taking to pieces 2 travelling cranes for packing	1 10 0	
Captain Weller's charges for attending the loading of the hay and inspecting ditto	2 2 0	
Custom House entry, &c...	0 5 6	
Cartage to Docks and dock-charges	12 16 6	
Shipping, clearing, and bills of lading	16 14 6	
Insurance, £5,500 at 40s. per cent. and Policy at 2 per cent.	115 10 0	
Half per cent. effecting ditto	27 10 0	
Freight payable in the Colony.		
		429 10 5
		5,182 17 9
Commission on £5,182 17s. 3d., at 2 per cent... ...		103 13 1
		£5,286 10 4

London, 10 *July*, 1854,
E. E.

P. W. FLOWER & Co.,
per JAS. GOULD.

7, *Laurence Pountney Hill, Cannon-street,*
London, 7 July, 1854.

Messrs. P. Flower and Co.,

Bought of the Ebbw Vale Company.

24a

		Tons	cwt.	qrs.	lbs.		
870	joint chairs ...	15	1	1	21		
4,680	int. „ ...	45	2	3	15		
5,550		60	4	1	8	at £7 10s.	£451 12 6

Waiting your orders at the Steel Yard Wharf, Upper Thames-street.

7, *Laurence Pountney Hill, Cannon-street,*
London, 19 September, 1854.

Messrs. P. W. Flower and Co , London,

Bought of the Ebbw Vale Company.

24d

	Tons	cwt.	qrs.	lbs.		
30,000 parallel pins, with 150 bags per rail, consigned to Princes-street, London.	10	10	0	7	at £16 10s. ..	£173 6 0

7, *Laurence Pountney Hill, Cannon-street,*
London, 2 October, 1854.

Messrs. Flower and Co.,

Bought of the Ebbw Vale Company.

24a

	Tons	cwt.	qrs.	lbs.		
12,800 parallel pins, in 64 bags per rail, consigned to Princes-street.	4	15	2	22	at £16 10s. ...	£78 19 0

Amended invoice.

7, *Laurence Pountney Hill, Cannon-street,*
London, 25 September, 1854.

Messrs. P. W. Flower and Co.,

Bought of the Ebbw Vale Company.

24a

		Tons	cwt.	qrs.	lbs.		
203	Rails, 21 ft. ...	47	15	2	9		
5	„ 20 ft. ...	1	2	0	16		
1	„ 18 ft. ...	0	4	0	9		
1	„ 15 ft. ...	0	3	1	11		
210		49	5	0	17	at £8 5s.	£406 7 6

Shipped per "Bristol Packet" for London.

Please substitute this for the invoice already sent.

7, *Laurence Pountney Hill, Cannon-street,*
London, 27 September, 1854.

Messrs. P. W. Flower and Co.,

Bought of the Ebbw Vale Company.

24a

		Tons	cwt.	qrs.	lbs.		
11	Rails, 21 ft. ...	2	13	0	3		
15	„ 20 ft. ...	3	6	3	22		
1	„ 19 ft. ...	0	4	0	25		
6	„ 18 ft. ...	1	3	2	1		
1	„ 17 ft. ...	0	3	3	7		
1	„ 16 ft. ...	0	3	2	11		
35		7	15	0	13	at £8 5s.	£63 19 8

Shipped per "Bristol Packet" for Bristol, thence per Great Western Railway for London.

7, *Laurence Pountney Hill, Cannon-street,*
London, 27 September, 1854.

Messrs. Flower and Co.,

Bought of the Ebbw Vale Company.

24a

	Tons	cwt.	qrs.	lbs.		
195 Rails, 21 ft. ...	45	14	3	11	at £8 5s.	£377 7 6

Shipped per "Bristol Packet" for Bristol, thence per Great Western Railway to London.

---

16 *June,* 1854.

Messrs. P. W. Flower and Co., 4, Princes-street, Bank, London,

Bought of Losh, Wilson and Bell.

1 set malleable iron wheels and axles for earth wagons £16 10 0

Forwarded per rail to Bow.

---

25 *August,* 1854.

Messrs. J. W. Flower and Co., London,

Bought of Losh, Wilson and Bell.

130 pairs malleable iron wheels and axles, at £16 10s. per set ... £1,072 10 0

---

4 *October*, 1854.

Messrs. J. W. Flower and Co., 4, Princes-street, Bank, London,

Bought of Losh, Wilson and Bell.

98 pairs of malleable iron wheels and axles for earth wagons, at £16 10s. per set £808 10 0

Shipped per "Dragon."

Victoria Foundry,
Litchurch, near Derby, 1854.

Messrs. P. W. Flower and Co.,

To Thomas Swingler. Dr.

Sept. 28	To 6 sets patent switches, complete, at £13 5s.	79 10 0
	„ 6 „ crossings, complete, at £12 5s.	73 10 0
		£153 0 0

To London Docks, marked 455, 5015.

London Works, near Birmingham,
21 *June*, 1854.

Messrs. P. W. Flower & Co.,
4 Princes-street, Bank.

To Fox, Henderson & Co., Dr.

			£ s. d.
June 9.	To 4 C. J. axle boxes, fitted with under-caps complete; 4 do. do., 8 boxes, say 2 sets, at per set of 4, £2 10s.		5 0 0
	„ Expense of providing bolts for the above, not included in our tender for the axle boxes:—	qrs. lbs.	
„ 9.	„ 8 W J. bolts, with nut at each end ...	1 7½	
„ 13.	„ 8 do. do. do. ...	1 8	
		2 15½ at 37s. 4d.	1 3 10
„ 21.	„ 2 C. J. axle boxes and 2 tipping hinges, say 1 set, at £2 15s....		2 15 0
	„ Expense of providing the following bolts for the above, not included in our tender for the axle boxes:—		
	„ 8 W. J. bolts, with nut at each end, 1 qr. 10 lbs., at 37s. 4d....		0 12 8
			£9 11 6

London Works, near Birmingham,
24 *July*, 1854.

Messrs. P. W. Flower & Co.,
4, Princes-street, Bank, London.

To Fox, Henderson & Co., Dr.

		£ s. d.
To 108 C. J. axle boxes complete, say 27 sets, at per set of 4, £2 15s. ...		74 5 0
„ Expense of providing the following bolts for the above, not included in our tender for the axle boxes:—	£ s. d.	
„ 108 bolts, screwed at each end...	5 2 6	
„ 108 do., with T heads and nuts	4 3 4	
	10 1 10 at 37s. 4d.	19 6 0
		£93 11 0

London Works, near Birmingham,
13 *October*, 1854.

Messrs. P. W. Flower & Co.,
4, Princes-street, Bank, London,

1854. To Fox, Henderson, & Co., Dr.

Oct. 4.	To 200 C. J. axle boxes complete		
„ 9.	„ 200 do. do.		
„ 13.	„ 200 do. do.		
	600 say 150 sets, at per set of 4, £2 15s.		412 10 0
	„ Expense of providing the following bolts for the above, not included in our tender for the axle boxes:—		
		cwts. qrs. lbs.	
„ 4.	„ 200 bolts, screwed at each end ...	9 3 8	
„ 9.	„ 200 do. do. ...	9 1 0	
„ 13.	„ 200 do. do. ...	9 3 23	
„ 4.	„ 200 T-headed bolts, with nuts ...	8 3 1	
„ 9.	„ 200 do. do. ...	9 0 0	
„ 13.	„ 200 do. do. ...	9 1 14	
		56 0 18 at 37s. 4d.	104 16 8
			£517 6 8

COPY

COPY of Board Minute of 26th October, 1854.

The attention of the Directors being called to the amount charged to the contractor for plant, tools, &c., it was resolved, that the contractor should be charged cost charges and 10 ⅌ cent. thereon.

Board Minute of the 28th February, 1856.

10. A measurement of the H. R. Railway having been submitted to the Board, which amounted to £8,409, also a credit account for wagon hire, tools, barrows, &c., which amounted to over £4,000, the Board resolved to give Mr. Wright £7,000 in Debentures on account, retaining the balance as a part payment of the charge for tools, &c.

No. 11.

MR. NEALDS *to* THE COMMISSIONERS FOR RAILWAYS.

Railway Department,
30 *June,* 1857.

GENTLEMEN,

In arranging the papers connected with the special audit, for the Executive Council, I was quite unprepared to find that the Minutes of the Commissioners appear to be directed chiefly against the conduct of my department. I have therefore respectfully to request that the accompanying letter from Captain Hawkins, late Commissioner for Railways, may be forwarded with your Minutes to the Executive. I regret that my letters and testimonials from the Rev. J. Smith, Tutor of Cain's College, Cambridge, (of which College I was a Pensioner and Exhibitioner,) Captain Laurin, R. N., Commissioner of Customs, under whom I served some time, and John Fuller, Commissioner for Income Tax Inland Revenue, with whom I was for the three years prior to my leaving England, should have been left with the Directors of the Union Bank, to which establishment I was appointed in England.

Time does not permit me to reply to the several Minutes; but I would suggest respectfully to the members of this Board, that the balance of the 20th May, mentioned by Mr. Hay as being erroneous, and for which much blame is attributed to me, (appears by Minute No. 2 to have been handed in by the Accountant,) was handed in by the Accountant after the Board had commenced its sitting.

I have, &c.,
CHARLES J. NEALDS,
Secretary.

THE COMMISSIONERS FOR RAILWAYS.

[*Enclosure in the foregoing.*]

Sydney, 14 *March,* 1857.

MY DEAR SIR,

You have expressed a wish to have a letter from me, on my departure for England, stating the circumstances which have attended our connexion on the Railway Board of New South Wales. For the twelve months that I have been one of the Commissioners, we have been in almost daily communication on nearly every point affecting the department, and certainly on *all* points of any importance. It has always given me satisfaction to work in conjunction with you, as the Secretary to the Railway Board; and I can bear the strongest testimony to your unvaried and unwearied zeal, to your industry and integrity, and to the interest you have always taken in every thing affecting your important duties. I may also add, that I consider the Board frequently derive important assistance from your mercantile knowledge and experience, obtained in private life. I regret that, at the time of my leaving the Board, your salary should be inadequate to your position, which you are aware is no new opinion of mine, but that it is in a great measure owing to the peculiar and uncertain position of the existing Board. It is a state of things, as regarding your appointment, which I think ought to be, and will, I hope, soon be rectified; and I take the liberty to assure you, that it will always give me the greatest pleasure to hear of your prosperity and advancement.

Believe me, &c.,
J. S. HAWKINS,
Captain Royal Engineers

C. J. NEALDS, ESQ.

No. 12.

No. 12.

MINUTE.

At a Meeting of the Commissioners for Railways, specially convened on Friday, the 24th July, 1857.

PRESENT:—

Captain Martindale, R. E., Chief Commissioner.
Stuart A. Donaldson, Esq.
John Hay, Esq.

The papers herewith (marked 1 to 11) submitted by direction of the Commissioners for Railways to the Executive Council, having been returned to the Commissioners by the Clerk of the Council, after having been perused by His Excellency the Governor General, and the Members of the Government, are taken into consideration.

Mr. Hay, and Mr. Donaldson, stated that they considered the result of the inquiry, (the particulars of which are contained in the papers now before the Board) and of their own experience and observation, to be, that Mr. Nealds and Mr. Cooper had not shewn themselves fitted to perform the duties of Secretary, and Principal Accountant, respectively, with advantage to the public service, however able and zealous they might prove in subordinate positions; and that it was absolutely necessary to the efficient conduct of the business of the department, that a thoroughly qualified person or persons should be placed immediately under the Commissioners, and in charge of the correspondence and accounts.

The Board thereupon unanimously resolved, that Mr. Nealds should cease to be Secretary, and be appointed Chief Clerk, at a salary of £450 a year; that Mr. Cooper should cease to be Principal Accountant, and be appointed Book-keeper, at a salary of £400 a year.

That the office of Principal Accountant should be conjoined in the meantime with that of Secretary to the Board, at the salary now appropriated to the latter office, and that Mr. John Rae be appointed Secretary and Principal Accountant accordingly.

That Mr. Drew be released from his duties as Clerk, upon receiving another appointment under Government, when his services are required.

With respect to the further arrangements proposed, for the appointment of a Book-keeper, under the Chief Engineer, and of a General Traffic Manager, and for a proper subordination of the professional staff, the Board approving generally of such arrangements being made, did not consider them sufficiently matured to be determined upon finally. But they desire to record their opinion, that a complete remodelling of the accounts of the department is absolutely necessary: that the principal books ought to be kept by double entry, according to the most approved mercantile system.

The Board further directed the notification of the appointments herein authorised to the Government, in order that the sanction of the Executive Council may be sought for the modification of salaries proposed, and for the additional expenditure necessary.

Mr. Donaldson and Mr. Hay being now relieved of their duties as Commissioners, by the appointment of Captain Martindale to be Chief Commissioner, and the acquiescence of Captain Ward, R. E., in a request which has been proffered to him by His Excellency the Governor General, that he should accept a seat at the Board, as "Commissioner for Railways," then signified their intention of resigning their seats.

The Board adjourned.

B. H. MARTINDALE.
STUART A. DONALDSON.
JOHN HAY.

No. 13.

CHIEF COMMISSIONER'S MEMO. RESPECTING APPOINTMENTS.

Railway Department,
Sydney, 25 July, 1857.

1. I see no objection, if Mr. Donaldson and Mr. Hay think it advisable, to notifying the appointments authorised in the accompanying paper to the Government for their sanction as regards the expenditure; but I can have neither precedent nor authority for so doing either in the Acts under which the Commissioners are appointed, or in the former practice of the Department.

2. It was thought desirable, out of consideration for me, that the retention or not of Messrs. Nealds and Cooper as Secretary and Accountant should be decided independent of me, as the inquiry had taken place, and the papers connected with it been laid before the Governor and Executive Council, previous to my arrival in the Colony.

3. That decision having been come to, I entirely concurred in the appointments made, the union of the offices of Secretary and Accountant being considered a temporary measure.

4. I submit this to Mr. Donaldson and Mr. Hay, and attach it to the papers.

B. H. MARTINDALE,
Chief Commissioner.

No. 14.

THE CHIEF COMMISSIONER OF RAILWAYS *to* MESSRS. NEALDS AND COOPER.

Railway Department,
Sydney, 25 *July,* 1857.

The Chief Commissioner regrets the unpleasant duty should devolve upon him of communicating the enclosed paper for the information and guidance of Messrs. Nealds and Cooper.

The alteration in the detail of duties will take place at once, but no change in the salaries till the 1st August next, when the revised scale, detailed in the accompanying paper, must come into force.

Messrs. Nealds and Cooper will please acknowledge the receipt of this communication.

B. H. MARTINDALE,
Chief Commissioner.

MESSRS. NEALDS AND COOPER.

No. 15.

MR. NEALDS *to* THE CHIEF COMMISSIONER FOR RAILWAYS.

Railway Department,
Sydney, 28 *July,* 1857.
4·20 P.M.

SIR,

I have the honor to acknowledge the receipt of your communication dated 25th instant (but only this moment received,) intimating my removal from the office of Secretary to that of Chief Clerk, with a salary reduced £100 per annum, this arrangement to take place from the 1st August; and I most respectfully inform you, that whilst this unlooked-for dishonor completely incapacitates me from replying as I could wish, the suddenness of my dismissal compels me to submit to the terms you impose.

I have, &c.,
CHARLES J. NEALDS.

TO THE CHIEF COMMISSIONER
FOR RAILWAYS.

No. 16.

MR. COOPER *to* THE CHIEF COMMISSIONER FOR RAILWAYS.

Railway Department,
Sydney, 29 *July,* 1857.

SIR,

It is with feelings of the greatest astonishment that I learned last night, after the usual hours of business, that it is the intention of the Board to reduce my salary to £400 per annum on so short a notice as two clear days. The right of the Board to do so after that salary has been regularly sanctioned in the Estimates is one thing, and the courtesy shewn to me after two years hard service is another.

It

It is of course in the power of the Commissioners to make whatever arrangements they may think fit with regard to the offices of Secretary and Accountant, but if I may be allowed to make the observation, I would ask yourself whether, in your examination of the working of English Railways, you ever found that the duties of Secretary and Accountant were conjoined? or whether, in your own opinion, it is not utterly impossible and incompatible with the efficient working of any line of Railway to unite them?

For seven years I served in the Accountant's Office of the Great Western Railway in England, and I can say that, with the exception of once a week, upon a Board Meeting Day, the two officers in question scarcely even saw one another.

I will also appeal to the Report of the Auditors with regard to this Department, where it is stated by them, little as they have learned of Railway affairs, that the Accountant ought to be an independent officer.

With regard to my own claims upon the Government, I would beg to remind the Commissioners that I was taken from a good appointment in the Union Bank of Australia, in this City, to be Accountant in this office, at a time when the then Commissioners could find no other gentleman sufficiently acquainted with Railway Accounts to fill that office; and that I drew out the forms, papers, books, and accounts, had them printed, and thereby opened a channel for the daily working of the traffic of the first Railway in this Colony.

With these remarks I would conclude, by asking whether I am not justly entitled to three months' notice of the intentions of the Board, in order that I may find time to seek for a service where my experience and acquirements will meet with that appreciation which I feel confident within myself is their just due.

I remain, &c.,

ALEX. COOPER.

To the Chief Commissioner
for Railways.

No. 17.

MINUTE PAPER.

Railway Department,
Sydney, 29 *July,* 1857.

Mr. Cooper's letter of date 29th instant having been read this day to the Board, the Commissioners regret that they cannot accede to his request for three months' notice of their decision to reduce his salary.

B. H. MARTINDALE,
Chief Commissioner.

29 *July,* 1857.
Transmitted to Mr. Cooper.
J. R.

1857.

Legislative Assembly.

NEW SOUTH WALES.

INTERNAL COMMUNICATIONS.

REPORT

TO THE

Honorable the Secretary for Lands and Public Works,

ON THE

INTERNAL COMMUNICATIONS OF NEW SOUTH WALES,

BY

CAPTAIN MARTINDALE, ROYAL ENGINEERS,
CHIEF COMMISSIONER FOR RAILWAYS.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
22 *October*, 1857.

SYDNEY:

PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

132—A

1857.

Legislative Assembly.

NEW SOUTH WALES.

INTERNAL COMMUNICATIONS OF NEW SOUTH WALES.

(REPORT FROM CHIEF COMMISSIONER OF RAILWAYS.)

REPORT TO THE HONORABLE THE SECRETARY FOR LANDS AND PUBLIC WORKS, BY CAPTAIN MARTINDALE, R.E., CHIEF COMMISSIONER FOR RAILWAYS.

Railway Department,
Sydney, 21st August, 1857.

SIR,

On assuming the direction of the Railway Department I have thought it my duty to submit, as early as possible, a brief general Report on the Internal Communications of this Country.

I propose to consider :—

1st. The condition of the existing Railways.
2nd. The extensions ordered or proposed.
3rd. The condition of the existing Roads.
4th. The system to be adopted for their improvement.

It is difficult to over-rate the importance of these subjects.

1. THE CONDITION OF THE EXISTING RAILWAYS.

The length of the line from Sydney to Parramatta is 13½ miles, and I am informed it was constructed at a cost of £566,716 8s. 8d.

It is a double line throughout, laid with Barlow's saddle-back rails, 75 lbs. to the yard. These have proved too weak for the heavy engines run upon them, and the means taken to increase their strength by the addition of cross sleepers placed underneath, have not fully answered; the joints have become bad, and the rails bent and twisted. The ballast, composed of sand, in itself an objectionable material, is constantly washed away by the heavy rains, and this has made the cost of the maintenance of the permanent way very considerable; and, though great efforts have been made under the superintendence of the Engineer-in-Chief to keep the line in good order, the expense is so heavy that I am of opinion the rails should be gradually taken up and used in sidings, as required, and the way re-laid with fresh ballast, and with the double-headed rail, not less than 75 lbs. to the yard, or with the present rails straightened and strengthened by the introduction of additional sleepers beneath them.

Distance signals are wanting on the line, and should be introduced. These, with the use of the Electric Telegraph now in progress, will materially increase the security of travelling.

From Parramatta to Liverpool, a distance of 8½ miles, the line is single, with double-way works, and its construction is stated to have cost £120,040 4s. 11d.

The permanent way, (laid with the H rail, 75 lbs. to the yard and fish-jointed), is maintained by the contractor under his contract for making the line, and is in good order, but this arrangement will expire on the 31st instant, and the expense must afterwards be defrayed from the Revenue.

The

The rolling stock is, on the whole, in good condition, and the adoption in future of composite carriages, in place of first and second class carriages, will be an improvement; and with the additions authorised by the Votes of this year, the present stock will be sufficient to work the line to Campbelltown, when it is opened.

From this favorable report I must, however, except the engines, which are too large and heavy for the traffic, and in indifferent order; and of two engines received from England in March last, the construction was originally defective. The arrangements for the future inspection of Railway materials ordered from England, submitted to you by my letter of the 7th instant, will, if carried out, render such an occurrence again impossible.

From Honeysuckle Point, near Newcastle, to East Maitland, a distance of 16½ miles, is the commencement of the Great Northern Line. It has double-way works with a single line laid with the H rail, 75lbs. to the yard. It was only opened for traffic on the 30th of last March, and is in good order:* the Rolling Stock is nearly new, and the supply ample.

This Railway, which labors under the disadvantage of competing with the steamers on the River Hunter, has another drawback in not possessing any large amount of population at either terminus, and must depend for success upon the traffic arising from the opening up of the coal and mineral resources in its neighbourhood, and its further extension into the country.

The cost of the line from Honeysuckle Point to East Maitland was £258,037 1s. 10d.; the gross receipts for the three months ending 30 June last, were £1,426 10s. 8d, and the expenditure £958 15s. 2d.

Upon the Sydney and Liverpool Line the gross receipts for the six months ending 30th June last, were £17,980 9s. 2d., and the expenditure £11,905 13s. 9d.

The cost of the rolling stock upon both lines, including a part of the permanent way of the Great Northern Railway, is stated at £104,400 13s., and the total capital expended upon them at £1,049,194 8s. 5d.,† the excess of interest over net receipts being £38,439 1s. 7d. yearly.

There will yet be an addition to the costs of these lines from claims still outstanding for land taken for Railway purposes, or injury done by severance.

It is most desirable these should be settled, and I propose to give them my attention as early as possible.

While in England the cost of the maintenance of permanent way and other working expenses average 48 per cent, and in America from 56 to 60 per cent, of the receipts, here they are 66·2 per cent. upon the Great Southern Line, exclusive of the maintenance of the way between Parramatta and Liverpool; and 67·2 per cent. upon the Great Northern Line for working expenses only; and at the same rate they would probably amount next year to 85·4 per cent. of the earnings. These charges must, however, be reduced.

My estimates for the ensuing year, though necessarily calculated upon the data afforded by past experience here, have been framed with a view to this. The principle has been introduced of paying into the Treasury the gross in place of the net receipts only derived from Railway traffic, and of taking distinct votes of the House for all expenditure chargeable to revenue during the year, independent of the votes authorising the raising of capital for further extensions.

At

* Since writing the above I have learnt, with regret, that the recent unprecedented floods have done considerable damage to this line, and shewn that parts of it cannot be considered as above the highest flood level.

27 *August*, 1857.

	£	s.	d.
† Interest of £1,049,194 8s. 5d., at 5 per cent.....	52,459	14	5
Receipts of Railway over Working Expenses	14,020	12	10
	£38,439	1	7

But the expenditure will in future be increased by the maintenance of the permanent way where now maintained by contractor.

At the same time such alterations have been submitted in the staff of my Department as will, by ensuring its greater efficiency, tend to promote economy.

Among the appointments thus recommended are a General Traffic Manager, two Inspectors of Permanent Way, and an Inspector of Works and Workshops.

If suitable persons to fill these appointments cannot be obtained in the Colony, I consider they should be procured, without delay, from England.

By these means, and by the enforcement of that economy and individual responsibility in every branch of the Department, which the public have a right to demand, I have no hesitation in saying considerable savings may be made, and the work better done.

Thus, for instance, cranes may take the place of numerous porters, and the employment of men as gate-keepers at level crossings be abolished. In America it appears that the public take care of themselves, with no better warning than the bell of the engine and notice boards, inscribed with the words "look out for the cars when the bell rings," and no doubt they would do so equally well here; and simple arrangements prevent cattle from straying on the lines, or remove them without injury to the train should they do so. But if such a system be thought objectionable, the utmost that should be done would be to build small lodges at each crossing, to be occupied by married men employed upon the permanent way, whose wives should attend to the gates without wages, in consideration of living rent free.

Such undertakings as Railways are for the most part commercially successful or not, *cæteris paribus*, according as attention is paid to economy in the details of expenditure, which many consider too trifling for notice.

2. The Extensions Ordered.

From Liverpool to Campbelltown the Great Southern Line will pass through a favorable country; the distance is twelve miles, and the road formation of the first four miles will be completed in September next; the earth-work on this portion averages 13,000 cubic yards to the mile, and the total cost will not exceed £7,500 per mile, the worst gradient being 1 in 100, and the smallest radius of a curve 30 chains.

Tenders have been accepted for the construction of the remaining eight miles to the formation level, and the works will be commenced immediately, and will be completed early next year. The earth-works are light, averaging 5,000 cubic yards to the mile, and the total cost will not exceed £7,000 per mile; the steepest gradient being 1 in 100, and the sharpest curve having a radius of 50 chains.

The numerous creeks or gullies intersecting the lines materially increase the expense.

The permanent way will be a single line throughout, laid with the double-headed rail, 75 lbs. to the yard, on cross sleepers, with chairs, and fish jointed.

I anticipate the first four miles will be opened for traffic towards the close of this year, and the remainder in the following February or March, if the weather prove favorable for work.

From Honeysuckle Point into Newcastle—a distance of 67 chains—the line is generally level; the steepest gradient being 1 in 900.

Tenders have been received for its formation, and the cost of this addition will not exceed £10,000, of which the permanent way and works will require about £6,000, and the remainder be for sidings, turntables, and buildings.

Tenders have also been accepted for the extension from East to West Maitland,—2 miles 67 chains in length. The earth-works will average 15,000 cubic yards per mile, and the total cost will be about £8,000 per mile; the steepest gradient being 1 in 100, and the radius of the sharpest curve 50 chains.

The permanent way will be similar to that on the extension to Campbelltown, and will be laid down as early as the progress of the earth-works permits. The line into Newcastle will, I trust, be available for traffic in December next, and that to West Maitland by the beginning of next year.

In the above-named amounts nothing has been allowed for the purchase of land, or injury done by severance.

When these extensions are completed and opened, fifty-four miles of Railway will be in operation; and such an increase of traffic may be anticipated as will make the gross annual receipts equal to £82,000.

Against this must be set the gross expenditure, which I estimate at £66,800 for the year.

This expenditure is not in proportion to the present; but I hope strict economy and care will prevent the amount stated being exceeded.

The estimated surplus revenue over working expenses will therefore be £15,200; and as the total capital expended will amount to £1,175,894, the interest will be at the rate of 1·28 per cent. upon it.

The outstanding claims connected with land have still, however, to be charged to the capital account.

The net annual charge upon the revenue, to meet the interest due upon the capital, will be £43,600, in round numbers.

The Extensions Proposed.

In accordance, as I am informed, with the wishes of the Legislature, as expressed last Session, means have been taken to ascertain the practicability and cost of further extensions—

	Miles.
From Campbelltown to Picton, about	19
Parramatta to Penrith, with a Branch to Windsor ...	34
West Maitland, towards Singleton...	18½
	71½

The details are not yet sufficiently worked out to enable me to state the precise sum each line will cost; but I shall be in a position to submit this to you before the House is called upon to consider the policy of providing for their execution.

Without the land.

Sufficient, however, has been done to permit me to say, that the cost of the line as far as Menangle would not exceed £10,000 per mile; the worst gradient being 1 in 80, and the smallest radius of a curve 40 chains.

Without the land.

The cost of the line from Menangle to Picton will not exceed £12,000 per mile, including a sum of £15,000 for a bridge over the Nepean; the worst gradient being 1 in 70, and the least radius of a curve 20 chains.

Without the land.

The cost of the line from Parramatta to Penrith, with a branch to Windsor, will be about £9,000 per mile; the worst gradient 1 in 80, and the smallest radius of a curve 30 chains.

The sections of the line from West Maitland towards Singleton are not yet completed, but the cost will probably not exceed £9,000 per mile.

The entire sum required for these extensions, including land and additional rolling stock, is approximately estimated at £831,500 for an additional length of nearly 72 miles of railway, or £12,000 per mile in round numbers.

The amounts charged against existing Railways have been furnished to me by the Accountant from the books of the department; for the information connected with the extensions in progress and proposed, I am indebted to the Engineer-in-Chief.

The question of the advisability of constructing these additional lines has had my anxious consideration.

Unfortunately, the principal data required for its solution, viz., the amount of existing traffic upon the different roads has never been accurately ascertained. I have made use, however, of the returns of 1855-6 as the best to be had, and I trust experience may prove that

that the estimates founded upon them do not give too high results. These are as follows: supposing the Southern Railway open to Picton, the Western to Penrith and Windsor, and the Northern towards Singleton: the details will be found in the Appendix marked A. The estimates are based upon the existing rates, in which it is not desirable to propose any alteration until further experience has shewn how far they meet the present wants of the country.

Estimated Annual Receipts from Traffic	£201,774	0	10
Expenditure	158,000	0	0
Receipts over working expenses	43,774	0	10
Interest on Capital at 5 per cent	103,444	14	5
Annual charge on Revenue to defray Interest	59,670	13	7
Estimated gain to community by improved communications, per annum	362,907	11	8
Gain to community by the construction of Railways after payment of all expenses, per annum ...	303,236	18	1

The above statement shews, that when the entire of the Railways existing, in progress, and at present proposed, are in work, an annual charge of £59,670 13s. 7d. will be required on the Revenue to meet the interest on the capital expended, in addition to the assumed receipts over working expenses.

This presumes, however, that there would be no augmentation of the reported *goods* traffic of the country; in proportion as this improved, the accounts would shew a more favorable balance.

By extending to Penrith and Windsor, and Picton, and towards Singleton, it may fairly be assumed the entire land traffic between Sydney and the west and south, and Newcastle, and the Northern Districts, would be conveyed along the rail; and the increased facility of transport repay the public for the yearly vote of £59,670, while required.

If then the data on which the above calculations are founded be considered as sufficiently reliable, it follows that these extensions may be proceeded with.

Before turning to the condition of the existing roads, there is one other proposed extension that demands attention, viz., to bring the Railway into Hyde Park from Redfern, and to make the terminal station in the Park. The reasons urged in favor of this measure are; the great inconvenience to the public of the distance to the present terminus, the central position of Hyde Park, and the probable consequent increase of passengers, especially to and from the Suburban Districts.

It is rather a question for the Government than for me, how far it may be judicious to encroach with a Railway upon what has always, I understand, been looked upon as one of "the lungs" of Sydney.

The plans and sections are not in a sufficiently forward state to be laid before you; but I am informed by the Engineer-in-Chief that the line at present projected would pass over Devonshire-street by a bridge, through the west side of Carter's Police Barracks, over Hay-street by a bridge, and across Elizabeth-street by another bridge, at its junction with Market-lane; then across Goulburn-street, and, passing under Liverpool-street by a bridge, enter Hyde Park; the terminal station being on the side opposite Market-street. The sharpest curve would have a radius of 30 chains, and the steepest gradient would be 1 in 70.

The only land requiring to be purchased would be about 350 yards run from Elizabeth-street to Liverpool-street, containing an acre and a half, more or less.

The station buildings might be put at £20,000, but this should be reduced by an amount equal to the capital of the rent required for offices for the Railway Department, and might therefore be omitted in the calculation of cost.

The expense of a double line, including the land, may be assumed at £65,000; but this sum is not submitted as an estimate; it is merely intended to give a general idea of cost.

I have not sufficient data to enable me to decide how far this line would pay, but I believe it would pay working expenses, and perhaps the yearly interest on the capital also.

The site is not advantageous for a goods station; it is 82 feet above the level of the Circular Quay, the gradient to which would necessarily be steep, and the cost of any line heavy, yet it is of serious consequence to facilitate the transit of goods between the Harbour and Railway.

This might be effected, and the convenience of the travelling public also met, by the construction of an iron tramway between the two places, especially if there be an objection to interfere with the Park.

The natural line for such a tramway or railway from Redfern to Sydney Cove would pass along Pitt-street; the rails should be laid so as not to interfere with the ordinary traffic, and the carriages and trucks be moved by horse-power. A loading shed and booking office centrally placed at the wharf, and three or four corner shops, where passengers could get tickets, would take the place of additional station buildings.

Such a system of street Railway is capable of extension to any degree found advantageous; and it is stated to be a very general practice in America, not only for the distribution of the goods traffic to wharves, but also to private establishments.

There, however, from the peculiar construction of their carriages, which vary from 28 to 60 feet in length, and are supported on two four-wheeled trucks, one at each end, they possess advantages in street traffic superior to those afforded by the ordinary Railway carriages.

The cost of the tramway, exclusive of buildings and rent, would not exceed £10,000 in all.

Should the preference, however, be given to carrying the Railway into Hyde Park, I recommend that early steps should be taken to obtain the necessary land, which increases yearly in value.

3. The Condition of the Existing Roads.

The short period that has elapsed since my arrival in the Colony prevents my speaking from personal experience, at present, upon this subject; but on every side I learn that the roads of the country are deficient in every thing that constitutes good roads.

Originally ill laid out, ill drained, or not drained at all, and never sufficiently metalled, in winter they are impassable sloughs, and in summer the rudest common earth roads. The want of bridges suspends inter-communication when the rains set in, and too frequently lives are lost in a vain attempt to restore it; while he esteems himself fortunate whose bullock-drays accomplish when the weather is bad three or four miles a-day, and bears, as best he may, in addition to great inconvenience and severe loss, the inevitably heavy charges for the carriage of goods.

Thus, by the returns of traffic already alluded to, the cost per ton upon the Northern Road, between Maitland and Singleton, a distance of 30 miles on the main road, is given as £6, and the average cost per ton per mile in the Northern District as 2s. Upon the Great Southern Road, between Picton and Sydney, at £4 per ton for a distance of 50 miles, and the average for the district at 1s. 7d. per ton per mile. Upon the Western Road from Bathurst to Sydney, a distance of 120 miles, from £6 to £12 10s., and the average for the Western District 1s. 9d. per ton per mile. Hence the produce rots upon the ground for want of transport; and the Statistics of 1855 shew an import into the Colony of grain, &c., to the value of £717,779, as contrasted with an export of £91,644.

Such returns serve to represent in some degree the burden imposed upon the community by the badness of the roads. They present the subject in a tangible shape, and it is one of universal interest; for the difference between the amount by which the cost of transport is cheapened by improved communications, and the interest on the capital spent in the improvement is clear gain to the community, to be divided between the producer and the consumer

consumer. On the other hand, to expend a larger sum upon the improvement of communication than that, the interest of which will be balanced by the revenue derived from the existing traffic, or that, which may be reasonably expected to arise from the improvement, cannot be justified; for this is to diminish, not to increase the general wealth.

4. The System upon which the Roads should be Improved.

From what has been said above, there are three leading points to be considered before deciding, in any case, upon the description of road to be adopted:—

1.—The amount and character of the existing traffic.

2.—The probable increase to it.

3.—The cost of maintaining and constructing different descriptions of roads.

Under the last clause may come also—

4.—The facility with which money can be procured.

5.—The time within which it is desirable to effect the required improvements.

6.—The natural resources for transport of the country itself.

The unsatisfactory character of the returns of 1855-6, shewing the existing traffic of the country, has already been commented on in this Report, and the conclusions founded upon them must so far be unsatisfactory also. I submit to the Government the advantages to be derived from accurate information on this subject, and I recommend the immediate employment, to be continued during an entire year, of competent persons, acting under approved instructions, to obtain it.

As the amount and character of the existing traffic is uncertain, the value of the probable increase to it cannot be determined.

It has been shewn, however, by the calculations already given, so far as they can be relied on, that the receipts from existing Railways, and those at present proposed, would not cover the interest on capital expended and working expenses; and though the advantages resulting from them may be sufficient to warrant their construction and maintenance, it would be satisfactory to know how they actually pay before entering upon still further extensions; yet, there may be particular districts whose natural resources need only the advantages afforded by improved communications to give ample returns for any sums expended upon these.

The Statistics of 1855 and the Census Returns of 1856 tend however rather to strengthen the opinion that the Colony is not yet sufficiently peopled, and the current of immigration not sufficiently strong, to warrant an extended system of Railways in a country naturally difficult, and studded with large tracts either barren or at best fitted only for pastoral purposes.

The population on the 1st March, 1856, was 266,189 persons as compared with 187,243 in 1851, giving an increase of 15,789 yearly. Of the entire number 158,843 are returned as the productive population, equal to 59·67 per cent. as contrasted with 109,828 in 1851, or 58·66 per cent, of these 6,094 are engaged in trade or commerce, 17,326 are artificers or mechanics, 16,728 are engaged in agriculture, as compared with 11,898 in 1851, but their occupation is represented as "fitful," 12,337 are employed in tending sheep and cattle, against 15,619 in 1851, a decrease approximating towards the increase in agriculturists. There are 15,446 unskilled laborers against 10,875, and 16,686 domestic servants in place of 10,447 in 1851; miners, 4,451; teachers, 1,360; and the remainder of the population is composed of alms-people and paupers, and those engaged in professional or miscellaneous occupations.

These are distributed over an area of 230,000 square miles, but there are in the County of Cumberland alone 108,982 persons of whom 69,173 are in Sydney. There are 75·42 persons to each square mile in Cumberland as contrasted with an average of 307 in

England and Wales, but in the settled districts generally the population is only 5 persons to 1 square mile, and in the squatting districts 1 person to every 7½ square miles.*

The increase to the population from the 1st March, 1856 to the 1st January, 1857 was 15,643 by immigration, and 5,041 by the excess of births over deaths, making a total of 299,406 persons; but should the district of Moreton Bay be separated, this would be reduced to 268,167, or 273,499, according as the division was made.

The number of acres in crop in 1856 is not well known, but in 1855 there were 170,070, and 1,030 acres planted with the vine, yielding 115,614 gallons of wine, and 1,426 gallons of brandy; the number of horned cattle was 1,858,407; of horses, 157,159; of pigs, 68,091; of sheep, 8,603,499. The total imports were £4,668,519, as compared with £5,981,063, and the total exports £2,884,130, as compared with £4,050,126,—in 1854. The increase, however, upon 1851 being £3,104,588 imports, and £1,087,218 exports.

The condition of the Canadas, with nearly 1,050 miles of Railways (in 1854) is often quoted as an example to be followed in New South Wales; but the two Countries are alike in nothing but area, that of the Canadas being 242,482 square miles. By the Census Returns of 1852 its population was 1,842,265, and may now be estimated at 2,200,000; the number of emigrants that landed at Quebec in 1854 was 53,183; the number of acres in crop in 1852 was 4,355,269; and the quantity of proof spirits distilled in 1854 was 2,592,000 gallons. But in addition to the discrepancies of population and cultivation in the Canadas and New South Wales, must be considered the advantages the former enjoy in their comparative vicinity to the Markets of Europe and America, and the ready and remunerative outlet thus afforded for the sale of produce.

Such causes promote the rapid settlement of a country, and warrant a vast outlay upon internal communications by the certainty they afford of a rapidly increasing traffic; but experience suggests that a Colony distant from favorable markets, and from the sources of emigration, and chiefly of a pastoral character, whose progress, though equally sure, will necessarily be slower, should follow the example with caution.

Wherever the present and probable traffic does not warrant the expense of constructing and maintaining a Railway, *that* form of road should be adopted which can be cheapest made and maintained, and yet be sufficient for the development of the resources of the Colony.

The simplest form is the common earth road, and this if graded to not more than 1 in 30, with good drainage, and a transverse slope of 1 in 20 from the centre, is, with all its faults, capable of bearing considerable traffic.

As a great improvement upon this comes the macadamized road, which consists of a coating of broken stones from 1½ to 2½ inches in diameter, placed upon an earthen road, thoroughly drained and graded and sloped, as before-mentioned.

The metal should vary from 6 to 12 inches in thickness, according to the degree of traffic; it should be laid on in two or three coats, as each becomes consolidated. Basalt, trap, and limestone form excellent metal. A width of 12 feet, widened to 18 on approaching principal towns, with an earth road on either side of it, is usually considered sufficient for all purposes in a new country.

The Telford road is a variety of the macadamized road, and is formed by laying a pavement of inferior stone under the metal; it is more expensive to make in the first instance, but the cost of repairs is said to be less.

In Canada and the United States a description of roadway has been introduced of late years, and used, it is stated, with great success, viz., the plank road.

Upon

* The five Counties of—

Cumberland	108,982
Northumberland	23,152
Camden	15,821
Durham	10,445
Bathurst	8,049
contain	156,449 persons,

or 58 per cent. of the whole population.

Upon two parallel sleepers, varying from 10 in. by 3 in. to 14 in. by 4 in. scantling, and 16 to 20 feet each in length, planks, eight feet long and three or four inches thick, are laid down and spiked to the sleepers at every four or five feet; a side track of earth, 12 feet wide, to turn out upon, and good ditches, complete a plank road. The planking should be covered when first made with a coating, about one inch thick, of very fine gravel or coarse sand.

This has been termed the Farmer's Railroad; a horse, it is said, can draw upon it from two to three times as much as he can upon an ordinary macadamized road; it affords undiminished facilities for travel at all seasons, even when common roads are impassable from continued rains, and it permits of great traffic; for over a single eight feet track, 161,000 teams are stated to have passed in two years, averaging 220 teams per day, and during three days 720 passed daily.

The wood of the district through which the road passes has invariably been used to make it; thus pine, hemlock, tamarack, oak, and walnut, have all been employed.

Between the Railway worked by locomotives and the plank road, stands the tramway, or Railway of iron, worked by horse-power; the resistance to draught upon which does not exceed one-eighteenth of that upon a gravelled earth road.

Placing in a tabular shape,* for the sake of comparison, the estimated resistance to draught, cost of construction and of maintenance, of the several Roadways, it appears reasonable to suppose that the road which would be cheapest, all things included, is the Railway worked by horses, and next to this the plank road, the annual charges being as £670 to £815.

But in considering the relative advantages of these two roads, it appears to me a serious objection to the horse Railway, that being necessarily to a gauge, a particular class of vehicles only can travel upon it, while the plank road permits the free use of the ordinary conveyances of the country; and the convenience of this might be found to more than counterbalance any difference in yearly cost.

I submit for the consideration of the Government, that a few miles of plank road, such as I have described, should be laid down as an experiment, to be composed of different woods, with a view of ascertaining that best suited for roads.

I have indeed been told that there is no wood in New South Wales fit for such a purpose; but I am loath to believe this can be the case, and to give up that which may, perhaps, prove of much service to the public, without a fair trial.

For what is it the Colony really wants? Not a few miles here, and a few miles there, of the very best system of Internal Communications, but roads everywhere, over distances to be reckoned by hundreds of miles, for the least sum, in the quickest time, they can be made.

Liberal as the country is, and considerable as are it resources, it can scarcely be expected to vote annually a larger sum than will be submitted for the construction and maintenance of Internal Communication for next year.

Seventy miles a year then, may be taken as the extreme rate at which the existing roads would be replaced by railroads, at a cost, inclusive of Rolling Stock, of £770,000 a year.

* Comparison of resistance to draught, cost of improvement of, or original construction of, various forms of Roads, with the annual expenditure for interest, maintenance and working expenses, as approximately estimated.

	Earth Roads.	Macadam's Road.	Plank Road.	Tramways.	Railways.
Resistance to draught	1	$\frac{1}{5}$	$\frac{1}{3}$	$\frac{1}{18}$	$\frac{1}{18}$
Improvement of existing	£900 a	2,700 a	.....	.....	.....
Construction on existing	.....	.....	2,300 a	3400 a	.....
Construction of	.....	.....	.....	.....	11,000 b
Annual Interest	45	135	115	170	550
Maintenance and Working Expenses	3,000	1,300	700	500	1,100
	3,045	1,435	815	670	1,650

a Allowing £750 per mile for bridges and culverts.
b Allowing £1000 per mile for bridges and culverts, and including land.

year. In ten years time the arterial communications would be considerably advanced, but during that period, in all probability, the interest upon the capital expended must be voted by the Legislature, and in addition, the sums required to keep in something like order existing roads.

But £770,000 a year would be sufficient to make annually 335 miles of plank road, for example; and in two or three years after the steam and saw machinery arrived from England the 700 miles could be made; while the capital expended would be £1,610,000, in place of £7,700,000; and the annual interest and expenditure, (which should be covered by the receipts from the traffic on the road,) be £570,500, in place of £1,155,000.

The more rapidly good communications can be formed between the Ports of New South Wales and the Interior, the more certainly will the traffic flow to them, in place of seeking other outlets, and from them in return, and those commercial connections be established or strengthened with other lands that give wealth and importance to a nation; and the more cheaply these communications can be formed and the traffic carried along them, the more durable these connexions will be.

In America Companies have been induced to form Railways by the grant of lands lying in alternate sections along the line to be made; the State usually reserving to itself a per-centage on the gross receipts. There, where the ordinary price of new land is a dollar per acre, and where the Railways run for great distances through prairie land, which with little labour produces abundant crops, for which the surrounding country or Europe gives a ready market, and where emigrants flow in by tens of thousands, this plan has met with great success; but I am under the impression that along the principal lines of communication in this Colony land has not been retained by the Government to any great extent; and that were it otherwise considerable reluctance would be felt in alienating it to Companies; yet the system possesses many points well worthy of consideration in a new country.

It is my duty, before leaving the subject of Railways, to bring prominently under the consideration of the Government the inconvenience that may ultimately arise from the difference between this country, Victoria, and South Australia, in the gauge of the lines; the gauge here being 4 feet 8½ inches, and in the sister Colonies, I am informed, the decidedly better width of 5 feet 3 inches. But if it be determined not to extend the Railways for the present beyond the limits already proposed, the subject will then have no immediate importance.

I do not feel in a position, without better information on the statistics of traffic, a thorough study of the Reports and Plans of the Surveyors, and an inspection of the country itself, upon the character of which the cost of construction and maintenance depends, absolutely to advise the Government as to the particular description of roadway to adopt, beyond the suggestions I have already submitted; my present impression is, it should vary with different localities.

With a view, however, to determining as early as practicable so important a matter, to employ as effectively as possible the surveyors placed under me by your letter of the 29th ultimo, and to ensure that the money spent upon those parts of existing roads the management of which has been intrusted to me by your instructions dated 28th ultimo is spent so as to contribute as far as possible to one general end, I have to submit for your consideration the following arrangements:—

I propose to divide the country into districts, and to place each under the charge of an Assistant Engineer, the Engineer-in-Chief being consulting Engineer for the whole, and having also the immediate charge of the Railways.

To place under their orders the Road Surveyors, the Railway Surveyors, and the men of the Royal Engineers, in such proportions as the necessities of each district require. To obtain from the Engineers early reports upon the existing roads and the improvements that can be effected in them, and also upon the line of country best adapted in each district for a Railway, together with such information as they may be enabled to furnish of the geological character, and agricultural, pastoral, mineral, or other resources of the country passed through.

To

To examine the country in person, as far as other duties may permit, and after receiving the reports of the Engineers, and consultation with them and the Engineer-in-Chief, to direct what lines shall be levelled, and what plans and sections prepared.

To submit the plans and sections obtained, together with a detailed report on the country generally, and upon the description and course of the roadways proposed, to the Government for decision.

This I should be the better enabled to do as I received the monthly reports of the persons suggested to be employed in ascertaining the existing traffic.

The Engineers would be also charged with superintending generally the repairs of the roads executed under the Road Surveyors, and of assisting them with professional advice.

As the Electric Telegraph progresses, which you have informed me is also to form an integral part of the Department of Internal Communications, it will be necessary to have a sub-director with a working staff under him.

The Secretary, the Solicitor, and the Accountant of the Railway Department would take their share also of the additional duties devolved upon it.

The necessity for increased office accommodation I have already submitted to you.

The system I have proposed would, I anticipate, be found as economical as efficient, and the country feel that every effort was being made to ascertain and meet its wants impartially.

I trust the Government will overlook the deficiencies of a Report prepared at so early a period after my arrival in the country, and amidst the incessant pressure of public duty.

I have, &c.,

B. H. MARTINDALE,

Chief Commissioner.

THE HONORABLE

THE SECRETARY FOR LANDS AND PUBLIC WORKS.

APPROXIMATE ESTIMATE of RECEIPTS and EXPENDITURE of RAILWAYS in NEW

GREAT SOUTHERN.			
Between — Tons. × Miles. = Tons carried 1 mile.			
Sydney and Liverpool ..... 30,673 × 22 = 674,806			
Liverpool and Campbelltown ..... 20,607 × 12 = 247,284			
Campbelltown and Picton ..... 13,100 × 19 = 248,900			
1,170,990 @ 6d.	29,274 15 0		
Head of Live Stock ..... 30,000 @ 1s.	1,500 0 0		
Passengers. × Miles. × Days. × 2d. =			
Sydney and Picton ..... 100 × 53 × 313 × 2d. = 13,824 3 4			
Sydney and Campbelltown .. 150 × 34 × 313 × 2d. = 13,302 10 0			
Sydney and Liverpool ..... 150 × 22 × 313 × 2d. = 8,607 10 0			
Sydney and Picton ..... 50 × 53 × 52 × 2d. = 1,148 6 8			
Sydney and Campbelltown .. 50 × 34 × 52 × 2d. = 736 13 4			
Sydney and Liverpool ..... 50 × 22 × 52 × 2d. = 476 13 4	38,095 16 8		
TOTAL, GREAT SOUTHERN LINE	..... £	68,870 11 8	
GREAT WESTERN.			
Tons. × Miles. = Tons carried 1 mile.			
Sydney and Parramatta..... 67,400 × 13½ = 909,900			
Parramatta and Penrith ..... 54,000 × 22 = 1,188,000			
Parramatta and Windsor ..... 11,520 × 22 = 253,440			
2,351,340 @ 6d.	58,783 10 0		
Head of Live Stock ..... 95,000 @ 9d.	3,562 10 0		
Passengers. × Miles. × Days. × 2d. =			
Parramatta, Penrith, & Windsor. 270 × 22 × 313 × 2d. = 15,493 10 0			
Sydney and Parramatta..... 350 × 13½ × 313 × 2d. = 12,324 7 6			
Parramatta, Penrith, & Windsor. 100 × 22 × 52 × 2d. = 953 6 8			
Sydney and Parramatta..... 100 × 13½ × 52 × 2d. = 585 0 0	29,356 4 2		
TOTAL GREAT WESTERN LINE	..... £	91,702 4 2	
GREAT NORTHERN.			
Tons. × Miles. = Tons carried 1 mile.			
Newcastle towards Singleton ..... 30,000 × 38½ = 1,155,000 @ 6d. =	28,875 0 0		
Do. ..... Live Stock ..... 58,000 @ 6d. =	1,450 0 0		
Passengers. × Miles. × Days. × 2d. =			
Do. 100 × 38½ × 313 × 2d. = 10,042 1 8			
Do. 50 × 38½ × 52 × 2d. = 834 3 4	10,876 5 0		
TOTAL, GREAT NORTHERN LINE	..... £	41,201 5 0	
TOTAL ANNUAL RECEIPTS	..... £	201,774 0 10	
PRESENT COST OF TRANSPORT.			
GREAT SOUTHERN AND WESTERN LINES.			
Tons carried 1 mile..... 3,522,330 × 1s. 11d. =	337,556 12 6		
Head of Live Stock ..... 125,000 × 6d. =	3,125 0 0		
Passengers (say).....	40,000 0 0		
Total	..... £	380,681 12 6	
GREAT NORTHERN LINE (say)	.....	184,000 0 0	
Total present cost of Traffic	.....	564,681 12 6	
Cost per Railway (see above)	.....	201,774 0 10	
Gain to community by improved communication.....	.....	362,907 11 8	
Deduct annual charge (as above).....	.....	59,670 13 7	
Total gain to community, by improved means of transport, after paying all expenses, annually	.....	303,236 18 1	

SOUTH WALES, after completion to PICTON, PENRITH, WINDSOR, and towards SINGLETON.

GREAT SOUTHERN AND WESTERN.

Between	Trains.		Miles.		Days.		Miles per annum.
Sydney and Parramatta—Daily....	16	×	13½	×	313	=	67,608
Parramatta and Picton „	8	×	39½	×	313	=	98,908
Parramatta and Penrith „	8	×	22	×	313	=	55,088
Branch to Windsor „	8	×	12	×	313	=	30,048
Sunday ..	6	×	13½	×	52	=	4,212
„ ..	4	×	39½	×	52	=	8,216
„ ..	4	×	22	×	52	=	4,576
„ ..	4	×	12	×	52	=	2,496
Extra	12	×	13½	×	52	=	8,424
„	6	×	39½	×	52	=	12,324
„	6	×	22	×	52	=	6,864
„	4	×	12	×	52	=	2,496
							301,260 @ 7s..

	105,441 0 0	
Head Quarters' Establishment	9,559 0 0	
ANNUAL EXPENDITURE	£	115,000 0 0

GREAT NORTHERN.

	Trains.		Miles.		Days.		Miles per annum.
Newcastle towards Singleton—Daily ..	8	×	38½	×	313	=	96,404
Do. do. Sunday	4	×	38½	×	52	=	8,008
Do. do. Extra ..	6	×	38½	×	52	=	12,012
							116,424 @ 7s..

	40,748 8 0	
Head Quarters' Establishment	2,251 12 0	
ANNUAL EXPENDITURE	£	43,000 0 0
TOTAL, ANNUAL EXPENDITURE	£	158,000 0 0
BALANCE—EXCESS OF RECEIPTS OVER EXPENDITURE	£	43,774 0 10
	£	201,774 0 10

CAPITAL ACCOUNT.

GREAT SOUTHERN AND WESTERN LINES.		
Sydney to Liverpool	740,257 6 7	
Liverpool to Picton	359,000 0 0	
Parramatta to Penrith and Windsor	381,500 0 0	
Total	£	1,480,757 6 7
GREAT NORTHERN LINE.		
Honeysuckle Point to East Maitland	308,937 1 10	
Extensions ordered (North)	32,700 0 0	
Extension towards Singleton	185,000 0 0	
Total, Great Northern	£	526,637 1 10
Additional Land Claims, say		50,000 0 0
Incidental Services, included in Vote of £300,000		11,500 0 0
Total Expenditure	£	2,068,894 8 5
Interest on this Sum, at 5 per cent.	103,444 14 5	
Deduct Balance, as above	43,774 0 10	
Annual Charge on Consolidated Revenue for payment of Interest on Capital expended on Railways	£	59,670 13 7

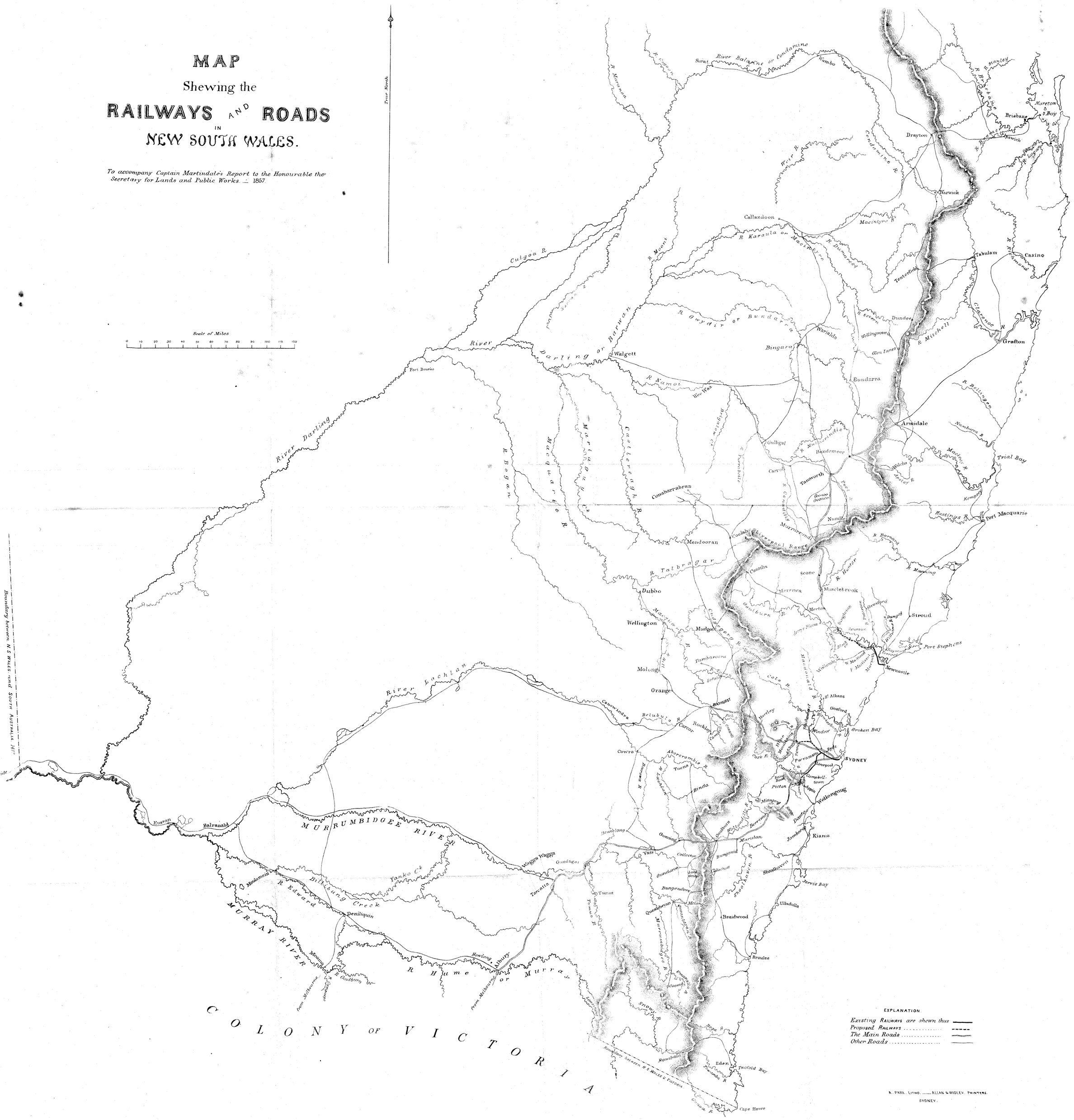
B. H. MARTINDALE.

MAP

Shewing the

RAILWAYS AND ROADS IN NEW SOUTH WALES.

To accompany Captain Martindale's Report to the Honourable the Secretary for Lands and Public Works. — 1857



EXPLANATION.

Existing Railways are shewn thus ———

Proposed Railways .....

The Main Roads .....

Other Roads .....

A. PARK. LITHO. — ALLAN & WIGLEY. PRINTERS.
SYDNEY.

1857.

Legislative Assembly.

NEW SOUTH WALES.

MAIN THOROUGHFARES.

(CORRESPONDENCE RELATIVE TO.)

Ordered by the Legislative Assembly to be Printed, 6 November, 1857.

SCHEDULE.

MAIN THOROUGHFARES.

No. 1.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 14 *January,* 1857.

SIR,

I do myself the honor to request I may be favored, as early as practicable, with instructions as to the respective amounts to be expended by the Surveyors on the Northern, Southern, and Western Lines of Road, to enable me to give such directions as will prevent either an excessive rate of expenditure, or the unnecessary breaking up of efficient gangs of laborers.

I have, &c.,
ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

No. 2.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 16 *January,* 1857.

SIR,

Referring to your letter of the 14th instant, I am instructed to request that you will immediately inform me what amount was placed at your disposal last year for the North, South, and West Lines of Road, respectively, that is to say, the amount originally appropriated, and not what money has been actually expended in any case.

I have, &c.,
MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

No. 3.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 16 *January,* 1857.

SIR,

In reply to your letter of this date, No. 18, requesting me to inform you what amount was placed at my disposal for expenditure on the Northern, Southern, and Western Lines of Road, respectively, for the last year,—I do myself the honor to state, that the following were the amounts so appropriated :—

NORTHERN ROAD.

Proportion of the general vote for the year 1856	£3,225	0	0
For repair of road from Maitland upwards	475	0	0
Forming road over the "Moonbys"	500	0	0
Repairing roads, Wollombi District	400	0	0
	£4,595	0	0

SOUTHERN ROAD.

Proportion of general vote for the year 1856	£6,178	0	0
Repairing main thoroughfares, town of Goulburn	250	0	0
	£6,428	0	0

WESTERN

WESTERN ROAD.

Proportion of general vote for the year 1856	£6,117	0	0
For road from Emu Ferry to Pulpit Hill	750	0	0
Proceeds of Tolls, Seventeen Mile Hollow, &c.	937	0	0
	£7,804	0	0

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

No. 4.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 22 *January,* 1857.

SIR,

Referring to your letters of the 14th and 16th instant, in the former of which you requested instructions as to the expenditure to be incurred on the Northern, Southern, and Western Lines of Road,—I am directed to inform you that, under the authority of the special resolution of the Legislative Assembly passed on the 18th December, you will be at liberty, subject to the qualifications herein mentioned, to incur an expenditure on each of these lines of road, for the current year, at the same rate per annum as was originally appropriated to each of them for last year, but omitting special authorities, viz.:—

Northern Road	£3,225	0	0
Southern Road	6,178	0	0
Western Road	6,117	0	0

2. The sum to be expended on any line for any one month or fixed period must not exceed the rateable proportion that is assigned to that line for the year.

3. And, lastly, this authority, unless sooner otherwise directed, will be in force until the 31st March next, but no longer.

I have, &c.,

MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

No. 5.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 23 *February,* 1857.

SIR,

I am directed to request that you will have the goodness to report, for the information of the Honorable the Secretary for Lands and Public Works, to what extent you exercise control in the expenditure of money on the great lines of road entrusted to Road Surveyors.—For instance; are the repairs of particular portions of road, and the extent of those repairs submitted for your approval, either before or after they are effected, or are they left wholly to the discretion of the Road Surveyors?

2. I am further to request that you will state how the issue of money for this service is regulated. To whom are the advances made in the first instance? Do you make payments direct in respect of the roads or to the Road Surveyors? And what is the nature of the vouchers?

I have, &c.,

MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

No. 6.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 25 *February,* 1857.

SIR,

In attention to your letter of the 23rd instant, No. 74, requesting me to report to what extent I exercise control over the expenditure of money on the great lines of road by the Road Surveyors,—I do myself the honor to state, that when any particular portion of a line of road requires more than ordinary repair and outlay, the Road Surveyors' instructions require them, previously to undertaking the work, to report the circumstance to me, and to furnish full information on the subject, and an estimate of the probable cost.

2. As regards the ordinary repairs to the road, they are expected to exercise their own judgment in placing the men upon the spots which most require attention, pointing out in their Weekly Reports the localities in which the men are employed.

3. With respect to the issue of money on account of the roads, I beg to state, that advances to meet the expenditure are, in the first instance, made to me from the Treasury, and the mode of payment of the respective claims is as follows:—Vouchers, prepared in the official form, are prepared by the overseers, and certified by the Road Surveyor; these vouchers, which specify the names of the men, the number of days each has worked, the rate of wages, and the amount due to each, are forwarded to me. Vouchers in detail, prepared in the printed form, certified by the Road Surveyors, are also furnished for the purchase and repair of tools, or any other supplies or services for the road. When received at this office the vouchers are examined, and a separate cheque is drawn in payment of each; these cheques are forwarded to the Road Surveyors, to hand to the respective parties, except in cases where they have requested payment to be made into one of the Sydney Banks.

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

No. 7.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 30 *March,* 1857.

SIR,

Referring to your letter of the 22nd January last, No. 28, notifying the amounts provisionally authorized to be expended in repair of the Northern, Southern, and Western Lines of Road, up to the end of the present month,—I do myself the honor to request further instructions as to the amounts to be placed at the disposal of the Surveyors of the three lines in question.

2. The Surveyors have frequently represented the necessity for the expenditure upon their respective lines of larger sums than were granted by the authority referred to, and the importance of effecting as much as possible before the commencement of the winter.

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

No. 8.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 24 *April,* 1857.

SIR,

With reference to your letter of the 30th ultimo, requesting further instructions as to the amount to be placed at the disposal of the Surveyors of the Northern, Southern, and Western Lines of Road, I am directed to inform you that the Secretary for Land and Public Works has been waiting for specific Reports, through your department, from the Road Surveyors, as to the work necessary or advisable to be done on these roads, with a view of making them fairly passable, and taking into account the supply of labour with respect to any improvement beyond that limit; also, as to the particular spots where the work requires chiefly to be done, and the way in which it should be done.

2. Such Reports are absolutely essential in order to any proper conclusion as to the amount to be authorized being arrived at.

3. In the meantime, however, Mr. Secretary Hay has been pleased to authorize you to expend any such sums as will not render the whole amount expended on each road during the first six months of this year greater than one-half of what was expended during the whole of the year previous on the same line.

4. As it is considered extremely desirable that the worst portions of the roads should be put into a state of repair before the winter has advanced too far, you will have the goodness to press the Surveyors for such detailed Reports as Mr. Secretary Hay has indicated.

I have, &c.,

MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

No. 9.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 25 *April,* 1857.

SIR,

With reference to your letter of the 24th instant, No. 146, relative to the amount to be expended on the repair of the Main Lines of Road during the present year,—

2. I do myself the honor to state that, immediatly after the verbal communication you were pleased to make to me on this subject, I called upon the three Road Surveyors under my directions to furnish the Reports and information required. As soon as received they shall be forwarded for your information.

3. I have again called upon the Surveyors to use dispatch in the matter, and beg to enclose copies of my letters to them on the subject.

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

[*Enclosure* 1 *in No.* 9.]

Colonial Architect's Office,
Sydney, 21 *April,* 1857.

SIR,

In order to enable the Government to apportion the amount voted by the Legislature for repair of the roads during the present year, I have to request you will furnish me, as soon as possible, with a Report of the present state of the whole line under your charge, accompanied by an estimate of the amount that will be necessary to place and keep the same in repair during the present year, specifying the various localities and expenditure required on each.

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

W. R. COLLETT, ESQ.
HENRY MOGGRIDGE, ESQ.
R. B. DAWSON, ESQ.

[*Enclosure*

[*Enclosure* 2 *in No.* 9.]

Colonial Architect's Office,
Sydney, 25 *April,* 1857.

SIR,

Referring to my letter of the 21st instant, calling for a Report and Estimate with respect to the line of road under your superintendence, I do myself the honor to inform you that I have been instructed to call upon you to expedite the information, "as to the "work necessary or advisable to be done, with a view to make the roads fairly passable, and "taking into account the supply of labour with respect to any improvement beyond that "limit; also, as to the particular spots where the work requires chiefly to be done; and the "way in which it should be done"

As it is considered extremely desirable that the worst portions of the roads should be put in repair before the winter has advanced too far, and no decision as to the appropriation of funds can be arrived at until the information asked for has been received, it is necessary that your Report and Estimate should be furnished with all possible despatch.

In the meantime an expenditure has been authorized for the first half of the present year of a sum not exceeding that granted for one half of the year 1856.

I have, &c
ALEXR. DAWSON,
Colonial Architect.

W. R. COLLETT, ESQ.
HENRY MOGGRIDGE, ESQ.
R. B. DAWSON, ESQ.

No. 10.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 24 *April,* 1857.

SIR,

In attention to your letter of the 24th instant, No. 146, requesting me to procure from the respective Surveyors specific Reports of the work necessary or advisable on the Northern, Southern, and Western Roads, I do myself the honor to transmit Reports received from Messrs. Collett, Moggridge, and R. B. Dawson, with estimates of the outlay which they consider requisite on their respective lines during the present year.

2. On the Northern Line, from Black Creek to Murrurundi, a distance of 90 miles, the amount asked for is £10,900, or at the average rate of something more than £121 per mile. For the Southern Line, from Camdem to Goulburn, about 86 miles, Mr. Moggridge states that the sum of £60,860 will be required to put it into thorough repair, and an annual outlay of £3,363 to keep it in proper order; but he states the expenditure absolutely necessary in the present year to be £8,500, or at the rate of nearly £99 per mile. For the Western Road, from Penrith to Bathurst, 92 miles, and the Mudgee Road, 84 miles, together 176 miles, the amount estimated is £21,890, the average rate per mile being rather more than £124.

I have, &c.,
ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

[*Enclosure* 1 *in No.* 10.]

Singleton, 25 *April,* 1857.

SIR,

I have the honor to acknowledge the receipt of your communication, 57-261, dated April 21, 1857, requesting me to furnish you with a "Report on the present state of the "line under my charge, and an Estimate of the amount that will be necessary to place and "keep the same in repair during the present year." I am quite prepared to go into the minutest detail, and I have long since had the necessary estimates in readiness. On the present occasion I only enclose those for the New Freugh and Singleton Districts (a distance of 15 miles 6 furlongs and 6 chains), as I wish to be informed whether the scale of expenditure there adopted (*and which is a fair average of the whole line*) will be sanctioned. This is about £75 per mile for draining, ballasting, building culverts, &c., and £25 per mile for keeping the same in repair:—say, (exclusive of Special Grants like Warland's Flat) £8,000 from Black Creek to Murrurundi Gap. It would be far easier for me to inform you how a certain sum, say from £10,000 to £12,000, could be most judiciously expended during the present year, than to specify every local requirement at the present moment; so much depends upon the season. In fine weather but few repairs are necessary, and permanent improvements, such as bridges and culverts, could be carried on with energy, whilst in wet weather every man would be required to keep the road in passable order, and the drainage and heavier ballasting by contract be impeded and perhaps entirely suspended.

I

I must, therefore, beg of you to inform me whether the estimates enclosed are drawn out as you wish. From last year's experience (after building about 70 culverts) I can calculate that each costs £10; every yard of drainage 2s.; and every ton of ballast 3s. per ton, on the general average throughout the line. Therefore, a very short epitome, *ex. gr.*—Aberdeen District, 10 culverts, 3,000 yards drainage, and 2,500 tons ballast, £100 + 300 + 375 = £775—might suffice.

The *present* state of the Northern Road, in general, is very good, there not being more than 29 miles out of the 90, or less than one-third, which require my immediate attention. The worst spots are at Belford, Castle Forbes, Ravensworth, Black Hills, Dumaresq's Fences, Scone Township, Wingen, Warland's Flat and Murrurundi Gap.

I have, &c.,

WILLIAM R. COLLETT

ALEXANDER DAWSON, ESQ.,
&c., &c., &c.

ESTIMATED Expenditure required to place the Northern Road in repair between Black Creek and Rix's Creek, a distance of 15¾ miles 6 chains, for the year 1857.

2 Culverts at Sandy Gully, near the dyke, at £10	20	0	0
500 tons of Ballast, from Black Creek Bridge to the Fossil Range, at 3s. ...	75	0	0
250 tons of Broken Stone, for 500 yds. of sandy road, at 4s. per ton ...	50	0	0
1 Culvert, east end of Belford Township	10	0	0
100 tons of Broken Stone, at 4s., at ditto	20	0	0
200 tons of Ballast, for Belford, at 3s.	30	0	0
1 Culvert, at the Gravel Bank	10	0	0
1 Culvert, 10 chains east of M'Donall's fence	10	0	0
4 Culverts widened, on Galvin's Hill, at £8	32	0	0
1 Culvert, bottom of Larnach's Hill	15	0	0
1 Culvert opposite Castle Forbes	5	0	0
1700 yards of road, between Alcorn's Platform and the Red Hill north of Mudie's Bridge, drained, at 2s. per yard	170	0	0
1700 tons of Ballast for do., at 3s. 6d. per ton.	297	10	0
500 do. do. for new cut at Falkner's, at 3s. 6d. per ton	87	10	0
150 do. do. do. at Dangar's, at do.	26	5	0
250 do. do. at Singleton and opposite side of Hunter, at 2s. per ton	25	0	0
1 Culvert at M'Manus'	10	0	0
200 yards of Drainage, at Larnach's Hill	20	0	0
Drainage from Everall's Bridge to Barlow's Hill	45	0	0
100 tons of Ballast for ditto, at 2s.	10	0	0
	£968	5	0

ESTIMATED Expenditure to keep the same, 15¾ miles 6 chains, in repair.

1 overseer, at £3; 1 horse and cart at £3; and 6 men, at £1 10s. per week, for 35 weeks	525	0	0
TOTAL	£1,493	5	0

REPORT on Warland's Flat and Murrulla Ridge Roads.

During the past week, I have carefully inspected both these roads, and the estimates for making the former passable in all weathers (excepting during floods in the Page) and the latter available for the settlers, and the mails when freshes occur, are much less than I stated in my Report of last October.

I have surveyed the Murulla new line eight times, and Mr. Debenham has not as yet, I believe, been once over the line. In cases like the present, we should be instructed to act together, as it is one thing to lay out a road without reference to expense, and another to construct one with very limited means at command. Unless, therefore, Mr. Debenham and I agree upon a certain line through this broken and rocky district, the improvement will be indefinitely delayed. In similar cases, I would respectfully suggest, that the *Road* Surveyors should have the laying out of their own lines, (or any trifling deviations,) and leave the adjacent Country Districts to the *Land* Surveyors, as at present.

In the Murulla Line, however, there are two very deep gullies to cross, and as these ravines can only be traversed at a spot common to any line, I would request your immediate instructions to cut down the approaches, and erect culverts, at an expense not exceeding £200. The road will then be passable through the bush, and its *exact* direction can be decided upon by Mr. Debenham and myself, at any future time.

With respect to the old road through the flat, which is, and must be considered the main line for traffic, six culverts will be required between Greer's and Sutherlands, and one at the foot of the range. After erecting these, the amount of drainage can be better determined, but it cannot amount to less than 3,000 yards, and about 5,000 tons of ballast will be required.

7 Culverts, at £10	70	0	0
3,000 Yards of Drainage, at 2s.	300	0	0
5,200 Tons Ballast, at 2s. 6d.	650	0	0
	£1,020	0	0

Instead,

Instead, therefore, of £3,500, the sum of £1,240 will be all that I shall require at present for these two roads. In addition to this, I must request a grant of £500 for lessening the Pinch on this side the range. For 200 yards, it averages 1 in 6; and this frightful acclivity can be avoided by making a new road, 350 yards long, with one culvert round the spur. A numerously signed petition is about being forwarded, but it would be well to anticipate its prayer.

As the season is advancing, and labor very plentiful, I beg to impress the advisability of *immediate action* in the Warland District.

WILLIAM R. COLLETT.

April 25, 1857.

Singleton, 27 *April*, 1857.

Sir,

I have the honor to acknowledge the receipt of your further communication, 57-274, dated April 25, 1857. On my return from Murrurundi I did not lose an hour in replying to your former one, dated April 21, 1857. As, however, I omitted some particulars which you now require, I beg to forward a Supplementary Report.

REPORT.

There being a considerable sum of money in hand from the arrears of former years, I went vigorously to work during the last autumn and winter, and effected permanent improvements on upwards of 35 miles out of the 90. These improvements consisted of thorough drainage, the erection of about 60 culverts, and partial ballasting. If the same resources had held out during the spring and summer as much more would have been effected, and by this time the whole line would have been in a state to justify the erection of Toll Bars, and to have made the road from Black Creek to Murrurundi self-supporting.

My present object is to carry out, during the next eight months, what I would have done during the past eight if I had had the means. The difficulties are perhaps greater, as a very wet season has deteriorated the water-tabling, and the absence of ballast has caused much of the newly formed portions to be much cut up.

The principles of road making which I have adopted, and which have met with general approval in the District, are :—

1. Thorough side drainage.
2. Culverts wherever the water crosses the road.
3. Forming the road 30 feet wide, and ballasting the same for 15 feet in the centre; putting on about 1 ton (22 cubic feet) per lineal yard.
4. Logging with timber, 18 feet long, the worst boggy places.
5. Cutting down, in the form of an S, the approaches of creeks, and paving the bottoms, as timber bridges are very liable to be undermined and swept away, and are far more expensive.

The general character of the 90 miles is :—

1. 20 Miles black soil.
2. 20 Miles sandy ground.
3. 50 Miles red soil, intermixed with gravel, requiring very little additional ballast.

1. The black soil is the most difficult to render passable at all times. It occurs in patches, from a ¼ mile to 3 miles in length, and, lying generally in flats and hollows, becomes boggy in wet weather. However, at Singleton, Scone, and Murrurundi, about 3 miles of the worst description have been macadamised, and are as perfect as an English road. The average cost was only 12s. per lineal yard.

2. The sandy soil is always good in wet weather, and heavy in dry. I can effect no improvements in the bush, except drainage, and laying on some tenacious loam in the worst spots.

3. The red soil forms naturally a good road, if properly drained, and gives me very little trouble. As I stated therefore in my previous Report, there is only about one-third of the road which requires particular attention.

The prices of good *Ballast delivered* where required, are :—

	s.	d.
New Freugh	3	6
Singleton	2	0
Falbrook	2	0
Muswellbrook	2	3
Aberdeen	2	9
Scone	2	6
Murrurundi	2	6
7)	17	6
Average (per ton of 22 cubic feet)	2	6

Labor

Labor is obtainable in any quantity at present:—

	s.	d.
New Freugh	5	0
Singleton	5	0
Falbrook	5	0
Muswellbrook	5	6
Aberdeen	5	6
Scone	5	10
Murrurundi	5	10
7)	37	8
Average (per man, per diem)	5	4½

Drainage, (amounting to about 21 feet vice 27 per cubic yard on account of extra labor in constant breaking the surface, instead of working at a face,) at 2s. per yard by contract, along the whole line.

Again, as before stated, the analysis of the requirements in the New Freugh and Singleton Districts are a very close approximation to what is necessary for the whole line, say £8,000; viz.,—£6,000 for *placing* the line, and £2,000 for *keeping* the line in repair. Added to this are the special works:—

Belford Bridge	260
Falbrook Bridge	1,400
Warland's District	1,240
	£2,900

Making a Total of £10,900 for the 90 miles from Black Creek to Murrurundi.

As the Weekly Pay Sheets will specify the exact expenditure of the money, and as no contract exceeding £50 shall be accepted without your approval, I must request that if this amount be appropriated, a certain degree of confidence be placed in me for its proper and economical appropriation; as the entering too much into minutiæ would fetter the engineering detail, and make me responsible for the state of the weather, over which I can have no possible control, and on which so much will depend.

In conclusion, let me beg of you to expedite your final instructions, and no exertion shall be wanting on my part to regain the lost time, and in making the Northern Line from Black Creek to Murrurundi not only passable, but a better road, mile for mile, than any highway in the Colony.

I have, &c.,
WILLIAM R. COLLETT.

ALEXR. DAWSON, ESQ.,
&c., &c., &c.

[*Enclosure* 2 *in No.* 10.]

Berrima, 28 *April,* 1857.

SIR,

I do myself the honor to forward you a Report of the state of the Southern Road, from Camden to Goulburn; specifying the necessary repairs, and the expense of keeping the road in such repair; and distinguishing from them the repairs that are, in my opinion, immediately necessary and indispensable.

The repairs that will be eventually necessary I estimate at £61,000, in round numbers; and an annual sum of £3,500 will be necessary to keep the road in the same repair, during average seasons. Of this £61,000, however, £42,000 is for macadamising certain parts of the road, which either would never be tolerably good without doing so, or which have been macadamised and are in want of a new coating of metal,—being an aggregate of 15¼ miles.

The immediately necessary repairs will cost £7,000; but to this sum should be added at least £1,500 to keep these and former repairs in order during the remainder of the year. In fact, it is most difficult to name any specific sum for keeping the road in repair, since it almost entirely depends on the weather, and on the traffic during wet weather; and although I have estimated the sums for which portions of the road can be let to be kept in annual repair, I feel bound to state that implicit reliance should not be placed on this estimate, as it depends on the *fancy* of the settler whether he will take the repairs on lease at all, and, if so, at what price. I have therefore named the price that I believe would remunerate them in ordinary seasons.

I do not anticipate a rise in the *price* of labor, as many diggers, &c., out of work for the winter, will shortly be disengaged; but if the sum I estimate the necessary repairs at (£7,000) should be immediately made available, the *quality* of labor may not be so good as that I am now employing. The different estimates for the same work (culverts, for instance,) that appear on the accompanying sheets, arise from the scarcity or otherwise of timber, difference of wages, &c., hardness of soil, and many other circumstances that would take too long to specify.

I have, &c.,
H. MOGGRIDGE,
Surveyor, Southern Road.

ALEXANDER DAWSON, ESQ.,
Colonial Architect, Sydney.

REPORT on the state of the Southern Road, from the Cowpasture Bridge to Goulburn. 30 *April*, 1857.

	Cost of Repairing.	Annual Cost of keeping in Repair.
	£ s. d.	£ s. d.
1. From Cowpasture Bridge to Vineyard Flat (2 miles 29 chains) has been water tabled, stumped, &c., and all the necessary culverts but one built. It requires side drains, 2 feet deep by 3 wide at top; 3 culverts require cleaning and partial slabbing; and 1 new culvert, 2 x 4, clear waterway;—30 feet width of road. Will cost,—		
Drains—8,316 lineal yards at 9d. per yard, including filling holes, &c.	311 17 0	
1 culvert built	12 0 0	
3 ditto repaired, at £2 10s.	7 10 0	
The greater part of this is stiff clay soil, which cuts up easily, and retains water in ruts, &c., a long time. The annual repairs can, I think, be let at £16 per mile	.....	37 16 0
2. Vineyard Flat (31 chains 79 links) has always been bad after wet; part of it cannot be permanently improved unless metalled; 1 new culvert is required, and 1 needs partial repairs. Cost would be,—		
Drains—1,371 lineal yards, at 10d., including water tables, &c.	57 6 0	
1 culvert built, 2 x 4, clear waterway	12 0 0	
1 repaired	4 10 0	
Metalling—20 chains 15 feet wide by 9 inches deep, 2,200 superficial yards, at 4s. 6d. per yard	495 0 0	
Metal is to be had about 300 yards from the spot, and of good quality.		
This Flat would cost more to keep in repair the first year. I do not think it would be desirable to lease the repairs at first. Cost	.....	30 0 0
3. Vineyard Flat to foot of Little Razorback, (2 miles 27 chains) requires side drains, about 400 cubic yards filling in one place, and 2 new culverts. The expense will be,—		
Drains—8,228 lineal yards, at 10d., including water tables cleaned, &c.	342 16 0	
Earthwork—400 cubic yards, at 2s. 4d.	46 13 0	
2 culverts, at £12	24 0 0	
Annual Repairs could be let at about £18 per mile	.....	42 0 0
116 chains of this are stiff red clay, 71 chains alluvial soil.		
Little Razorback is in good order—repaired last year; £15 per annum will keep it in repair	.....	15 0 0
4. Flat between Little and Big Razorback, 1 mile 5 chains. Side drains are required for 60 chains; 4 new culverts, and 360 cubic yards cutting and filling; costing,—		
Drains—2,640 lineal yards, at 1s.	132 0 0	
4 culverts, at £10	40 0 0	
360 yards earthwork, at 2s.	36 0 0	
This Flat is hard and slightly gravelly; timber is plentiful and close at hand; it can be kept in repair for £16 per mile per annum	.....	17 0 0
Big Razorback;—northern side is in good order—repaired last year; can be kept in repair for £35 per annum. A considerable part of it was metalled in 56, but there is no *first-rate* metal near.	.....	35 0 0
5. From top of Razorback, northern side, to top of southern side, 37 chains. There are 32 chains in good order, 5 chains require drains, 2 culverts, and 180 yards of earthwork—		
220 lineal yards drains, at 1s.	11 0 0	
2 culverts, at £10	20 0 0	
180 cubic yards earthwork, at 2s. 6d.	22 10 0	
This can be let to be kept in annual repair, at £20 per mile	.....	9 10 0
Carried forward	1,575 2 0	186 6 0

REPORT—continued.

	Cost of Repairing.	Annual Cost of keeping in Repair.
	£ s. d.	£ s. d.
Brought forward	1,575 2 0	186 6 0
Southern side Big Razorback is in good order, and can be kept in repair for £40 per annum	.....	40 0 0
From foot of South Razorback to Picton is in fair order, the greatest part having been repaired in 1856-57. It is, however, very easily cut up after rain, being much shaded by the ranges under which it runs. It can be let probably at £18 per mile per annum. 3 miles 53 chains	.....	65 18 0
6. From Lower to Upper Picton part of the line requires alteration, particulars of which were lately forwarded to you. Estimated cost as therein	690 0 0	
When completed the road can be leased at £15 per mile per annum, 1 mile 32 chains	.....	21 0 0
From Upper Picton to Myrtle Creek, 2 miles, is already leased at £10 per mile per annum. The road is here only 21 feet wide, which, together with the number of small settlers in the neighbourhood, will account for the low cost	.....	20 0 0
7. From Myrtle Creek to Bargo River, 2 miles 27 chains, requires side drains and 5 new culverts. A considerable amount of filling and cutting, and 1 large culvert was made in 1856. Cost—		
Drains—8,228 lineal yards, at 10d.	342 17 0	
5 culverts, at £12	60 0 0	
It can be kept in repair for £20 per mile per annum, if leased	.....	46 15 0
8. The crossing place of the Bargo River requires constant repair. The rock crops out in ledges, and every heavy shower washes away the superincumbent soil. There is no really good metal available here. It will cost £40 per annum to keep in good order	40 0 0	40 0 0
9. Bargo River to Anderson's, 4½ miles. The road has never been formed, with the exception of 400 yards, and 3 culverts made in 1856. There are drains, stumping, clearing off road side, 1 chain wide, 7 small and 3 large culverts, and 2,350 cubic yards filling and cutting—		
Drains—15,040 lineal yards, at 1s. 2d., including water tables and stumping	877 6 0	
3 large culverts, 10 x 6 x 30 feet, at £35	105 0 0	
7 small ditto, at £12	84 0 0	
2,350 cubic yards earthwork, at 2s 4d.	274 0 0	
Being of a gravelly nature, this part of the road could be kept in repair for £14 per mile per annum, if it is leased	.....	63 0 0
10. From Lower Bargo to Upper Bargo Brush, 2 miles 33 chains. It is in very fair order, having been repaired in 1856-57. There are about 9 chains of road to be done to complete the work between the Upper and Lower Brushes, which will cost	45 0 0	
This can then probably be leased at the rate of £20 per mile per annum	.....	48 5 0
11. Upper Bargo Brush, from Lupton's to Keighran's Hill, 8 miles. Of this 2 miles 20 chains have been repaired in 1856-57; the remainder is much lighter work, but the whole of the rest of the road requires side drains, clearing, stumping, and forming, and 15 new culverts. There is also one large culvert and 270 cubic yards filling needed at Ration Creek. Cost—		
Drains—20,240 lineal yards, at 1s. 6d., including stumping, water tabling, &c.	1,518 0 0	
Clearing 1 chain off road, 48 acres, at £1 10s.	72 0 0	
1 large culvert 6 x 6 x 30	40 0 0	
15 small ditto, at £12	180 0 0	
270 cubic yards filling, at 2s.	27 0 0	
Carried forward	5,930 5 0	531 4 0

REPORT—continued.

	Cost of Repairing.	Annual Cost of keeping in Repair.
	£ s. d.	£ s. d.
Brought forward	5,930 5 0	531 4 0
Upper Bargo Brush will require at least 4 laborers stationed on it to keep it in repair, as there are no settlers near, and none likely to be. Wages £2 per week, including huts, repair of tools, &c.	.....	416 0 0
Mittagong Range, Keighran's Hill, 76 chains, is in fair order, was repaired in 1855; it requires some trifling repairs since last rains, which will cost	50 0 0	
And can then be kept in repair for about £30 per annum	.....	30 0 0
12. Keighran's Hill to Nattai Creek, 4 miles 36 chains. The road here runs through a densely timbered country, much shaded by ranges. It has never been formed throughout, but several places (altogether 66 chains) have been repaired in 1855-56. It requires drains, stumping, and 14 culverts, and 4,700 yards earthwork. Cost—		
12,760 lineal yards drains, at 1s. 2d.	744 6 0	
14 culverts, at £13	182 0 0	
4,700 cubic yards earthwork, at 2s. 4d.	548 0 0	
Clearing road side, 1 chain wide, at 30s. per acre, 32 acres	48 0 0	
This part of the road would require, at least, two men throughout the year to keep it in good repair. Wages at £2 per week	.....	208 0 0
13. Nattai Creek Bridge was rebuilt in 55, and is in good order. From thence to Cutter's Bridge, 70 chains has become very bad during the last rains; springs have burst out where they were before unknown. A temporary road has been made for the traffic, while a new track is being cleared and formed, which will cost	550 0 0	
This will take part of another yearly laborer's time, say, half the year, at £2 per week	.....	52 0 0
14. Cutter's Bridge was rebuilt last year, and is in good order; from thence to Gibralter Creek, near iron mines, requires drains and 7 culverts, 1 mile 71 chains; drains, 6,644 lineal yards, at 1s.	332 4 0	
Seven culverts, at £15.....	105 0 0	
And would cost to keep in repair by station laborer.	.....	52 0 0
Gibralter Creek Bridge was rebuilt in 56, and is in good order.		
15. From thence to Curruck Billy, 2 miles 17 chains, requires drains, 12 culverts, 1 bridge rebuilt, and 33 chains of road, blasting through rock and jumpers. Cost—		
Drains—7,708 lineal yards, at 1s	385 8 0	
12 culverts, at £14	168 0 0	
1 Bridge rebuilt	75 0 0	
Blasting, &c.....	260 0 0	
This piece of road would keep another laborer employed during the year to keep in repair.....	.....	104 0 0
16. From Curruck to Cut-a-way Hill, 2 miles. The road here is deep sand throughout, and will be most expensive to put in order, as nothing but either metalling it throughout or making a plank road would be effectual. The 2 miles would cost £6,000 to metal, and, according to my estimate, about £8,500 to plank	6,000 0 0	
Until one of these things is done, it is useless to attempt any repairs whatsoever.		
17. From foot of Cut-a-way Hill to Berrima, 3 miles, has been mostly repaired in 55-56, and now only requires the top of Cut-a-way Hill and Cordeaux's Flat to be metalled to be in very good condition—this will cost about	600 0 0	
These 3 miles will then be metalled for the most part, and will cost to keep in repair about £50 per mile per annum.....	.....	150 0 0
Carried forward	15,978 3 0	1,543 4 0

REPORT—continued.

	Cost of Repairing.			Annual Cost of keeping in Repair.		
	£	s.	d.	£	s.	d.
Brought forward	15,978	3	0	1,543	4	0
Township Berrima. It would be advisable to finish metalling the main street, which is also the Goulburn Road—it will cost £700 to do so.	700	0	0			
18. Berrima to Mereworth Creek, 2½ miles, of which 20 chains is deep sand, which must be metalled,—will cost	950	0	0			
Two other portions of 22 and 20 chains each, require drains and 2 culverts,—						
1,800 yards, drains, at 1s.	90	0	0			
2 culverts, at £15	30	0	0			
The remainder will be finished very shortly, and will not cost more than £30 to complete	30	0	0			
This and the township, Berrima, will keep one man employed throughout the year	.....			104	0	0
19. From Mereworth Creek to M'Cormack's Creek, 2 miles, requires 5 culverts and side drains, clearing and stumping—						
Drains—7,040 lineal yards, at 1s. 3d., including stumping, &c.	440	0	0			
5 culverts, at £12	60	0	0			
I think this might be let at £25 per mile per annum	.....			50	0	0
M'Cormack's Creek Bridge is in process of being built; the approaches and fillings are nearly done; timber is on the spot ready to put up, and the stone cut for abutments and pier. It will cost £50 to complete	50	0	0			
20. M'Cormack's Creek to Black Bob's Creek, 4 miles, requires 3·40 chains drains, 22 culverts, and 5,000 cubic yards filling. Ryan's Flat, 40 chains, was done last year and is in good order. Cost—						
Drains—12,320 lineal yards, at 1s. 3d.	770	0	0			
22 culverts, at £14	308	0	0			
5,000 cubic yards filling, at 2s. 6d.	625	0	0			
This can then be kept in repair for £30 per mile	.....			120	0	0
21. Black Bob's Creek to Ploughed Ground, 2 miles. Requires 8 culverts, besides 2 built this year; 1¼ mile requires side drains, and 2,100 cubic yards earthwork. Cost—						
Drains—4,400 lineal yards, at 1s.	220	0	0			
8 culverts, at £15	120	0	0			
2,100 cubic yards earthwork, at 2s. 6d.	262	10	0			
This may be let at £30 per mile per annum	.....			60	0	0
22. Ploughed Ground to Paddy's River Hill, 6 miles 40 chains. The road for the most part is loose sand, running under ranges, and full of springs; in many places it is useless to make repairs, unless it could be metalled; all parts would be improved by catch drains and culverts—costing, I think	1,200	0	0			
I think a better line could be found to the left of the present line; if metalled throughout the expense would be about £3,500 per mile	22,750	0	0			
And would cost £75 per mile to keep in repair	.....			487	10	0
Paddy's River Hill is tolerably good, but it is so sandy that constant repairs are necessary; from the top of the hill to the river, 1½ mile, requires 2 new culverts, and some minor repairs cost	75	0	0			
Paddy's River to Wingello Creek was repaired in 1855–56, and is good; it will cost £30 per mile to keep these 3 miles in repair	.....			90	0	0
23. Wingello Creek to Lock-up, was partly repaired in 1856, it is gravelly and tolerably good, requiring 10 culverts, and side drains for 2 miles of it—						
Drains—7,040 lineal yards, at 1s. 2d.	410	0	0			
10 culverts, at £15	150	0	0			
And would cost £35 per mile to keep in repair, 3 miles	.....			105	0	0
Carried forward	45,218	13	0	2,559	14	0

REPORT—continued.

	Cost of Repairing.	Annual Cost of keeping in Repair.
	£ s. d.	£ s. d.
Brought forward	45,218 13 0	2,559 14 0
Wingello made road, 2¾ miles, requires a new coating of metal throughout, which would cost £2,500 per mile	6,875 0 0	
And would cost £75 per mile to keep in repair.....	.....	206 0 0
24. From Wingello made road to Marulan, 2¾ miles, is mostly a gravelly soil; it requires drains, culverts, and 1,500 yards earthwork. Cost—		
Drains—10,560 yards, at 1s.	526 0 0	
7 culverts, at £15	105 0 0	
1,500 cubic yards earthwork, at 2s. 6d.	187 0 0	
And could be kept in repair at £25 per mile.	.....	68 0 0
25. Marulan to Shelley's Flat, 6 miles, is a similar piece of road; part of it (2 miles) has been repaired in 1855, but requires about £150 to be spent on it now	150 0 0	
The remaining 4 miles want drains and culverts—		
Drains—14,080 yards, at 1s. 3d., including stumping, &c.....	880 0 0	
11 culverts, at £15	161 0 0	
This could then be kept in repair for £30 per annum	.....	180 0 0
26. Shelley's Flat, 21 chains. The road must be raised on the average 2½ feet for 15 chains, and drains, &c., for the remainder; one large culvert or bridge 14 by 4 is required, and the ascent from the flat cut down to a regular incline, altogether costing—		
2,750 yards cutting and filing, at 2s. 6d.	344 0 0	
Bridge 14 x 4 x 30.....	75 0 0	
Drains—300 yards, at 1s.	15 0 0	
27. From Shelley's Flats to Towrang, 6 miles, is good gravelly soil, requiring drains on the upper side only, culverts, &c., and can be repaired at the rate of £300 per mile	1,800 0 0	
And kept in repair for £25 per mile per annum ...	.....	150 0 0
28. From Towrang made road to Boxer's Creek has been partly metalled by the chain gangs, but requires a new coat of metal in most places; also 30 chains of side cutting in rock, and 5 culverts. Cost for the 3 miles—		
660 yards rock cutting, at 4s. per yard	165 0 0	
5 culverts, at £15	75 0 0	
3 miles metalled, at £1,200	3,600 0 0	
It could then be kept in repair for £50 per mile ...	.....	150 0 0
29. Boxer's Creek Bridge is failing, and it will be necessary to take down 2 spans and rebuild them, which will cost	150 0 0	
30. From thence to the Bridge over Jibley's Creek, 2½ miles, requires culverts and a side drain; it is good gravelly soil for the most part. Cost—		
Drains—4,400 yards, at 1s.....	220 0 0	
9 Culverts, at £18	162 0 0	
500 yards earthwork, at 2s. 6d.	62 0 0	
It can be kept in order for £30 per mile	.....	75 0 0
Jibley's Creek Bridge is in process of building, and will cost £90	90 0 0	
From thence to Goulburn the road was made in 1855–56, over the Big Hill, and is in good order. It will cost £50 per mile to keep in repair, 1½ mile.....	.....	75 0 0
TOTAL.....£	60,860 0 0	3,363 0 0

REPORT—continued.

Of the foregoing Repairs the following are *indispensable*, and required at once :— *

	Cost. £	s.	d.
1. From Cowpasture Bridge to Vineyard—40 chains road drained and repaired, at 9d. per lineal yard			
Drain on each side of road—2 feet deep by 3 feet wide at top by 1 foot wide at bottom	66	0	0
3 culverts cleaned out and repaired, at £2 10s.	7	10	0
2. The Vineyard Flat also it is indispensable to repair;—cost	568	16	0
3. Of the repairs from Vineyard to foot of Little Razorback, the following are indispensable :—			
1,228 lineal yards drains, &c., at 10d.	51	0	0
1 new culvert	12	0	0
400 cubic yards earthwork, 2s. 4d.	46	13	0
There is a party of 7 men now at work here.			
The rest of the road from the river to Little Razorback does not require such immediate attention.			
The repairs No. 5 require to be done immediately. Cost	53	10	0
The repairs No. 6 are indispensable. A gang of 9 men is at work at the worst place, the Redbank Hill. Cost	690	0	0
The repairs No. 7 are not immediately necessary, with the exception of one culvert and 600 lineal yards drains. Cost—			
600 yards drains, at 10d.	25	0	0
1 culvert, £12	12	0	0
Repairs marked 10 are necessary. A gang of 6 men is at work on them...	45	0	0
In the repairs of Upper Bargo Brush, marked 11, there are 5 culverts and 2¼ miles of drainage, &c., indispensable before winter. Cost—			
Drains—7,040 yards, at 1s. 6d., including stumping, &c.	594	0	0
5 culverts, at £12	60	0	0
A gang of 7 men have been at work in Upper Bargo until last week, when I shifted them to the worst part of the Mittagong Range.			
Of the repairs on the Mittagong Range, numbered 12, the following are indispensable, and require to be done at once—			
9,000 lineal yards drains, at 1s. 2d.	525	0	0
7 culverts, at £13	91	0	0
There is a gang of 7 men now at work on the above.			
The repairs marked 13 are indispensable. A gang is now employed on them. Cost	550	0	0
The repairs marked 14 are not all immediately necessary; 3 culverts, and 600 yards drains, are all that are immediately indispensable. Cost—			
Drains—600 yards, at 1s.	30	0	0
3 culverts, £15	45	0	0
Part of the gang from Nattai are at work here.			
Of the repairs marked 14, the following are indispensable—			
Drains—3,600 yards, at 1s.	180	0	0
5 culverts, at £14	70	0	0
Blasting, £60	60	0	0
The repairs marked 13 are not indispensable, as the sand is tolerably hard in wet weather; and, in dry weather, they are the only heavy part of the road.			
In 17, the only repairs that are immediately necessary are 12 chains of Cordeaux's Flat, where the saplings are wearing through, and a coating of rough gravel is required—this would cost £120	120	0	0
And two culverts, and 500 yards drains, at Mereworth Flats—			
Drains—500 lineal yards, at 1s. 6d.	37	10	0
2 culverts, at £15	30	0	0
Of the repairs marked 19, 2,300 yards drains, and 3 culverts, are indispensable. Cost—			
2,300 yards drain, at 1s. 3d.	145	0	0
3 culverts, at £15	45	0	0
M'Cormack's Creek Bridge is also much wanted, as after a thunder storm communication is cut off for some hours	50	0	0
Carried forward	4,209	19	0

* To avoid frequent repetitions, all culverts not otherwise described are meant to be of the following dimensions :—
3 feet wide: 2½ feet high clear water way, to allow for cleaning out; 30 feet clear roadway.
Drains—2 feet deep, 3 wide at top, 1 foot wide at bottom.
Roadway to rise 9 inches in centre.

REPORT—continued.

	Cost. £	s.	d.
Brought forward	4,209	19	0
Of the repairs marked 20, 2,200 yards drains, and 6 culverts are absolutely necessary. Cost—			
2,200 yards drains, at 1s. 3d.	137	0	0
6 culverts, at £15	90	0	0
A gang is now employed on the above repairs.			
From Black Bob's Creek to the Ploughed Ground,—the repairs marked 21 are very necessary as far as the culverts and drains; the fillings can be done hereafter. Cost—			
4,400 yards drains, at 1s	220	0	0
8 culverts, at £15	120	0	0
Of the repairs marked 23, 10 culverts and 6,000 yards drains are indispensable. Cost—			
6,000 yards drains, at 1s. 3d.	375	0	0
10 culverts, at £15	150	0	0
A gang is now at work on this part of the road.			
From Paddy's River Hill to end of the Wingello made Road, no repairs are immediately required beyond keeping what has been done in order—say at outside	200	0	0
From Wingello made Road to Marulan there are no indispensable repairs.			
From Marulan to Shelley's Flat, (marked 25), the worst place has been repaired this year. There are only 3 culverts and 1,700 yards drains indispensable—cost			
1,700 yards drains, at 1s. 3d.	106	0	0
3 culverts, at £15	45	0	0
The repairs to Shelley's Flat (marked 26) are absolutely necessary,—cost as therein	434	0	0
From Shelley's Flat to Towrang, several culverts require repair, and about 3,000 yards drains, which will cost	210	0	0
From Towrang to Boxer's Creek Bridge, it is necessary to repair the metalling of about 350 yards of road, which will cost £1 per yard	350	0	0
Boxer's Creek Bridge—repairs (marked 29)	150	0	0
From Boxer's Creek to Jibley's Creek, (marked 30), there are 4 culverts and 1,500 yards drains indispensable. Cost—			
1,500 yards drains, at 1s.	75	0	0
4 Culverts, at £18	72	0	0
Jibley's Creek Bridge is now being built; the first abutment of piles is driven	90	0	0
From thence to Goulburn will require keeping in order, at	45	0	0
TOTAL £	7,079	0	0

These are all the repairs that are absolutely indispensable at present, but if the winter should turn out as wet as the past summer has been, it would be impossible to say what other places may become impassable, as it depends so much on the amount of traffic passing at particular times, and a part of the road which is fair to-day may be dreadfully cut up to-morrow in heavy rains, with teams screwing about on them.

I need hardly say, that the repairs proposed will not make a *hard* road of an earthen one (excepting what it is proposed to metal), but they will cause the road to dry sooner, and cut up much less, and be less heavy than those places are now. Until either the road is metalled, the heavy carriage is prohibited from travelling *during rain*, (if that were possible), or broad wheeled waggons come into general use, the road will always be heavy in many parts after wet weather.

I have the honor to call your attention to the fact, that there is hardly any heavy work remaining to be done. The needful repairs consisting mostly of drains and small culverts. The parts of the road that are in order having cost far more in proportion to the length than what remains to be done. They have been almost, without exception, either bogs or dangerous sidelings, or pitches, and the the few exceptions have been the old bridges erected by the chain gangs, which either fell in before or during the last three years, and have been rebuilt.

Although I have not had as much time as I could have desired to prepare this Report, I trust you will find it intelligible.

I have, &c.,

H. MOGGRIDGE,
Surveyor, Southern Road.

ALEXANDER DAWSON, ESQ.
Colonial Architect, Sydney.

[*Enclosure*

[*Enclosure 3 in No.* 10.]

Sydney, 27 April, 1857.

SIR,

I have the honor to acknowledge your Despatches of the 21st and 25th April respectively, calling upon me to report, as soon as possible, upon the state of the roads under my charge, and requiring particulars of the work needed to make them fairly passable, with estimates upon this head, as well as with respect to further improvements.

2. Premising that the main lines of the Western Roads, as far as Bathurst and Mudgee, extend over 176 miles, without reckoning the cross branches, and that exact particulars of the numerous and various localities requiring repair cannot be furnished at a short notice, I have now the honor to report as follows: commencing with the 90 miles of road from Penrith to Bathurst, which, as it carries for some 50 miles the *entire* traffic of the western country through the heart of the Blue Mountains, calls most urgently for immediate repair.

3. The Bathurst Road may be divided into three sections—the sand-stone, the granite, and the clay. The first extends, with little intermission, for about 42 miles, in a direct line from Penrith to Hartley. From Hartley to Cox's River, granite, with an occasional interval of clay, prevails for about 10 miles. From Cox's River to Green Swamp, a tenacious clay, sometimes mixed with gravel, extends for about 20 miles, while from Green Swamp to Bathurst the road runs chiefly over a sound soil, consisting, for the most part, of decomposed granite. The whole of this road may at present be described, with little exaggeration, as the principal drain of the surrounding country, and *immediate* action is most urgently needed to remedy this disastrous state of things.

4. Without attempting to give an exact estimate of the precise sum required to place each particular spot in a passable state, seeing that there is *no* part of the road which does not require more or less attention,—either towards the opening of the outer catch drains; the deepening, widening, or guarding of the side drains; the repairing of choked, and the forming of new culverts; the filling up of hollows, or the cutting down of side slopes,—I believe the following will prove a pretty accurate estimate of the amount required to place the road in a satisfactory state of general repair.

5. I must first, however, observe, that the estimates which follow are based upon the assumption that the necessary funds can be had, from time to time, as they may be required; and, more particularly, that a vigorous commencement can be made *at once* to check that rapid deterioration of the road which every successive rain accelerates with greatly increased velocity. I anticipate no lack of labour; many applicants have been rejected in the last few weeks for want of funds to pay them, although it has been of the utmost moment that not a day should be lost before the setting in of the usual winter weather upon the Blue Mountain Range.

6. Commencing at the foot of Lapstone Hill, some of the worst portions of the line to Bathurst will be found upon the 20 miles between that point and the Blue Mountain Inn. These consist of soft poaching pipe-clays, varied by rocky pinches from which all soil has long been denuded by the wear of wheels and water. There are also some sections of nearly pure sand, always passable with heavy dragging, and *worst* perhaps in the *driest* weather. The poaching pipe-clays are at present in a truly horrible condition, and must remain so till drier weather may arrive, since, to attempt to repair them in their present state of mire, would be a mere waste of the public money. In the mean time the proper paliation is to form off-turn roads, where practicable, by clearing the timber and brushwood, and to accelerate the drying of the main road by shutting it up—opening the old drains and cutting fresh ones where required. When dry, the repair of this section will be best effected by a free use of the fine timber which is found throughout most of its course, and particularly by a frequent construction of the open wooden drains which have already done so much towards keeping the holding clay soil over Mount Lambie in a passable state throughout the late rainy season. I estimate the expense of completely repairing these 20 miles of road at an average of about £300 per mile, including the expense of the temporary off-turns above alluded to.

7. From the Blue Mountain Inn to Mount Victoria (about 19 miles), the worst portions consist of the same kind of short and and steep rocky pinches as before alluded to, with much less of soft soil, and with many sections of pure sand. Some few of these naked rocky places have been already repaired, by the limited force now at my disposal, with cross timbers guttered into the rock, or shouldered and pinned upon side sleepers, and having hard metal well rammed into the interstices. Timber alone would, perhaps, be a cheap substitute for the mixed timber and metal thus laid down; but the steepness of the gradients forms a strong objection to its sole use, since, as the hardwood of the Colony wears smooth rather than rough under traffic, a steep roadway, formed wholly of timber, would, after heavy washing rains, be too slippery for heavily loaded shaft bullocks and horses to descend or ascend with safety. I propose to continue the same mode of repair; and I estimate the cost of putting these 19 miles in good order (including general effective drainage, but leaving the deep sands in their present passable, though upleasant condition), at an average of £200 per mile.

8. The next, and last section of the sandstone country, comprises the three miles of the Mount Victoria pass from the toll-bar to Jones' Inn. This is a steep, and naturally walled-in slope, with a fall of 900 feet in two miles. It is in very bad, nearly impassable, condition. There is not much good metal in its vicinity, and the drainage is extremely defective. To prevent the actual stoppage of teams at this pass, a small party has been constantly employed, for some time, patching the worst places. I estimate the cost of putting the three miles of this pass into good order at about £500 per mile.

9. From the foot of Mount Victoria to the top of Lett Hill, the distance is some five miles of mixed gravel and clay soil, upon which partial repairs have been effected. I estimate the cost of completing what has been begun at an average of £50 per mile.

10. From the top of Lett Hill to Bowenfells there are three miles of mixed granite and clay, which are very bad in wet weather. The road is scarped from the mountain, to which it forms a main drain, nearly excluded from the sun. Something has been done towards draining this road, but a thorough shaping, draining, and gravelling is required, at say £300 per mile.

11. The long fall of chiefly granite country from Bowenfells to Cox's River, say six miles, requires draining and shaping, and may, I think, be well repaired for £50 per mile.

12. The ascent from Cox's River to Solitary Creek, say four miles, of for the most part gravelly soil, requires some draining and shaping, besides timber and metal in two places where the rock is laid bare. The average cost may be about £100 per mile.

13. From Solitary Creek to Green Swamp, over Mount Lambie, is about 20 miles, chiefly of clay with a mixture of gravelly clay and some granite. Something has been done towards draining this road by means of the open cross culverts before mentioned. This system has proved so successful, as far as it has been carried out, that I propose to continue it to a considerable extent throughout this hilly and deep-holding clay country. Metal being very abundant all over this section, frequently lying in quantities on the surface ready broken, I estimate a fair repair of these 20 miles at a cost of about £150 per mile.

14. From Green Swamp to Bathurst there are twelve miles of a long fall of granite country. Several bridges and some covered culverts require repair, but the road itself, if well supplied with open cross drains, and put into fair shape, will stand for some time. I estimate the cost of its repair at about £100 per mile, exclusive of the bridges, which may require about £600 more.

15. With respect to the Mudgee Road, extending over about 84 miles from Bowenfells, this line differs from that to Bathurst in having to support much less traffic, and in being carried through a more open country over a soil in general well suited to road purposes. Much has been already done towards cutting down and metalling the various creek crossings; and the Crown Ridge, one of the chief obstacles, is now in course of thorough repair. The chief remaining difficulties are the foot of Aaron's Pass, the Cherry-tree Hill, the Tabrabucca and Ben Bullen Swamps, the Dividing Range, and some parts of the section comprised between Brown's River and Walker's River. At these places no off-turn is available, and complete repair, for which material everywhere abounds, is very necessary. I consider that these repairs may be efficiently carried out, and the general drainage of the road much improved, for about £5,000 (five thousand pounds), or an average of nearly £60 per mile.

Recapitulation.

Lapstone Hill to Blue Mountain Inn	20 miles, at	£300 ...	£6,000	0	0
Blue Mountain Inn to Mount Victoria.....	19	„ 200 ...	2,850	0	0
Mount Victoria to Jones' Inn	3	„ 500 ...	1,500	0	0
Jones's Inn to top of Lett Hill	5	„ 50 ...	250	0	0
Lett Hill to Bowenfells.....	3	„ 250 ...	750	0	0
Bowenfells to Cox's River.....	6	„ 50 ...	300	0	0
Cox's River to Solitary Creek	4	„ 100 ...	400	0	0
Solitary Creek to Green Swamp	20	„ 150 ...	3,000	0	0
Green Swamp to Bathurst	12	„ 100 ...	1,200	0	0
Bridges			600	0	0
Mudgee Road.....	84 miles, at	£60 ...	5,040	0	0
TOTAL	176 miles.		£21,890	0	0

or about £124 per mile.

In conclusion, I cannot press too earnestly the urgent necessity for commencing the *thorough* repair of these roads without any delay whatever. It is obvious that, where drainage is so deficient as it is in this case, every successive rain is doing incalculable damage to the road, and that the ultimate cure of this rapidly accumulating evil will prove much more costly than its immediate prevention.

I have, &c.,

R. B. DAWSON,
S. W. R.

THE COLONIAL ARCHITECT,
&c., &c.,
Sydney.

No. 11.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 20 *May,* 1857.

SIR,

In acknowledging the receipt of your letter of the 29th ultimo, transmitting Reports from the several Road Surveyors of the work necessary to be performed on the Northern, Southern, and Western Roads, I am directed to inform you, that the Honorable the Secretary for Land and Public Works has been pleased to authorize the expenditure on the different main leading thoroughfares directly under the charge of the Road Surveyors, out

out of the Votes for the present year, and at as early a period as is consistent with the economical use of the money, the following sums, viz.:—

FOR THE SOUTHERN LINE.

(*From Camden to Goulburn.*)

From the Vote of £42,000	£4,400
From the Supplementary Vote	3,600
In all	£8,000

FOR THE WESTERN LINE.

(*From Emu Ferry to Bathurst.*)

From the Vote of £42,000	£4,200
From the Supplementary Vote	3,800
In all	£8,000

FOR THE NORTHERN LINE.

(*From Black Creek to the Gap at Murrurundi.*)

From the Vote of £42,000	£4,300
From the Supplementary Vote	3,700
In all	£8,000

As it is the desire of the Government that these main trunk lines of road should be put into as sound a condition, and at as early a period as possible, there is no doubt but that funds will be provided for the continuation of the necessary works from the commencement of the ensuing year; and the success of the different Road Surveyors in prosecuting the works with the funds at their disposal in the mean time, will be an inducement to place as large a sum at the earliest possible period in the hands of each, as the success of their plans may appear to justify.

2. I am also desired to request that you will direct their attention, in each particular case, to the improvements most urgently required for the ensuing year, distinguishing such as are necessary for merely keeping up the communication along the road from those works of a more important character, by which the more difficult portions of these trunk lines may be permanently improved.

3. Charts of the road in each case, which may be obtained from the Survey Office, should be returned to the Government, with the character of the road as to geological formation, and otherwise, marked upon them, as also the gradients, where such as materially to affect draught, and referring to an estimate of the works which would be required to complete the formation of the road, so as to make it all through equal to the better portions, as now existing, so far as the nature of the country will admit. This estimate should take the roads up mile by mile, with reference to the plan, and distinguish the works with respect to the order in which they should be undertaken. Any deviations which to the Surveyors appear of sufficient importance to justify a change of line should be marked, and described; but no hasty proposals should be put forward on such points. In fact, the whole should be well considered, and if well executed would confer lasting credit on the Surveyors, and be of great use to the Government and Legislature in enabling a satisfactory conclusion to be arrived at respecting their future action with respect to these important lines of communication.

4. With regard the works to be executed during the present year, it is considered desirable that attention should be mainly bestowed upon those parts which are really obstructive of traffic, so as to make them, if possible, good for a considerable time to come; and, beyond that, the efforts of the Surveyors should be chiefly confined to the proper drainage of the roads where required, so as to prevent the deterioration of those parts which are now fairly passable.

5. With respect to the Reports submitted in your letter now under reference, it is the opinion of the Honorable the Secretary for Land and Public Works that they display on the

the part of the Surveyors a considerable degree of intelligence and interest in their work, and that a good end may be answered by affording to each the opportunity of perusing the Reports of the others, for which purpose they are herewith returned to you.

6. There is one point to which Mr. Hay is anxious that the earnest attention of the Surveyors should be directed, viz., the expense of ballast and macadamising, and that in the General Reports now called they should dwell particularly on this. The information supplied by Mr. Collet on this subject is full of encouragement, but is strangely at variance with that given by Mr. Moggridge. The whole of these Reports when obtained will probably be submitted to a Board appointed to consider generally the state of Great Roads of the Colony, and the system under which they may be improved and managed. Besides these General Reports over and above the Weekly Report sent into you, Mr. Hay desires that Monthly Reports, detailing the progress of the works, and the general state of the roads, should be furnished through you to this department.

7. I am instructed to inform you, that the bridge at Falbrook has not been included in the sum of £8,000 appropriated for the Northern Road, and to request that you will inform Mr. Collett that that work will have to be considered separately, and form, perhaps, the subject of an estimate The construction of the culverts on the Murulla diversion may be considered exceptional, and must await special authorisation upon the receipt of Mr. Surveyor Debenham's Report. This Report the Surveyor General has been directed to expedite as much as possible, and to so arrange that Mr. D. shall survey the line in concert with Mr. Collett, whom you will instruct accordingly. Mr. Secretary Hay, however, desires me to state, that the formation of the road through Warland's Flats should form the primary object of Mr. Collett's care. I am instructed to add, that Mr. Collett's Report seems to correspond with the favourable impressions entertained with respect to his exertions on the Northern Road, and Mr. Hay has strong hopes that he will establish a reputation for economical and judicious management.

8. In reference to the Report on the Great Western Road, the Secretary for Land and Public Works has observed that Mr. Dawson has not based his estimate of £17,950, the amount at which the road can be put in thorough repair, upon any detail shewing how the result is arrived at, and that he has made some errors in his figures, which should be carefully avoided in future, as the Government are entitled to depend on his correctness. Assuming his estimate to be correct as an approximation, it is pretty evident that the whole or half of what he proposes could not be completed within the next seven months; but Mr. Hay thinks that, perhaps, this road above any other will properly be the object of a grant as liberal as the state of the finances will admit for next year, if Mr. Dawson will only bring his arrangements into such a practically effective form as to shew that it is likely under his superintendence to be judiciously expended.

9. Mr. Dawson having described his plan for making sapling roads in places, and constructing open timber gutters for culverts, I am directed to request that you will have the goodness to report particularly as to the expense of these works, and generally as to the price and quality of the metalling, and the rate of wages along his line.

10. The amount which Mr. Dawson will be authorised to expend on the Mudgee line will be as follows :—

(From Bowenfells to Mudgee.)

The rateable amount from the Vote of £42,000 ...	£950
Specific appropriation from Supplementary of £18,000	650
	£1,600

This will be in addition to an appropriation for that part of road which forms the main street through Mudgee, which will probably be placed at the disposal of the local authorities, or the inhabitants at that place.

11. Coming now to the Southern Line,—the Secretary for Land and Public Works desires that Mr. Moggridge's particular attention should be drawn to the price at which he has estimated the expense of macadamising. The sum named by him for a fresh coat of metal,

metal, (namely, £2,500 per mile,) to a beautifully formed piece of road at Wingello, where the supply of metal is both abundant and convenient, (and where it is probable that it will be long before an entirely new coat is required), is quite disheartening, and contrasts so strongly with Mr. Collett's assertion that he has formed and macadamised three miles of road through very bad black soil at 12s. per lineal yard, and with his estimate of £1,020 for the drainage and ballasting of the very bad piece of road at Murrurundi, that Mr. Hay is desirous that this point should be brought under Mr. Moggridge's review.

12. There is another point in Mr. Moggridge's Report which seems to require notice. He states that "for the ordinary repairs he is entirely dependent on the caprice of the "settlers along the line." Mr. Secretary Hay should wish him to consider whether it would not be better to dispense with the uncertain assistance of men who, not being dependent on this employment, will, if they contract to do repairs, only do just what they like, and to depend on his gangs for all repairs; or, which appears to Mr. Hay a much better plan, have in all those places where constant repairs of a minor character are required, men engaged for this purpose, to each of whom a certain length of line should be allotted, according to the Surveyor's judgment of the work to be executed.

I have, &c.

MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

No. 12.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 21 *May*, 1857.

SIR,

With reference to my general letter of this day's date, I am directed by the Secretary for Land and Public Works to request, that you will have the goodness to furnish, without delay, a Report of the roads, other than the main roads, to Goulburn, Bathurst, and the Murrurundi Gap, which have been temporarily placed under, or are now under the supervision of the Road Surveyors; also, that you will state whether any of the sums set down generally as having been expended by them have been so expended upon any other than those main lines; for example, has any portion of the sum authorised for the Western Road last year, viz., £6,117, been expended on the line from Bowenfels to Mudgee?

I have, &c.,

MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

No. 13.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Architect's Office,
Sydney, 26 *May*, 1857.

SIR,

In attention to your letter of the 21st instant, No. 181, requesting me to report what roads, other than the main roads, to Goulburn, Bathurst, and the Murrurundi Gap, have been placed under the supervision of the respective Road Surveyors; also, what portion of the expenditure has been incurred on these subordinate roads,—

2. I do myself the honor to state, that it was an instruction to the Surveyors that they were to undertake the supervision of any of the subordinate roads, in connexion with the main line, and they have occasionally been called upon to make examinations, and to superintend repairs to them; but it can scarcely be said that any roads, other than the main lines, are actually in their charge, except in the case of the Western Line, the Surveyor of which has charge of the road from Bowenfels to Mudgee, which is of almost equal importance to that from Bowenfels to Bathurst.

3. Of the actual expenditure in 1856, the amounts for the main lines and other portions respectively, were as follows, viz.:—

NORTHERN ROAD.

Total Expenses from 1st January to 31st December, 1856... ...£12,977	15	0
Which includes—			
Road over the Moonby's, Tamworth, superintended by Road Surveyor	532	10	7
Roads, Wollombi District, superintended by Police Magistrate ...	259	5	6
Repairs, Iron Bark Bridge, between Newcastle and Maitland ...	290	7	5
	£1,082	3	6

SOUTHERN ROAD.

Total Expenses from 1st January to 31st December, 1856... ...	8,258	4	1
Which includes—			
Road between Goulburn and Collector	£35	14	6
Road from Collector to Gundaroo	173	15	0
Road between Goulburn and Gundaroo	71	2	8
Road to Queanbeyan	10	0	0
Approaches, Menangle Bridge	80	11	4
	£371	3	6

WESTERN ROAD.

Total Expenses from 1st January to 31st December, 1856... ...£10,853	19	2
Which includes—			
Road from Bowenfels to Mudgee, superintended by Road Surveyor	1,053	13	10
Road from Orange to Wellington	37	11	6
Bridge over Furby's Creek, near Carcoar, superintended by Clerk of Works.	235	8	1
Approaches, Bridge Carcoar, superintended by Clerk of Works ...	9	7	11
	£1,336	1	4

I have, &c.,

ALEXR. DAWSON,
Colonial Architect

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

No. 14.

THE COLONIAL ARCHITECT *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Colonial Secretary's Office,
Sydney, 17 *June,* 1857.

SIR,

In attention to the instructions conveyed in the 6th paragraph of your letter of the 20th May last, No. 180,—

2. I do myself the honor to transmit Reports for the month of May, from the Surveyors of the Northern, Southern, and Western Lines of Road.

3. I also transmit a communication from Mr. Moggridge, having reference to his General Report on the Southern Road, and pointing out that his estimate for metalling at Wingello should have been £250, instead of £2,500 per mile.

I have, &c.,

ALEXR. DAWSON,
Colonial Architect.

THE HONORABLE
THE SECRETARY FOR
LAND AND PUBLIC WORKS.

[*Enclosure*

[*Enclosure* 1 *in No.* 14.]

Berrima, 3 *June*, 1857.

SIR,

I have the honor to acknowledge the receipt of your letter of the 26th ultimo, with enclosures. Referring to the 11th paragraph of the enclosed copy of a letter from the Minister of Public Lands and Works, I beg to rectify a mistake I made in my estimate of the cost of repairing the Wingello made road. In my Report of the 28th April, I named a sum of £2,500 per mile for a new coat of metal for that portion of the Southern Line. It should have been £250, a cipher having been inadvertently added.

If you will have the goodness to turn to the 2nd item of that Report, you will see that I have estimated the cost of macadamising 440 yards of road at the "Vineyard Flat," near Camden, 15 feet wide by 9 inches thick, at £1 2s. 6d. per lineal yard, or £1,960 per mile; this is with *blue metal* ballast, which is excessively hard to break; the best men cannot break more than 20 cubic feet per diem—average hands 18 feet. As 34 cubic feet are required for a lineal yard of road of the above dimensions, it follows that breakage alone costs 10s. 6d. per yard of road; add to this 2s. for repairs of hammers expended during the operations, and there remains 10s. for haulage, quarrying, ramming, forming road for reception of metal spreading, and all other contingencies; which, as this piece of road is dreadfully cut up, and the quarry has to be opened, is not excessive; the rate of wages being 5s. per diem for laborers, 8s. for horse and cart in this district.

Where gravel is available, as in the County of Argyle, or where the ballast is more easily broken, the expense is much diminished; for instance, the cost of macadamising 250 yards of the approach to Goulburn Bridge in 1855—25 feet wide, 9 inches thick, with a paved foundation of 15 feet wide, including culvert and drains—was £302. The pavement cost one-fourth of this, but was necessary, the soil being pure sand, so that for a 15 feet road without pavement the cost would have been £957 per mile.

The gravel was screened and carted 400 yards.

Several portions of road near Murrimbah, at Cordeaux's Hill—the foot of the southern descent of Razorback—have been metalled at rates of £900, £1,300, and £1,000 per mile. But from the last three years experience on this line, I believe the expense of metalling a road 15 feet wide, from Camden to Goulburn, would average £1,800 per mile all through. It could not be done for less, without using a very inferior description of ballast in some places.

As regards the next paragraph, No. 12, in the same letter from Mr. Hay, referring to another part of my Report of the 28th April, viz., "that I was entirely dependent on the "caprice of the settlers for the ordinary repairs along the line." My meaning was misunderstood. I wished to convey, that on those parts of the line where I found I could lease the repairs to settlers for less than it would cost to keep them in repair by day labor, I did so, but that the prices asked by them one year might not be the same the next year. It is obvious that it is quite optional with them to take a lease of these repairs or not, so that at any time I might have to put on a stationery laborer, at a greater expense than before for that part, and I mentioned those places where I saw no probability of leasing the repairs at all.

I beg to assure you that no efforts have been, or shall be spared, on my part, to carry out my duties efficiently. But from the miserable season we have had, the state of the road can be but little ameliorated till fine weather sets in.

I forward a report of the progress made in the works on this line since my last.

I have, &c.,

H. MOGGRIDGE,
Surveyor, Southern Road.

ALEXR. DAWSON, ESQ.,
Colonial Architect, Sydney.

[*Enclosure* 2 *in No.* 14.]

REPORT of Work done on Southern Road, from 28 *April to* 28 *May*, 1857.

Since my last Report, the only works systematically carried on have been building culverts and forming catch drains; it being a mere waste of money to attempt forming or repairing the roadway in most places, as long as this incessant rain continues. Upper Bargo Brush, and the road from Keighran's Hill to Nattai Creek, are in an almost impassable state; and the whole of the bush in these two places is so rotten that it is next to impossible to make even a temporary road. Six new culverts have been built, and several hundred yards drains made in these places; a great quantity of timber has also been prepared in readiness for culverts, and, as far as possible, the road has been kept open for traffic; but as I said before, it is lost labor to attempt to fill the holes or form anything like a road during such weather; at present, it would be merely adding mud to mud to do so.

The same remarks apply to the road from Camden to Myrtle Creek, and the same operations have been carried on there; the only exception is the new road up Red Bank Hill, which is rapidly progressing; the earthwork being nearly finished; and the timber piles, &c., for the bridge being ready.

From Berrima to Goulburn the road is better, and several of the worst places are in repair; viz., Ploughed Ground, Hanging Rock, and Deadman's Creek, near Marulan.

The bridge at Sidwell's Creek near Goulburn is finished all but a little more earthwork, and is a very substantial and satisfactory job. The pile driver and most of the men will commence on Shelley's Flat early next week, where repairs are much needed. Should this weather last, I propose preparing the metal needed for the several parts of the road mentioned in my Report of the 28th April; and only leaving as many men on the road itself as shall be absolutely necessary; and not increasing the monthly expenditure, until there is a prospect of doing something equivalent to the increased outlay.

I have, &c.,

H. MOGGRIDGE,
Surveyor, Southern Road.

ALEXANDER DAWSON, ESQ.,
Colonial Architect, Sydney.

[*Enclosure*

[*Enclosure* 3 *in No.* 14.]

Hartley, 12 *June*, 1857.

SIR,

I have the honor to forward my Report upon the Western Roads for the past month, as required by the Honorable the Secretary for Lands and Public Works.

1. The work at Lapstone Hill consists in draining two pipeclay quagmires, and in placing upon the drained surface a superstratum, to receive the metal when broken, some other places have been likewise patched. The work at this hill has been much impeded by the heavy rains.

2. At "The Valley," near James' Inn, a party has been employed clearing out-turn roads, the main line being impassable.

3. The work at Williams' Pinch has been completed, and is an effectual repair of an extremely dangerous rocky pass.

4. Pulpit, or Heard's Hill, and some parts adjacent, have been drained, and metal has been prepared for laying down.

5. The main line near "Soldier's Pinch" has been filled, formed, and side drained, where the water had cut away the outer bank of the escarpment to a dangerous extent.

6. "Mount Victoria" has been drained, where drainage was practicable in such weather. The lower part, however, composed of yellow clay, is in a hopeless state of quagmire, and must remain so till dry weather sets in.

7. An out-turn has been formed at Little Hartley Hill, the clay soil of which would otherwise have been impassable.

8. At Lett Hill, and Great Hartley, the drains have been opened, and two culverts formed.

9. On the top of Mount Lambie, drainage is still being attended to. Enough has been done to keep it in very passable condition throughout this wet season. This was the plague spot of the Bathurst Road last winter. The eastern side (a red clay soil) is still in very bad order. Out-turn roads are now being cut, as the most obvious, and immediate remedy.

10. At Meadow Flat, a party has been mending culverts and bridges. The passage of the small creek at this place has been much improved, by means of a strong timber flooring, or causeway, laid in the channel. I may remark, that extraordinary as it may appear, nearly all the covered culverts on this line, and many of the bridges, have the covering timbers laid *lineally* with the road, instead of transversely; so that, as soon as the superstratum of soil is cut through, the wheel falls inevitably into a most dangerous trap. I have directed transverse timbers to be laid, and to be adzed flat on the top; and so left without any covering whatever.

11. At Green Swamp no rain has fallen. The party there has been mending several bridges, and forming open adzed log culverts.

12. On the Mudgee Road the repair of the Crown Ridge has been completed. This pass, which was one of the most dangerous on the Western Roads, has been formed, drained, and partially metalled, and, notwithstanding the unfavorable season, is now in very fair condition.

13. "The general state of the Western Line." The Western Roads from Penrith nearly to Green Swamp, and from Bowenfells to the Crown Ridge, beyond which points comparatively little rain has fallen, are (where not recently repaired) in as deplorable a condition as can well be conceived, some portions being in nearly, if not quite, as bad a state as the road from Penrith to South Creek, or as parts of the road from Parramatta to Sydney; and I have much reason to fear, that the sum of £9 600, recently placed at my disposal, will be lamentably inadequate to meet the exigency of the case.

I have, &c.,

R. B. DAWSON,
S. W. R.

THE COLONIAL ARCHITECT,
&c., &c.,
Sydney.

No. 15.

THE SECRETARY FOR LAND AND PUBLIC WORKS *to* THE COLONIAL ARCHITECT.

Department of Land and Public Works,
Sydney, 7 *July*, 1857.

SIR,

With reference to your letter of the 17th ultimo, forwarding Monthly Reports from the Road Surveyors under your control, I am directed by the Honorable the Secretary for Land and Public Works to inform you, that the Reports of the Southern and Western Road Surveyors appear to be very satisfactory, Mr. Moggridge's particularly, which Mr. Secretary Hay thinks shews that he has proceeded on judicious principles of management in this very trying season.

2. I am to add, that Mr. Hay is sorry that Mr. Collett should not have considered it worth his while to enlighten the Government further as to his proceedings for the month of May last.

I have, &c.,

MICHL. FITZPATRICK.

THE COLONIAL ARCHITECT.

1857.

NEW SOUTH WALES.

Legislative Assembly.

ROAD FROM BLACK CREEK TO MURRURUNDI AND MORPETH.

(ACCOUNT OF MONEYS ISSUED FOR REPAIRS TO.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Order* from the Honorable the Legislative Assembly, dated 20 February, 1857, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House,—

" (1.) A Return of all Moneys, or authorities to receive Moneys, " issued from the Government since the date of the appointment " of the Northern Rorthern Road Surveyor, for repairing Roads " and Bridges on the line from Black Creek to the Gap at " Murrurundi; shewing by whom such sums have been ex- " pended.

" (2.) A Return of all Sums issued by the Government, and by " whom expended, during the same periods, for repairs of the " Road from Morpeth to Black Creek.

" The above Returns to specify any amounts specially for repairs " of Bridges, and by whom expended."

(1.)

A RETURN of all Moneys, or authorities to receive Moneys, issued by the Government since the date of the appointment of the Northern Road Surveyor, for repairing Roads and Bridges on the line from Black Creek to the Gap at Murrurundi, shewing by whom such sums have been expended, so far as can be ascertained from the Accounts in this Office.

Year.	Head of Expenditure.	Appropriation.	To whom Advanced.	Amount Expended.	By whom Expended.
1854	The Road from Black Creek to the Gap at Murrurundi.....	725 0 0	The Warden of Patrick's Plains	725 0 0	The Warden of Patrick's Plains.
"	Ditto ditto ditto	375 0 0	The Bench of Magistrates at Murrurundi.....	369 18 9	The Bench of Magistrates at Murrurundi.
"	Ditto ditto ditto	100 0 0	The Bench of Magistrates at Muswellbrook	.....	Not yet adjusted.
1855	Ditto ditto ditto	3,175 0 0	The Colonial Architect.....	3,175 0 0	The Colonial Architect.
"	Ditto ditto ditto	5,533 0 7	Ditto	5,533 0 7	Ditto.
1856	Ditto ditto ditto	8,131 5 5	Ditto	8,131 5 5	Ditto.
"	The Bridge at Black Creek	25 0 0	Ditto	25 0 0	Ditto.
		£18,064 6 0		£17,959 4 9	

(2.)

A RETURN of all Sums issued by the Government, and by whom expended, during the same period, for repairs of the Road from Morpeth to Black Creek, so far as can be ascertained from the Accounts in this Office.

Year.	Head of Expenditure.	Appropriation.	To whom Advanced.	Amount Expended.	By whom Expended.
1854	The Road from Morpeth to Black Creek	475 0 0	The Maitland Road Trust	*430 1 1	The Maitland Road Trust.
"	The Long Bridge at Maitland.....	500 0 0	Ditto ditto	.....	Not yet adjusted.
1855	Ditto ditto	175 7 0	Ditto ditto	.....	Not yet adjusted.
"	Ditto ditto	150 0 0	The Colonial Architect.....	50 0 0	The Colonial Architect.
"	The Road from Morpeth to Black Creek	475 0 0	The Maitland Road Trust	.....	Not yet adjusted.
1856	Ditto ditto ditto	475 0 0			
		£2,250 7 0		£480 1 1	

* This amount was expended on the Bridges at Black Creek and at Anvil Creek.

Audit Office, Sydney, New South Wales,
5 *August*, 1857.

W. C. MAYNE,
Auditor General.

1857.

Legislative Assembly.

NEW SOUTH WALES.

ROADS AT SINGLETON.

(REPAIRS TO.)

Ordered by the Legislative Assembly to be Printed, 6 *November,* 1857.

RETURN to an *Order* made by the Honorable the Legislative Assembly on 30 October, 1857, that there be laid upon the Table of the House—

"A Return shewing the names of the overseers and men employed "during the months of June, July, and August last, upon the "repair of Roads at Singleton and its vicinity, under the control "of W. C. Collett; and also a Return of the several payments "made to the men employed, distinguishing the names of the "different persons, the sums paid to them, and the work for "which payment has been made."

RETURN shewing the names of the Overseers and Men employed during the months of June, July, and August last, upon the repair of the Roads at Singleton and its vicinity, under the control of W. C. Collett; and also a Return of the several payments made to the men employed, distinguishing the names of the different persons, the sums paid to them, and the work for which payment has been made, so far as can be ascertained from the Accounts in this Office.

Name.	Occupation.	Particulars.	Amount. £	s.	d.
Samuel Hawthorne	Overseer	Wages	39	0	0
Do.	do.	For horse-hire	34	15	0
Do.	do.	Sundry supplies	4	9	6
James Hart	Sub-Overseer	Wages	8	0	0
Thos. Everall	Gangsman	do.	0	6	8
William Goodwin	Carpenter	Constructing Raft for Bridge at Black Creek	6	0	0
Fredk. Matthews	do.	Wages	17	10	0
John Matthews	do.	do.	11	17	4
Fredk. Kremer	do.	do.	3	0	0
Fredk. Dhenn	do.	do.	2	8	0
Patk. Campbell	do.	do.	8	0	0
Wm. Drys, senr.	do.	do.	2	0	0
Wm. Drys, senr.	do.	Repairing Wheelbarrows	0	10	0
Joshua Matthews	do.	Wages	1	0	0
Wm. Drys	Laborer	do.	1	10	0
Jas. Cleary	do.	Removing earth, at 2s. per yard	1	0	0
Joseph Williams	do.	Wages	0	5	10
James Miller	do.	do.	1	15	0
H. Voelker	do.	Cutting Drain	1	0	0
Peter Goulding	do.	Wages	1	15	0
James Clark	do.	do.	1	15	0
Wm. Drys, junr.	do.	do.	1	5	0
Simon Dwan	do.	do.	1	5	0
Thos. Crofts	do.	Removing trees from Road	0	2	6
Thos. Trevann	do.	Wages	0	5	10
Thos. Bates	do.	do.	0	5	0
John Jones	do.	do.	0	15	0
Matthew Connolly	do.	do.	1	5	0
Robt. Coombes	do.	do.	1	0	0
Wm. Day	do.	do.	1	2	6
Robt. Johnson	do.	do.	0	17	6
Joseph Allan	do.	do.	0	11	8
Paul Harrison	do.	do.	6	5	0
Thos. Doyle	do.	do.	10	7	6
Do.	do.	Filling ruts on Road	1	15	0
Patk. Lynch	do.	Wages	18	17	6
John Guering	do.	do.	2	12	6
John Munro	do.	do.	2	15	0
James Gordon	do.	do.	6	0	0
Wm. King	do.	do.	1	5	0
Chas. Cleary	do.	do.	1	15	0
Wm. Floyd	do.	do.	7	5	0
Nicholas Herrick	do.	do.	2	1	8
John Hollingsworth	do.	do.	0	17	6
Jas. Cunningham	do.	do.	5	7	6
John Cochrane	do.	do.	4	0	0
John Neill	do.	do.	8	8	9
John Banks	do.	do.	1	10	0
Michael Duigan	do.	do.	3	10	0
Hugh Munro	Blacksmith	For Smith's work	2	2	2
Edwd. Thornton	do.	do. do.	2	18	0
Nicholas Herrick	Bushman	Wages	5	8	0
Chas. Cleary	do.	do.	4	10	5
Wm. Floyd	do.	do.	3	4	2
Wm. Drys, senr.	do.	do.	7	2	6
Wm. Drys, junr.	do.	do.	2	12	6
Wm. King	do.	do.	7	17	6
Thos. Doyle	do.	do.	1	12	1
Thos. Darling	do.	do.	1	9	2
Jno. Trevan	do.	do.	2	18	4
Jas. Rushworth	do.	do.	2	18	4
Jas Cleary	do.	do.	0	14	7
Joseph Williams	do.	do.	1	3	4
		Carried forward £	287	16	4

RETURN—*continued.*

Name.	Occupation.	Particulars.	Amount. £	s.	d.
		Brought forward	287	16	4
Michael M'Evoy	Carrier	Hire of Bullock Team	9	10	0
Do.	do.	Carrying Saplings	1	15	0
Matthew Waddell	do.	Carrying Ballast	14	11	8
Jas. Reynolds	do.	do. do.	12	0	0
Wm. Goodwin	do.	Hire of Bullock Team	3	0	0
John Guerin	do.	do. do.	4	0	0
John Hall	do.	do. do.	9	0	0
Stephen Reynolds	do.	do. do.	3	0	0
Edward Turner	do.	do. do.	0	15	0
David Falkner	.....	For horse-hire	2	0	0
Thos. Dewsnap	.....	do. do.	1	0	0
Joseph Lyons	Contractor	Cutting, forming, and widening Road	109	12	2
John Cochrane	do.	Raising Ballast	5	0	0
Cochrane & Co.	Contractors	do. do.	29	19	0
Cochrane & Doyle	do.	Filling up ruts on Road	3	15	0
James Hart	Contractor	Building Culverts	20	0	0
Cashing & Co.	Contractors	Making Drains	90	0	0
Richard Holcombe	Contractor	Carrying Ballast	43	15	0
Stephen Reynolds	do.	Felling and carrying logs	6	0	0
William Drys	do.	Repairing Culverts	10	0	0
Joseph Allen	do.	Cutting Road	5	0	0
Croft & Co.	Contractors	Raising Ballast	5	0	0
Allen & Co.	do.	Cutting and forming Road	16	5	0
Allen & Herrick	do.	do. do.	7	10	0
Herrick & Co.	do.	Removing earth	4	3	0
Michael M'Evoy	Contractor	Carrying Ballast	14	0	0
Thos. Doyle	do.	Repairing Road	4	0	0
Adam Nixon	do.	Carrying and spreading Ballast	34	7	6
H. Munroe	.....	For tools for repairing Road	7	10	11
		Total £	764	5	7

Railway Department,
Sydney, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

KIMO ROAD, NEAR GUNDAGAI.

(REPORT OF ASSISTANT SURVEYOR HAEGE.)

Ordered by the Legislative Assembly to be Printed, 3 November, 1857.

RETURN to an *Order* made by the Honorable the Legislative Assembly, dated 3 November, 1857, for—

"A Copy of the Report of Assistant Surveyor Haege, relative "to the Kimo Road, near Gundagai."

KIMO ROAD, NEAR GUNDAGAI.

ASSISTANT SURVEYOR HAEGE *to* THE SURVEYOR GENERAL.

Albury, 29 *September*, 1857.

SIR,

With reference to your letter of the 19th June, No. 57-692, requesting my Report upon the proposed line of road from Gundagai along the right bank of the Murrumbidgee, under Kimo Hill,—

I do myself the honor to transmit herewith an Estimate of the expense of making the said road practicable, together with—

1 plan, shewing the present, abandoned, and the proposed line.
1 sheet, sections and cross sections of the proposed line.
1 calculation of earthwork.

As the opinions of the Magistrates at Gundagai were divided in regard to the most advantageous direction of the line in approaching the township, I have carried out the surveys for two different lines; the one starting from the N.W. corner of Carrig's Paddock, Otway-street, (marked B in plan), the other from the corner of Reuben and Sheridan streets, (marked C in plan), which two lines join at a point marked A in the plan.

The estimate shews an increase in the expense of the second line over that of the first of £170, and the first has, moreover, the advantage of leading more directly to the centre of the present traffic. Nevertheless, I am inclined to give the preference to the second line (proposed by Mr. Weaver) on account of its being out of the reach of the highest floods; and therefore offering, so close to the town, eligible sites for building. The latter line besides improves the ascent of the hill at A, considerably reducing the length of the most objectionable gradient of 1 in 12 from 9 chains to only 3 chains.

In accordance with the opinion of the Magistrates at Gundagai, and in order to save expense, I have let the road pass through certain river flats, commencing at 1 mile 23 chains from Gundagai; which, although perfectly practicable at nearly all times, are now and then liable to be flooded. To avoid all these flats would nearly double the expense of making the road, and still offer no great advantage, as the read from Mickie's Corner to Nangus, and further down the river, has frequently to pass through similarly situated flats.

The width of roadway upon which my calculations for the earthwork are based, viz., 25 feet, would hardly appear sufficient; however, I did not like to exceed this width, seeing that even with this limit the expense of forming the road was far beyond the anticipated amount.

The prices of the different works are the lowest which—with labor procured from Sydney—I could assume.

I have, &c.,

HENRY HAEGE.

THE SURVEYOR GENERAL.

[*Enclosure*

[*Enclosure* 1.]

ESTIMATE of the Expense of making a practicable Road from Gundagai to Mickie's Corner, along the right bank of the Murrumbidgee.

Herewith—One plan of the Proposed Line.
One sheet Sections and Cross Sections.
Calculation of the Earthwork.

A.—*Line starting from the N. W. corner of Carrig's Paddock, Otway-street.*

				£	s.	d.
1. Clearing 2m. 40chs. of road, 1 chain wide—20 acres, (lightly timbered), at 50s. per acre				50	0	0
2. 12,816 cub. yards (according to the enclosed calculation) chiefly rock, to be excavated and deposited according to the disposition made in the above calculation, partly in the embankments, partly on the side of the road, at 3s. per cub. yard				1,922	8	0
3. 4,157 cub. yards to be taken from side cuttings, for the filling in of creeks and formation of embankments, at 2s. 6d. per cub. yard				519	12	6
4. Bridges—	m.	chs.				
Morley's Creek, at	0	5·50	£100 0 0			
Jones' Creek, at	0	35·00	150 0 0			
Creek at	1	10·00	80 0 0			
Ditto at	1	64·00	80 0 0			
Ditto at	2	10·00	50 0 0			
				460	0	0
5. Cutting the necessary ditches to drain off the surface water, at an average cost of £1 per chain. 200 chains at 20s.				200	0	0
6. Plaining the surface of the Road, and arching it with an inclination of 6 inches from the centre towards the sides. 200 chains, at 10s. per chain				100	0	0
7. Cost of overseeing the work, and other Incidental Expenses				167	19	6
TOTAL				£3,420	0	0

B.—*Line starting from the corner of Reuben and Sheridan Streets.*

1. Clearing same as under A				50	0	0
2. Cutting 15,737 cub. yards, at 3s.				2,360	11	0
3. Embankments and filling in creeks from side cuttings. 3,355 cub. yards, at 2s. 6d.				419	7	6
4. Bridges—	m.	chs.				
Jones' Creek, at	0	0·50	£50 0 0			
Creek at	0	20·0	30 0 0			
Ditto at	1	10·0	80 0 0			
Ditto at	1	64·0	80 0 0			
Ditto at	2	10·0	50 0 0			
				290	0	0
5. Drainage, same as under A.				200	0	0
6. Forming surface of Road, same as under A.				100	0	0
7. Overseer and Incidental Expenses				170	1	6
TOTAL				£3,590	0	0

HENRY HAEGE,
Assistant Surveyor.

September, 1857.

[*Enclosure* 2.]

CALCULATION of Earthwork for the formation of a Road from Gundagai to Mickie's Corner, along the right bank of the Murrumbidgee.

A.—*Line starting from N. W. corner of Carrig's Paddock.*

Chainage.	Area of Cross Sections in Square Feet.		Distance.	Contents in Cubic Yards.		Disposition.
	Cutting.	Embankment.	Feet.	Cutting.	Embankment.	
0*m* 3·00	.....	.....				
			99	238	.....	
4·50	158·80	.....				
			33	115	.....	
5·00	29·80	.....				511 cub. yds. of Embankment.
			8	4	.....	
5·12	.....	.....				Less 357 „ out of the Cutting.
			19	.....	87	
5·40	.....	248·50				——
	Bridge.					154 „ to be taken from Side Cutting.
5·70	.....	248·50				
			20	.....	148	
6·00	.....	150·63				
			99	.....	276	
7·50	.....	.....				
34·00	.....	.....				
			27	.....	107	
34·40	.....	214·81				
			27	.....	537	
34·80	.....	858·50				1,206 cub. yds. of Embankment.
	Bridge.					Less 23 „ out of the Cutting.
35·10	.....	858·50				
			20	.....	395	
35·40	.....	207·45				——
			20	.....	84	1,183 „ to be taken from Side Cutting.
35·70	6·25	18·75				
			66	15	53	
36·70	6·25	25·00				
			66	8	30	
37·70	.....	.....				
38·70	.....	.....				
			66	.....	178	
39·70	.....	145·75				
			66	10	272	
40·70	8·10	77·50				
			66	56	234	1,239 cub. yds. of Embankment.
41·70	38·00	114·00				
			66	80	234	Less 1,195 „ out of Cutting.
42·70	27·50	77·50				
			66	64	131	——
43·70	25·00	29·68				
			66	95	58	44 „ to be taken from Side Cutting.
44·70	53·10	18·00				
			66	206	40	
45·70	115·50	15·00				
			66	374	18	
46·70	190·60	.....				
			66	310	74	
47·70	63·00	60·50				
			66	146	146	Balanced.
48·70	56·25	59·37				
			66	160	136	
49·70	75·00	51·56				
			66	135	109	
50·70	35·30	37·50				
			66	86	91	
51·70	35·30	37·50				1,345 cub. yds. of Embankment.
			66	77	88	
52·70	28·10	34·40				Less 1,263 „ out of Cutting.
			66	95	134	
53·70	50·00	75·00				——
			66	76	199	
54·70	12·00	88·00				82 „ to be taken from Side Cutting.
			66	50	203	
55·70	28·87	78·00				
			66	93	158	
56·70	47·10	51·00				
			66	178	112	
57·70	99·00	40·38				
			66	313	115	
58·70	157·50	54·00				
	Carried forward.....			2,984	4,447	

CALCULATION of Earthwork—*Continued.*

Chainage.	Area of Cross Sections in Square Feet. Cutting.	Embankment.	Distance. Feet.	Contents in Cubic Yards. Cutting.	Embankment.	Disposition.
	Brought forward....			2,984	4,447	
58·70	157·50	54·00				
			66	320	200	
59·70	104·60	110·00				
			66	355	139	
60·70	185·60	3·50				2,489 cub. yds. of Cutting.
			66	291	114	
61·70	52·25	90·00				Less 1,123 „ for Embankment.
			66	128	110	
62·70	52·25	90·00				
			66	273	176	
63·70	171·00	54·00				1,366 „ to be deposited on the side.
			66	418	132	
64·70	171·00	54·00				
			66	374	128	
65·70	135·00	50·75				
			66	330	124	
66·70	135·00	50·75				
			66	203	115	393 cub. yds. of Cutting.
67·70	31·25	43·75				393 „ of Embankment.
			66	76	107	
68·70	31·25	43·75				Balanced.
			66	114	171	
69·70	61·95	96·25				
			66	182	199	
70·70	87·00	66·50				
			66	207	150	1,080 cub. yds. of Embankment.
71·70	82·50	56·25				
			66	169	136	Less 1,030 „ out of Cutting.
72·70	56·00	55·00				
			66	136	134	
73·70	56·00	55·00				
			66	110	120	50 „ to be taken from the side.
74·70	34·40	43·75				
			132	168	214	
76·70	34·40	43·75				
			66	58	127	
77·70	13·50	60·63				
			66	33	137	
78·70	13·50	52·00				
			66	49	101	
79·70	26·56	31·25				619 cub. yds. of Embankment.
			132	130	152	
1*m* 1·70	26·56	31·25				Less 543 „ out of Cutting.
			66	52	65	
2·70	15·60	21·90				
			132	76	107	
4·70	15·60	21·90				76 „ to be taken from Side Cutting.
			66	34	42	
5·70	12·50	12·50				
			66	92	15	
6·70	63·00	.....				
			66	77	.....	
7·70	.....	.....				
			46	.....	203	
9·90	.....	.....				
			20	.....	279	
9·70	.....	237·96				
						730 cub. yds. to be taken from Side Cuttting.
10·00	.....	516·00				
	Bridge.					
			26	.....	248	
10·30	.....	516·00				
			66	23	24	
10·70	.....	.....				
			132	92	98	
11·70	18·75	20·00				485 cub. yds. of Cutting.
			10	.....	21	
13·70	18·75	20·00				Less 445 „ for Embankment.
			56	53	99	
13·85	.....	96·00				
			66	100	49	40 „ to be deposited on the side.
14·70	50·75	.....				
			66	76	99	
15·70	31·25	40·60				
			66	141	55	
16·70	31·25	40·60				
17·70	84·00	4·50				
	Carried forward.....			7,924	8,837	

CALCULATION of Earthwork—*Continued.*

Chainage.	Area of Cross Sections in Square Feet. Cutting.	Embankment.	Distance. Feet.	Contents in Cubic Yards. Cutting.	Embankment.	Disposition.
	Brought forward			7,924	8,837	
1m 17·70	84·00	4·50				
			66	179	51	
18·70	62·50	37·50				
			66	206	46	809 cub. yds. of Cutting.
19·70	105·75	.....				
			66	164	53	Less 663 „ for Embankment.
20·70	28·10	43·75				
			66	67	76	
21·70	26·50	18·75				
			66	93	107	146 „ to be deposited on the side.
22·70	50·00	68·75				
			66	71	207	
23·70	8·50	101·10				
			66	29	123	
24·70	15·60	.....				
37·70	.....	.....				
			66	27	34	
38·70	21·90	28·10				
			66	53	68	
39·70	21·90	28·10				
			66	72	68	
40·70	37·50	28·10				
			66	114	68	
41·70	56·25	28·10				
			66	220	75	
42·70	123·50	33·00				
			66	255	139	
43·70	85·25	80·75				
			66	226	99	
44·70	100·00	.....				
			66	153	.....	
45·70	25·00	.....				
			198	183	.....	
48·70	25·00	.....				
			66	69	15	
49·70	32·00	12·50				2,648 cub. yds. of Cutting.
			66	81	58	
50·70	34·40	35·00				Less 1,275 „ for Embankment.
			66	118	146	
51·70	62·50	84·38				
			66	160	141	1,373 „ to be deposited on the side.
52·70	68·75	31·25				
			66	178	41	
53·70	76·75	2·00				
			66	132	44	
54·70	31·50	34·40				
			66	65	76	
55·70	21·90	28·00				
			66	53	68	
56·70	21·90	28·00				
			66	95	68	
57·70	55·90	28·00				
			66	151	39	
58·70	67·50	4·00				
			66	109	16	
59·70	21·80	9·50				
			66	46	12	
60·70	15·60	.....				
			132	76	.....	
62·70	15·60	.....				
			40	12	.....	
63·30	.....	.....				
			27	.....	200	
63·70	.....	400·00				
	Bridge.					332 cub. yds. to be taken from Side Cutting.
64·00	.....	420·00				
			17	.....	132	
64·25	.....	.....				
	Carried forward			11,381	11,107	

CALCULATION of Earthwork—*Continued.*

Chainage.	Area of Cross Sections in Square Feet. Cutting.	Embankment.	Distance. Feet.	Contents in Cubic Yards. Cutting.	Embankment.	Disposition.
	Brought forward			11,381	11,107	
1*m* 64·25	.....	.....				
			30	20	.....	
64·70	37·00	.....				
			66	59	.....	
65·70	11·50	.....				
			132	62	.....	
67·70	14·00	.....				
			198	103	.....	870 cub. yds. of Cutting.
70·70	14·00	.....				
			66	55	23	Less 232 „ for Embankment.
71·70	31·25	19·00				
			66	65	23	
72·70	21·90	.....				
			66	53	.....	638 „ to be deposited on the side.
73·70	21·90	.....				
			66	76	.....	
74·70	40·60	.....				
			66	174	6	
75·70	102·00	5·00				
			66	164	92	
76·70	32·00	72·00				
			66	39	88	
77·70	.....	.....				
78·70	.....	.....				
			66	.....	185	560 cub. yds. of Embankment.
79·70	.....	151·68				Less 120 „ of Cutting.
			66	60	275	
2*m* 0·70	48·90	73·00				440 „ to be taken from Side Cutting.
			66	60	100	
1·70	.....	9·00				
8·70	.....	.....				
			66	.....	146	
9·70	.....	119·45				
			39	.....	226	1,311 cub. yds. of Embankment.
10·30	.....	194·00				
			27	.....	195	Less 245 „ of Cutting.
10·70	.....	197·00				
			66	8	350	
11·70	6·40	99·00				
			66	99	223	1,066 „ to be taken from Side Cutting.
12·70	75·00	83·75				
			66	115	137	
13·70	18·80	28·10				
			66	23	34	
14·70	.....	.....				
32·50	.....	.....				
			13	2	7	200 cub. yds. of Cutting.
32·70	10·00	28·80				Less 42 „ for Embankment.
			66	105	35	
33·70	76·25	.....				158 „ to be deposited on the side.
			66	93	.....	
34·70	.....	.....				
	Total			12,816	13,252	

CALCULATION of Earthwork—*Continued.*

B.—*Line starting from the Corner of Reuben and Sheridan Streets*

Chainage.	Area of Cross Sections in Square Feet.		Distance.	Contents in Cubic Yards.		Disposition.
	Cutting.	Embankment.	Feet.	Cutting.	Embankment.	
0m 0·00	.....	.....				
			20	.....	23	
0·30	.....	62·00				886 cub. yds. of Cutting.
	Bridge.					Less 68 „ for Embankment.
0·50	.....	187·00				
			13	.....	45	
0·70	.....	.....				818 „ to be deposited on the side.
			20	117	.....	
1·00	315·00	.....				
			66	577	.....	
2·00	157·00	.....				
			66	192	.....	
3·00	.....	.....				
12·00	13·00	16·00				
			66	32	39	
13·00	13·00	16·00				
			66	39	44	
14·00	18·70	20·25				458 cub. yds. of Embankment.
			132	91	99	
16·00	18·70	20·25				Less 346 „ of Cutting.
			66	44	67	
17·00	17·20	34·40				
			66	40	65	
18·00	15·70	18·70				112 „ to be taken from Side Cutting.
			66	58	28	
19·00	31·50	4·40				
			66	42	46	
20·00	3·00	33·25				
			24	.....	70	
20·36	.....	124·20				
	Bridge.					
20·50	.....	124·20				
			10	.....	39	
20·65	.....	75·10				
			23	11	46	
21·00	26·00	34·40				
			66	64	84	
22·00	26·00	34·40				
			66	70	95	1,834 cub. yds. of Embankment.
23·00	31·50	43·70				
			66	88	128	Less 1,411 „ of Cutting.
24·00	40·60	60·90				
			396	595	893	
30·00	40·60	60·90				
			66	110	143	423 „ to be taken from Side Cutting.
31·00	50·00	56·30				
			66	96	118	
32·00	28·50	40·60				
			66	138	144	
33·00	84·50	77·50				
			66	239	144	
34·00	110·80	40·50				
			66	278	157	
35·00	116·50	87·80				
			66	184	203	
36·00	34·40	78·10				963 cub. yds. of Cutting.
			66	73	172	
37·00	25·00	62·50				Less 926 „ for Embankment.
			66	76	145	
38·00	37·50	56·50				
			66	92	138	
39·00	37·50	56·50				37 „ to be deposited on the side.
			66	121	79	
40·00	61·70	8·00				
			66	139	32	Junction of the two Lines: 0m 44·70 in the other Line.
41·00	53·10	18·00				
Total				3,606	3,286	

September, 1857.

HENRY HAEGE,
Assistant Surveyor.

1857.

Legislative Assembly.

NEW SOUTH WALES.

ROAD BETWEEN WISEMAN'S FERRY & WOLLOMBI.

(PETITION FROM INHABITANTS OF DISTRICT UPON.)

Ordered by the Legislative Assembly to be Printed, 20 *November,* 1857.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

Petition of the undersigned Residents of the Wollombi District,—

SHEWETH :—

That the Great Northern Road between Wiseman's Ferry and Wollombi is rendered nearly impassable and useless for the purpose of driving live stock, in consequence of the great number of trees that have fallen across the Road during the late heavy gales; and this Road being the only way of communication between Wollombi and Sydney, it is impossible to drive cattle in its present state, which is a serious inconvenience to the public, and more especially in a time of scarcity in the Sydney Market, as this Road is much used for the driving of live stock, being the shortest and most direct line between Maitland and Sydney.

Your Petitioners humbly beg your Honorable House will take the case into consideration, and adopt such measures as you may deem expedient to cause the said obstruction to be removed.

And your Petitioners will ever pray.

[*Here follow* 56 *Signatures.*]

1857.

NEW SOUTH WALES.

Legislative Assembly.

ROAD BETWEEN EAST AND WEST MAITLAND.

(PETITION FOR DRAIN AND BRIDGE ON.)

Ordered by the Legislative Assembly to be Printed, 23 *October,* 1857.

To the Honorable the Legislative Assembly of the Colony of New South Wales.

The Memorial of the undersigned Inhabitants of the Town of East Maitland, in the said Colony,—

HUMBLY SHEWETH :—

That the District of Maitland has lately been visited by a disastrous flood.

That your Memorialists are happy to be enabled to represent that none of the buildings erected in the Government Township of Maitland were invaded by the said flood, but the highway leading thereto from West Maitland was swept away for the distance of upwards of four chains and rendered quite impassable, and the bridge on the highway leading thereto from Paterson was entirely destroyed.

That the said road having been built up across the natural course of the water during floods has now been twice swept away and cannot be repaired under a very large cost, and should be carried on piles for a distance of two or three chains, but your Memorialists consider that, in lieu thereof, if a deep drain were made through the present road, and a short bridge built over it, no future injury could be sustained, which drain and bridge they estimate would cost one thousand pounds. Your Memorialists beg to state, that in times of flood the water flows over this portion of the road with such depth and velocity as entirely to cut off all access between West Maitland and the high land on which East Maitland is built, and that by draining through the road and bridging the drain, as before-mentioned, the means of passing from West Maitland to East Maitland in times of flood would be secure. Your Memorialists also estimate the cost of reconstructing the bridge on the highway to Paterson would cost two hundred pounds.

That your Memorialists believe the funds at the disposal of the Maitland Road Trust are inadequate to meet this emergency, as the general repair of the roads under their charge will more than fully absorb all their means.

That as the traffic to the towns is greatly impeded, and the public seriously damnified thereby, your Memorialists humbly pray, that your Honorable House will give such relief in the premises as to your Honorable House may seem meet.

And your Memorialists, as in duty bound, will for ever pray.

[*Here follow* 52 *Signatures.*]

1857.

Legislative Assembly.

NEW SOUTH WALES.

ROAD FROM SYDNEY TO BATHURST.

(PRAYING THE SURVEY AND REPAIR OF.)

Ordered by the Legislative Assembly to be Printed, 15 *December,* 1857.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Stockholders, Agriculturists, Merchants, Storekeepers, Professional Gentlemen, Business People, and Inhabitants generally,—

RESPECTFULLY SHEWETH:—

That the almost impassable state of the Road from Bathurst to Sydney during a considerable portion of the year, and especially during the winter season, renders it equally necessary and desirable that a Railway, or some superior mode of transit to the one already in existence, be constructed.

That whether as Wool or Stock producing Districts, or in their resources of Mineral wealth, the Western are second in importance to no other Districts in New South Wales; that they, moreover, contribute, in one shape or another, very largely to the Revenue, and are on such grounds entitled to a liberal share of the public expenditure.

That in the event of your Honorable House deciding upon the construction of a Railway between the Metropolis and the Western Districts, your Petitioners respectfully submit that it will be indispensably necessary to keep the present Road in a passable state of repair whilst the works are in progress, in order that our commerce may remain unimpeded.

Your Petitioners therefore pray that a thorough survey of the country between Bathurst and Sydney be undertaken; and, if found practicable for the construction of a Railway, that all convenient dispatch be employed in initiating operations for the establishment of that mode of transit, and that, as a measure of necessity, steps be taken to keep the present Road in passable order during the progress of the works; but should the physical features of the country present engineering difficulties which cannot be surmounted, and thereby render locomotive traffic impossible, your Petitioners further beseech your Honorable House to grant them such relief for the establishment of some other means of communication as to your Honorable House may seem meet.

And your Petitioners, as in duty bound, will ever pray.

[*Here follow* 541 *Signatures.*]

1857.

NEW SOUTH WALES.

Legislative Assembly.

DAM AND ROADWAY ACROSS THE BREMER RIVER.

(PETITION FROM INHABITANTS OF NORTHERN DISTRICTS.)

Ordered by the Legislative Assembly to be Printed, 23 *October,* 1857.

To the Honorable the Legislative Assembly.

The humble Petition of a portion of the Inhabitants of the Northern Districts,—

RESPECTFULLY SHEWETH:—

That at present there exists no mode of communication for the inhabitants of Ipswich between the north and south sides of the River Bremer, except by casual boats.

That it would be advantageous for the Northern Districts, and more particularly for the Town of Ipswich, that a dam and roadway should be formed over the Bremer River.

That the former would be a great boon to the inhabitants of Ipswich and neighbourhood, by securing a copious supply of pure water.

That a roadway over the dam would be a great convenience for the inhabitants of the north side of the River Bremer.

That this roadway would be the outlet to the Brisbane, Darling Downs, Maranoa, and Burnett Districts.

That the large tract of land on the north side would much increase in value by this roadway, the town lots more particularly.

That a sum of two hundred and fifty pounds was voted for this purpose, and was wholly inadequate.

And your Petitioners humbly pray that your Honorable House will take the premises into consideration, and devise some plan for the construction of a dam and roadway across the Bremer River, above the Town of Ipswich.

[*Here follow* 82 *Signatures.*]

1857.

Legislative Assembly.

NEW SOUTH WALES.

FITZ ROY DOCK, COCKATOO.

(ENTRY OF H. M. S. "HERALD.")

Ordered by the Legislative Assembly to be Printed, 3 *December,* 1857.

THE VISITING MAGISTRATE, COCKATOO ISLAND *to* THE UNDER SECRETARY.

Water Police Office,
Sydney, 1 *December,* 1857.

SIR,

Referring to your letter of the 19th ultimo, No. 57–4691, I have the honor to report, for the information of the Honorable the Secretary to the Government, that Her Majesty's ship "Herald" safely entered the Fitz Roy Dock at Cockatoo Island at eight o'clock this morning.

2. Every precaution necessary for the security of the prisoners and the due preservation of order and discipline will be taken by Captain Denham and the Superintendent.

I have, &c.,

S. NORTH,
Visiting Magistrate.

THE UNDER SECRETARY,
&c., &c.,
Sydney.

1857.

Legislative Assembly.

NEW SOUTH WALES.

FITZ ROY DRY DOCK.

(LETTER FROM CAPTAIN DENHAM, R.N.)

Ordered by the Legislative Assembly to be Printed, 9 December, 1857.

CAPTAIN H. M. DENHAM, R. N., *to* THE COLONIAL SECRETARY.

Her Majesty's Ship "Herald,"
Port Jackson, 5 December, 1857.

SIR,

I have the honor to communicate, for the satisfaction of the Government of New South Wales,—

1. That, availing of the facilities which the Government authorized for the occasion, the "Fitz Roy Dry Dock" at Cockatoo Island, in this Port, was successfully opened on the 1st instant by Her Majesty's Ship "Herald," under my command; and that, after receiving the desired over-hauling, she was undocked this forenoon.

2. It is incumbent on me to acknowledge the very liberal assistance accorded to Her Majesty's Ship in a process which, in the absence of a Dock-yard Establishment, involved the executive of the ship in unusual responsibilities, but which were entirely relieved by the efficient arrangements and personal supervision of the Colonial Civil Engineer, Captain Mann, and his zealous staff under Mr. Broderick; while, by the co-operative measures of the Visiting Magistrate, Mr. North, and the Superintendent of the Convicts, Mr. Ormsby, the most perfect order was observed during the unusual contact with a penal settlement in a ship whose crew were in the novel position of occupying her while in a Dry Dock. I have likewise to acknowledge the prompt arrangements of Captain Pockley, the Port Master, by which the ship was transported to and from the Dock and Farm Cove.

I have, &c.,
H. M. DENHAM,
Captain, R. N.

THE HONORABLE
CHARLES COWPER,
Colonial Secretary.

1857.

NEW SOUTH WALES.

Legislative Assembly.

PENRITH NEPEAN BRIDGE.

(CORRESPONDENCE RELATIVE TO.)

Ordered by the Legislative Assembly to be Printed, 22 *October,* 1857.

RETURN to an *Order* made by the Honorable the Legislative Assembly, dated 25 August, 1857, for—

"Copies of all Correspondence with the Government relating "to the selection of a site for a Bridge across the Nepean at "Penrith; also, Copies of all Reports from the late Surveyor "General and the late Colonial Architect on the same subject; "also, the Report from the latter Officer in 1854, after his "inspection of the Works then being carried on by the Penrith "Nepean Bridge Company."

SCHEDULE.

PENRITH NEPEAN BRIDGE.

No. 1.

THE CHAIRMAN OF PROVISIONAL COMMITTEE *to* THE COLONIAL SECRETARY.

Penrith, 31 *October*, 1850.

SIR,

A Company being in course of formation, having for its object the erection of a Bridge across the Nepean River, at a spot close to and south of the present punt, to form a viaduct to the Bathurst Road, as it at present exists, it is extremely desirable to the parties engaged in the above to obtain the sanction of His Excellency the Governor to the occupation of so much of the Government's Land on each side of the river as will enable the approaches to be safely and handsomely constructed. For this purpose, the portion requisite will be (on the eastern side) the river bank from the spot where the road diverges to the right, to descend to the punt for a space equal in breadth to that of the road, and on the western side, an equal breath opposite on the land reserved by the Government for the punt house, or adjacent thereto.

I am, &c.,

R. COPLAND LETHBRIDGE,

Chairman of Provisional Committee

THE HONORABLE

THE COLONIAL SECRETARY.

[Referred for the Report of the Surveyor General.]

No. 2.

THE COLONIAL SECRETARY *to* THE CHAIRMAN OF PROVISIONAL COMMITTEE.

Colonial Secretary's Office,
Sydney, 22 *November*, 1850.

SIR,

I do myself the honor to inform you that it has been found necessary to refer to the Surveyor General your letter of the 31st ultimo, relative to a Bridge over the Nepean.

2. When the required Report shall have been received, and the decision of His Excellency the Governor General obtained on the case, a further communication will be made to you without delay.

I am, &c.,

W. ELYARD, JUNR.

R. COPLAND LETHBRIDGE, ESQ.,
Chairman of the
Provisional Committee of Nepean Bridge,
Penrith.

No. 3.

REPORT OF SURVEYOR GENERAL.

THE Land on the Sydney side of the Nepean, at the spot in question, is private property, that on the Bathurst side still belongs to the Crown. But before proceeding further in this matter, will it not be well for the Government to consider, whether after the passing of the Private Bill for the Russell Bridge, notwithstanding the opposition of the parties interested in the Town of Penrith, the Legislative Council will be disposed to entertain a rival Bill. I believe, as regards Railways, and such matters in England, the Parliamentary practice is to refuse any assent to rival Bills. In this Colony, such clashing proposals as these, namely,

to

to build two bridges where one has been to this day too great an undertaking, can only have the effect of continuing for ever the present imperfect means of crossing the river, to the permanent obstruction of those general plans for roads, bridges, and mountain ascents, according to which the lands of Emu Plains have been divided into building and cultivation allotments. To all these arrangements, this proposal of a bridge is opposed, and ought to be discouraged, in justice to the implied contract respecting Russell's Bridge.

30 *November*, 1850. T. L. M.

No. 4.

THE COLONIAL SECRETARY *to* THE CHAIRMAN OF PROVISIONAL COMMITTEE.

Colonial Secretary's Office,
Sydney, 26 *December*, 1850.

SIR,

With reference to my letter of the 22nd November last, I have the honor to inform you, on the Surveyor General's Report, that the land on the Sydney side of the Nepean, which you desire to have for an approach to a Bridge projected over the river, is private property; but that His Excellency the Governor sees no objection to granting such portion of the Crown Land on the opposite side as may be requisite, whenever the Company represented to be in course of formation shall have obtained an Act of Council, and shall be in a position to commence operations.

I have, &c.,
W. ELYARD, JUNR.

R. C. LETHBRIDGE, ESQ.,
Chairman of Provisional Committee.

No. 5.

Copy of the foregoing letter forwarded to the Surveyor General, under blank cover, on the 26th December, 1850, for his information.

W. ELYARD.

No. 6.

THE SECRETARY TO THE COMPANY *to* THE COLONIAL SECRETARY.

Penrith Nepean Bridge Company's Office,
Penrith, 29 *March*, 1852.

SIR,

With reference to your communication of the 26th December, 1850, No. 50-10325, addressed to R. Copland Lethbridge, Esquire, as Chairman of the Provisional Committee of this Company, setting forth that His Excellency the Governor General sees no objection to granting such portion of Crown Land, on the western side of the Nepean River, in the County of Cook, as may be requisite as an approach to the Bridge, whenever the Company represented to be in course of formation shall have obtained an Act of Council, and shall be in a position to commence operations,—

I do myself the honor to acquaint you, for the information of His Excellency the Governor General, that an Act to incorporate this Company was passed in the last Session of the Legislative Council, and received His Excellency's assent on the 15th day of December last, and in accordance with its provisions a Board of Directors have been formed, who are now in a position to commence operations forthwith, and by whom I am instructed to request that His Excellency the Governor General will be pleased to cause a survey of such land as he may deem it expedient to grant to the Company, as an approach to the Bridge on the western side of the Nepean, at the earliest convenience of the Government.

I have, &c.,
ALEX. FRASER,
Secretary to Penrith N. B. Company.

THE HONORABLE
THE COLONIAL SECRETARY.

[The foregoing was forwarded to the Surveyor General for report.]

No. 7.

No. 7.

THE COLONIAL SECRETARY *to* THE SECRETARY TO THE COMPANY.

Colonial Secretary's Office,
Sydney, 17 *April,* 1852.

SIR,

I do myself the honor to inform you that it has been found necessary to refer to the Surveyor General your letter of the 29th ultimo, on the subject of certain land at the Nepean River, required by the Nepean Bridge Company.

2. When the required Report shall have been received, and the decision of His Excellency the Governor General obtained on the case, a further communication will be made to you without delay.

I have, &c.,
W. ELYARD, JUNR.

MR. A. FRAZER,
Secretary to the
Penrith Nepean Bridge Company,
Penrith.

No. 8.

REPORT OF SURVEYOR GENERAL.

I do not consider there is any necessity for a survey, nor that any special appropriation or grant is required. The Government will not refuse to allow the Company the use of the land during the building of the Bridge, and when the Bridge is completed the approach will be a public thoroughfare. At all events, if any grant were required by the Company, this must be shewn by the submission to the Government of some ground plan thereof, shewing the work proposed to be erected. It appears, however, from the advertisements in the public journals, that not even a design for the Bridge has yet been determined upon. The endeavours by companies to obtain grants of land from the Crown, without producing or submitting any definite plan is, in my opinion, highly objectionable in principle, and, in some cases, might be even intended to add to the amount of the assets of a company by turning the land afterwards to building or any other purposes of profit, unconnected with the public purpose for which the land was sought.

T. L. M.

23 *April,* 1852.

No. 9.

THE COLONIAL SECRETARY *to* THE SECRETARY TO THE COMPANY.

Colonial Secretary's Office,
Sydney, 11 *May,* 1852.

SIR,

In reference to my letter of the 17th ultimo, on the subject of the appropriation and survey of certain land required as an approach to a Bridge about to be erected over the Nepean River, by the Penrith Nepean Bridge Company, I have the honor, by the direction of His Excellency the Governor General, to annex, for the information of the Company, an extract from a Report received from the Surveyor General upon the subject, by which it would appear that there is no necessity for a survey, nor that any special appropriation or grant is required of the land in question.

I have, &c.,
E. DEAS THOMSON.

MR. A. FRAZER,
Secretary to the
Penrith Nepean Bridge Company,
Penrith.

No. 10.

THE COMMISSIONER OF CROWN LANDS, PENRITH, *to* THE COLONIAL SECRETARY.

Crown Lands' Office,
Penrith, 8 *September,* 1853.

SIR,

I have been applied to by the Penrith Nepean Bridge Company for permission to procure such iron-bark logs as may be required for piles and other portions of the said Bridge off the Crown Lands in my district in this county. I have not yet been furnished with a map of such part of my district as lies east of the Nepean, and am therefore unable to report the exact locality.

The lands are not "adjacent" to the site of the Bridge, but from 5 to 6 miles from it. I am aware that parties are in the habit of getting timber (hardwood) for building and fencing purposes, but not knowing any limits, in the absence of a map, and the issue of licenses not being under my control, I am precluded from taking any steps to prevent it at present. As the Bridge will be a work of great public utility, I shall be glad to receive early instruction on the reply I am to give.

I have, &c.,
R. COPLAND LETHBRIDGE,
Commissioner of Crown Lands.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 11.

Referred for the report of the Surveyor General, 15th September, 1853. Blank Cover.

W. E.

No. 12.

REPORT OF ACTING DEPUTY SURVEYOR GENERAL.

Mr. Lethbridge has been furnished with a map of his district, which, however, does not include any part of the County of Cumberland, nor, consequently, any land to the eastward of the river Nepean, and of this Mr. Lethbridge was informed by my letter dated the 9th September, 1853. If it were considered requisite that he should be furnished with a tracing to enable him to report specifically on the application alluded to, it can of course be forwarded to him.

JOHN THOMPSON.

12 *October,* 1853.

No. 13.

THE COLONIAL SECRETARY *to* THE COMMISSIONER OF CROWN LANDS, PENRITH.

Colonial Secretary's Office,
Sydney, 28 *October,* 1853.

SIR,

With reference to your letter of the 8th ultimo, on the subject of an application made to you by the Penrith Nepean Bridge Company for permission to procure timber from certain Crown Lands to the east of the Nepean River, for the erection of the said Bridge, and representing the want of a map of such part of your district to enable you to report on the above application, I have the honor, by the direction of His Excellency the Governor General, to inform you, that under a Report received from the Acting Deputy Surveyor General, instructions have been given to that officer to furnish you with a tracing of the lands alluded to.

I have, &c.,
W. ELYARD.

R. C. LETHBRIDGE, ESQ.,
Commissioner of Crown Lands, Penrith.

No. 14.

THE COLONIAL SECRETARY *to* THE ACTING DEPUTY SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 28 *October,* 1853.

SIR,

Referring to your Report of the 12th instant, No. 247, I have the honor, by the direction of His Excellency the Governor General, to request that you will furnish Mr. Commissioner Lethbridge with a tracing of the lands to the east of the Nepean River, therein referred to.

I have, &c.,
W. ELYARD.

THE ACTING DEPUTY SURVEYOR GENERAL.

No. 15.

THE ACTING DEPUTY SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 23 *November,* 1853.

SIR,

I do myself the honor to inform you that, in obedience to the directions of His Excellency the Governor General, conveyed to me in your letter of the 28th of last month, No. 53-742, I have this day forwarded to Mr. Commissioner Lethbridge a tracing of the lands to the east of the Nepean River, to aid him in reporting on an application of the Nepean River Bridge Company.

I have, &c.
JOHN THOMPSON.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 16.

THE COLONIAL SECRETARY *to* THE COMMISSIONER OF CROWN LANDS, PENRITH.

Colonial Secretary's Office,
Sydney, 2 *December,* 1853.

SIR,

Referring to my letter of the 28th October last, I have the honor to apprise you that a communication has been received from the Acting Deputy Surveyor General, stating that he has forwarded to you a tracing of the lands to the east of the Nepean River, with a view to aid you in reporting to the Government on an application addressed to you by the Nepean Bridge Company for permission to cut on Crown Lands the timber required for the construction of the Bridge.

2. I beg therefore to request that you will, at your earliest convenience, furnish me with a report in the matter, for the information of His Excellency the Governor General.

I have, &c.,
W. ELYARD.

R. C. LETHBRIDGE, ESQ.,
Commissioner of Crown Lands,
Penrith.

[No reply having been obtained to the foregoing communication, it appears to have been decided, on the 17th January, 1854, that the matter might be left in the hands of the Commissioner of Crown Lands.]

No. 17.

THE COLONIAL ARCHITECT *to* THE COLONIAL SECRETARY.

Colonial Architect's Office,
Sydney, 23 *October,* 1854.

SIR,

I do myself the honor to report that, agreeably to your request, I proceeded to Penrith for the purpose of inspecting the works being carried on by the Penrith Nepean Bridge Company, for the erection of a Bridge over the Nepean River, near the Emu Ferry.

2. Having made a careful examination, I find that piles have been driven to receive four of the piers of the proposed Bridge, together with six piles for the fifth pier—in all 94 piles.

piles. These are stated to have been driven by a cast-iron monkey, weighing 21 hundred-weight, through compact gravel to the solid rock, at a depth of about 9 feet below the bed of the river.

3. The heads of the piles have been cut off at about two feet above the present water level, and the greater number are tenoned to receive the cills or plates on which it is proposed to erect the piers.

4. A quantity of timber has been morticed and tenoned ready to be put together for the erection of the west abutment, and some of the piers; and a blacksmith's shop and store, and an office have been erected. The total quantity of hewn timber delivered on the site of the works (exclusive of piles) is 4,223 cubic feet, of which 1,408 feet have been prepared as before-mentioned. There is also a small quantity of sawn timber and some iron on the ground.

5. I carefully measured the whole of the timber and other materials, as pointed out to me by Mr. M'Beath, the Engineer to the Company; and an inventory was taken of all machinery, tackle, buildings, &c., belonging to the Company.

6. I have made a detailed valuation of the whole of the materials, plant, machinery, &c., and also the amount of work done up to the present time, according to current prices of materials and labor, and I find that the whole amounts to £2,720 3s.—this is exclusive of the cost of professional superintendence, which, at 5 per cent., will amount to £136, making the total cost of the works to the Company £2,856 3s.

7. In the event of the purchase by the Government of the whole of these works, their value would, to a great extent, depend on the adoption by the Government of the plan at present proposed to be carried out by the Company. This I am not prepared to recommend, nor do I consider the work done in driving the piles, amounting by my valuation to £1,108 16s., can be made available, should the work be carried out by the Government.

8. With reference to the question as to the best site for the construction of a Bridge over the Nepean River, and in compliance with your instructions on this point, I examined the banks of the river from the present crossing-place to a distance of about two miles above it, and I had a section of the river and its banks taken at the present site for the Bridge, and also at a point about a mile and a half above, which appeared to me to be a more desirable situation. By comparing these sections, I find that a saving in the length of the Bridge of about 150 feet could be effected if it were placed at the last named point, whilst the depth of water in the river is at present the same at both places. As far as I have been able to ascertain, the proprietors of the land through which, in such case, the road diversion would have to pass, would give the quantity of land necessary for the formation of an approach to a Bridge free of charge.

9. Before determining finally the question as to the most eligible site, it would, however, be necessary that a more lengthened examination and more detailed survey of the river should be made than I considered it necessary on this occasion to enter into.

I have, &c.,

WM. WEAVER,
Colonial Architect.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 18.

THE SECRETARY TO THE COMPANY *to* THE COLONIAL SECRETARY.

Penrith Nepean Bridge Company's Office,
Penrith, 22 *April,* 1856.

SIR,

In compliance with instructions from the Chairman and Board of Directors of this Company, I do myself the honor, in accordance with the 61st section of the Act of Incorporation, to transmit herewith an Account, in detail, of the cost and expenses occasioned by and incident to the erection of the Penrith Victoria Bridge, built across the River Nepean by the said Company.

I have, &c.,

ALEX. FRASER,
Secretary.

THE HONORABLE
THE COLONIAL SECRETARY,
Sydney.

[*Enclosure*

[*Enclosure in No.* 18.]

RECAPITULATION.

By Cash for Hewn Timber	£2,518	16	3
„ Sawn do.	1,339	4	6
„ Wages	3,794	8	7
„ Salaries	1,006	9	2
„ Iron and Machinery	1,006	15	3
„ Printing, Books, and Stationery...	146	18	3
„ Carriage	331	14	0
„ Contracts and Sundries Miscellaneous ...	675	16	0
TOTAL	£10,820	2	0

We, the undersigned appointed Auditors by the Directors of the Penrith Nepean Bridge Company, do hereby certify that we have examined the foregoing Account, commencing from the 11th February, 1851, and extending to the present time, together with the Vouchers and Contracts pertaining thereto, and find them to be correct in every particular.

FRANCIS ROBERTSON.
22 *April*, 1856. E. J. BAILY.

I, Robert Fitzgerald, Chairman of the Penrith Nepean Bridge Company, do solemnly and sincerely declare, that the foregoing Account is correct in every particular; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of Her present Majesty, intituled, "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in "various Departments of the Government of New South Wales, and to substitute Declara-"tions in lieu thereof, and for the suppression of voluntary and extra-judicial Oaths.*"

Taken and declared before me, this 25th day of April, 1856. R. FITZGERALD, Chairman.

JNO. M'LERIE, J.P.

No. 19.

STATEMENT of Cost of Penrith Nepean Bridge.

COLONIAL SECRETARY'S MEMO.

The amount is £10,820 2s., and this is the price to be paid by the Government, with 10 per cent. premium, should it purchase the Bridge after seven years.

This Statement is directed to be filed in the Colonial Secretary's Office, under the 61st section of the Act incorporating the Penrith Nepean Bridge Company, of the 15th Victoria.

The Statement appears to be verified by the Chairman of the Company, in the manner required by the Act; and it is presumed, therefore, that it is merely to be deposited in this Office, for reference when required; unless in the first instance it is sent for any remarks the Colonial Architect may be able to offer on it.

E. D. T.

No. 20.

THE COLONIAL ARCHITECT *to* THE COLONIAL SECRETARY.

Colonial Architect's Office,
Sydney, 29 *May*, 1856.

SIR,

22 April, 1856. In returning the accompanying letter from the Secretary to the Penrith Nepean Bridge Company, and the Statement of Expenditure upon that work which was forwarded to me under blank cover on the 26th instant,—I do myself the honor to state that I have looked over the Account, but do not find that it calls for any remark from me.

I have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY

ALEX. DAWSON,
Colonial Architect.

1857.

Legislative Assembly.

NEW SOUTH WALES.

PENRITH NEPEAN BRIDGE.

(REPORT OF THE LATE SIR T. L. MITCHELL UPON SITE OF A TOWNSHIP AT EMU, BEHIND THE AGRICULTURAL ESTABLISHMENT THERE.)

Ordered by the Legislative Assembly to be Printed, 1 *December,* 1857.

Further Return to an *Order* made by the Honorable the Legislative Assembly on 25 August, 1857, that there be laid upon the Table of the House,—

"Copies of all Correspondence with the Government relating to "the selection of a site for a Bridge across the Nepean at Penrith; "also, Copies of all Reports from the late Surveyor General "and the late Colonial Architect on the same subject; also, "the Report from the latter Officer in 1854, after his inspection "of the works then being carried on by the Penrith Nepean "Bridge Company."

PENRITH NEPEAN BRIDGE.

REPORT on the site for a Township at Emu, behind the present Agricultural Establishment there.

1st. The establishment of a Township at Emu must depend much on the direction of the Great Western Road, and this is at present governed by the situation of the ferry, which may, however, be at length abandoned on the erection of a bridge across the Nepean. I found it necessary, therefore, before I could report on this site for a Township, to ascertain the proper line of ascent to the "Pilgrim Inn," a spot where the mountain road must pass, being on the link connecting the various ridges overlooking Emu with the ridge which is continuous thence to Mount Victoria. I, therefore, proceeded to examine the gully which descends most directly from the "Pilgrim" towards the proposed site, and I found that it would admit of the most direct, and least inclined road that can possibly be made between that point and Emu Plains; 2nd. That this line would pass through the very centre of the proposed Township; and, 3rd. That the proposed site consists of two spacious plateaus intermediate between the mountains and the plain, across which the distance to the "Pilgrim" by this new ascent—either from a bridge on the upper part of the river, or from the present ferry—would be shorter than by the present road. But the greatest advantage gained would be in the inclination. The present ascent from the lowest part of the plains first reaches, by traverses, the sumit of Lapstone Hill, at L—a height superior to any within several miles—and thence the road is a continuous descent to the "Pilgrim," being at one part (at S) very steep. The line recently surveyed, on the contrary, ascends from the site of the Township—which is higher than the plains to the "Pilgrim," which is so much lower than Lapstone Hill—by one gradual rise. Having thus satisfied myself as to the question respecting the ultimate and permanent ascent of the mountain road, and the advantageous situation of site proposed by His Excellency for the new Township, were this road once opened, and this, whether it passes across the plains to the present ferry, or to any bridge which may be made higher up the river, I have sketched a regular plan for the Township, and I have now the honor to submit it in a survey, which exhibits also the lines of ascent, and the farms, according to a new division made according to His Excellency the Governor's directions to me personally.

2nd. I beg to point out that the green boundary line marks what ground it appears necessary to reserve, in case this plan is finally approved of, it being desirable to reserve not only water frontage for such a Township, but also to avoid any risk of obstructions in the way of any bridge to be made afterwards by the intervention of improved private property.

3rd. The ferry may be connected with the new road by a line from T across the best and driest part of the plains to the centre of the new Township, just avoiding the hill on which the Government House at present stands, leaving it on the right; and I have to state that these hills, being rather isolated, are not included in the plan, but left vacant for any of those public purposes for which it is necessary to make reserves in Townships on a more confined plan.

4th. In dividing the land into farms, the actual fences have been taken as divisions round the first five allotments which it is intended to offer for sale as small farms, and a lane or way is reserved along the western boundary of allotments 3, 5, and 10, for access to that bend of the river on the lower side which is nearest to the Township.

5th. I beg to state that the allotments of Section No. 1 are numbered in case his Excellency the Governor should be disposed to offer any allotments of this Township for sale before the proposed road has been commenced, and I beg strongly to recommend that this work should be undertaken as soon as the means can be applied, as the present ascent of Lapstone Hill, inconvenient in its best state for the passage of heavy carriages, would require a gang stationed continually on the spot to keep it in repair, as was ordered by the late Governor.

THOS. L. MITCHELL,
S. G.

Surveyor General's Office,
2nd June, 1832.

1857.

NEW SOUTH WALES.

Legislative Assembly.

WOOLOOMOOLOO BAY.

(RECLAMATION OF LAND AT THE HEAD OF.).

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

RETURN to an *Address* from the Honorable the Legislative Assembly, dated 28 November, 1856, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House :—

" Copies of all Correspondence (if any) which has passed between " the Government and the Owners of Land with water frontages " at Wooloomooloo Bay, and of the Reports of the Surveyor " General, or other Officers, in reference to the proposal for " filling up the head of the Bay, and reclaiming the land in " that locality."

SCHEDULE.

RECLAMATION OF LAND AT THE HEAD OF WOOLOOMOOLOO BAY.

GENERAL QUESTION.

PARTICULAR

PARTICULAR APPLICATIONS.

Mr. F. Callaghan's Application.

Mr. Joseph Brady's Application.

Messrs. F. and E. Arthur, G. Vinson, John Rowley, and James Yates' Applications.

Mr. William Heaton's Application.

P. J. ELLIOTT'S APPLICATION.

MESSRS. BUCKLAND AND NORTHWOOD'S APPLICATION.

AUSTRALIAN GAS LIGHT COMPANY'S APPLICATION.

WOOLOOMOOLOO BAY.

No. 1.

CHARLES NICHOLSON, ESQ., M.D. *to* THE COLONIAL SECRETARY.

Sydney, 12 *June*, 1850.

SIR,

I have the honor to request that you will be pleased to submit to His Excellency the Governor my application for permission to reclaim from the waters of Wooloomooloo Bay the portion of land delineated in the accompanying plan. I beg to prefer this request in accordance with the notices in the *Government Gazette* of the respective dates of the 21st June, 1848, and the 28th June, 1848,* and I propose as the sureties for the due observance of my part of the regulations established for the reclamation of land from the sea, the names of William Lithgow and John Dobie, Esquires.

* No such notice can be traced.

I have, &c.,

CHARLES NICHOLSON.

THE HONORABLE
THE COLONIAL SECRETARY.

DESCRIPTION of the area for which application is made to reclaim from the Waters of Wooloomooloo Bay.

Commencing at the south-west angle of James Busby's grant (part of which is now the property of Charles Nicholson, Esq.); thence by a line bearing north 360 feet, more or less; thence by a line bearing east 192 feet, more or less, to the high water mark of Wooloomooloo Bay, which forms the western boundary of the said grant; thence to the said high water mark to the point of commencement. The same being more clearly delineated on the sketch herewith transmitted.

No. 2.

[*Usual printed letter apprising of reference to Surveyor General and Port Master.* 19 *June*, 1850.]

No. 3.

REPORT OF THE SURVEYOR GENERAL.

As the Harbour Master takes other views, I have to state here that I am not aware of any objection to the proposed extension; on the contrary, I consider the proposal is so reasonable in bounding the claim by a frontage in Dowling-street, that it should be admitted, were it only that other applicants on the same side of the Bay may be restricted to the same line. A similar line to cross the Bay would enable the Government to comply with the many applications on this subject that are likely to be sent in, as well as with that of Mr. Griffiths;* for the Government neither possesses the means to form another public wharf like the Circular Quay, nor, if it had, would it be fair, in my opinion, to deprive persons of their water frontage without their consent; such general plans should be devised before the alienation of the water frontage. As to the harbour, it is too obvious, there and elsewhere, that because individuals do not take in the shoal water by permanent embankments, so much sand is carried down from excavation for buildings, that in a few years water frontage is likely to reach to the main channel.

T. L. M.
26 *June*, 1850.

* Mr. Griffiths' earlier application cannot now be found. His later letters will be found in their place.

No. 4.

REPORT OF THE PORT MASTER.

* Not now traceable.

I beg leave very respectfully to refer to my report of the 22nd April* on the application of Mr. Griffiths,* as shewing my views generally on this subject. This application fully bears out the opinion I then advanced—that similar demands would rapidly fall in, and in itself as little objectionable as any which can be made, shews the advantage which would result from adopting, as soon as convenient, some fixed plan with respect to Wooloomooloo Bay; for if one such request is acceded to, it will be difficult to assign a valid reason for refusing the demand of every person having water frontage.

Should a public wharf ever be in the contemplation of the Government, no matter when it may be commenced, it seems desirable that the right to do so for general purposes should be retained. Presuming that in all grants a limit was fixed, which I conclude where water frontage was in question was always restricted to high water mark, there would seem little difficulty in deciding the limits of each persons property; this being the case, I can easily conceive a plan whereby the right to approach the present high water boundary may be preserved to persons claiming a right to water frontage, and yet a fine public quay be formed on the site in question. Indeed as a means of preventing the silt from running into the Bay, and removing it occasionally as it accumulated, some such plan would be adopted by the Surveyor General, or any engineer planning the work; and, if I have not been misinformed, a recommendation of something similar has already emanated from the Survey Office.

MERION MORIARTY,
Port Master.

18 *July*, 1850.

No. 5.

PROCEEDINGS of the Executive Council on the 26th August, 1850, relative to a letter from Dr. Nicholson, for permission to reclaim Land from the waters of Wooloomooloo Bay.

Minute No. 50-35. Confirmed 2nd September, 1850.

His Excellency the Governor lays before the Executive Council an application from Dr. Nicholson for permission to reclaim from the waters of Wooloomooloo Bay a portion of land shewn by an accompanying plan and description.

2. Having considered the subject of this application, the Council recommend that Dr. Nicholson should be informed that the Government will not be able to give any definite answer to the application pending its decision as to some general plan for a line of wharf in Wooloomooloo Bay.

FRANCIS L. S. MEREWETHER,
Clerk of the Council.

Executive Council Office,
Sydney, 16 *September*, 1850.

No. 6.

THE COLONIAL SECRETARY *to* CHARLES NICHOLSON, ESQ., M.D.

Colonial Secretary's Office,
Sydney 19 *September*, 1850.

SIR,

With reference to your letter of the 12th June last, I have the honor to inform you, that the Government will not be able to give any definite answer to your application for permission to form a wharf opposite your property on Wooloomooloo Bay pending the consideration of some general plan for a line of wharf extending along the water frontages of other proprietors of land in that Bay.

I have, &c.,
E. DEAS THOMSON.

CHARLES NICHOLSON, ESQ., M.D.,
Sydney.

No. 7.

G. J. ROGERS, ESQ., *to* THE COLONIAL SECRETARY.

Sydney, 22 *November*, 1850.

SIR,

I beg to state, as proprietor of the Tusculum Estate, situate at Darlinghurst, on the east side of Wooloomooloo Bay, that the estate has been subdivided into allotments for building upon, and in conformity with the line of street laid down by the Surveyor General for the general improvement of that portion of the City, and that a portion of the allotments have a frontage to Wooloomooloo Bay, and are intended for wharves, but from the extreme shoalness of the beach boats cannot approach at low water, under which circumstance I have to request you will submit this my application to His Excellency the Governor for permission to fill in and make good the space in front of the allotments, in a line with the termination of my property in Dowling-street, as shewn in the accompanying sketch, or to such extent as may be considered most conducive to the public interest, and general improvement of the Bay and neighbourhood; and I beg leave to observe, by filling in the space referred to, it will improve the the healthiness of the locality, as, owing to the extreme shoalness referred to of the beach, it is left dry for more than half the time that elapses between high and low water, and from dead animals and offal being continually brought up and left by the tide upon the same, exposed to the heat of the sun, the effluvia arising therefrom must be highly injurious, which however would be done away with should His Excellency be pleased to grant my request.

I am, &c.,

GEORGE J. ROGERS.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 8.

THE COLONIAL SECRETARY *to* G. J. ROGERS, ESQ.

Colonial Secretary's Office,
Sydney, 29 *November*, 1850.

SIR,

I had the honor to receive your letter of the 21st instant, to which the Government will not be able to give any definite answer pending the consideration of some general plan for a line of wharves extending along the water frontages of the proprietors in Wooloomooloo Bay.

I have, &c.,

E. DEAS THOMSON.

GEORGE J. ROGERS, ESQ.,
Sydney.

GENERAL QUESTION.

No. 1.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 30 *December*, 1850.

SIR,

I have the honor to state, for the information of His Excellency the Governor, and with reference to the correspondence which has already taken place, that at the head of Wooloomooloo Bay there is a flat of about twelve acres below high water mark, so shallow as to be capable of reclamation at very little expense. These twelve acres may be valued at about £2,000 per acre, making up a sum of from £20,000 to £25,000. This flat is being gradually daily encroached upon;—a recent fencing embraces land worth from £500 to £1,000. I am aware of the difficulty which arises in consequence of the right of the landholders to water frontage; but it is quite clear, I believe, as a matter of Crown Law, that all the land below high water mark is the property of the Queen, and cannot be appropriated without the permission of the Crown. This twenty thousand pounds' worth of land is now made the subject of a scramble, and the most unscrupulous gets the largest slice; and it is important, therefore, that these encroachments should be abated, or at least, that they should not be allowed to proceed further, unshackled by arrangement.

2. But there is another and more important consideration still; and that is, that measures ought to be taken to secure the reservation of proper streets; for unless this is done, the whole of the flat—already rendered unhealthy by the congregation of houses—will become a most pestilential mass of little hovels, intersected by narrow lanes and alleys, and calculated to engender disease and speed it through the City.

3. I have moreover to state, that I gather from the merchants that Darling Harbour and Sydney Cove do not now afford sufficient accommodation to the shipping; and as Wooloomooloo Bay is the next place which will be resorted to, the interests of commerce would suggest that public accommodation for the shipping should not be lost sight of.

4. I therefore take leave to propose that streets across the Bay, from east to west, should be determined at once, and with the continuation northerly of the existing streets proclaimed; so that whatever may be the resolves of the Government as to the land to be proclaimed, public thoroughfares may at least be preserved, for the sake of convenience as well as for sanitary purposes.

5. The most northerly of the streets which I propose to extend east and west should be taken out far enough to secure some ten feet of depth at high water, so that vessels of ordinary tonnage might be able to discharge their cargoes on the quay, which would thus be formed by the mere making of a street, as time and circumstances would afford the material; and for this the Bay presents great facility, as it drops suddenly from low water mark to a depth of from ten to twenty feet.

6. At all events, I consider that it is imperative upon the Government at once to proclaim the required streets, whether the £20,000 is to be realised for the public Treasury or not; and it is due to the future prospects of this great and growing city to look forward and do all that may contribute to its salubrity, and with His Excellency's sanction, therefore, I beg to be allowed to prepare a plan and descriptions of the streets, so that they may be proclaimed under the Act of Council 4 Wm. IV., No. 11.

I have, &c.,

T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 2.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 8 *February*, 1851.

SIR,

In acknowledging the receipt of your letter, of the 30th December last, No. 635, respecting encroachments being made on Crown Land in Wooloomooloo Bay, and proposing that streets across the Bay from east to west should be determined, and that the continuation northerly of the streets now existing in the direction of the Bay should be proclaimed,—I do myself the honor, by the direction of the Governor, to inform you, that having laid the matter before the Executive Council, His Excellency, by its advice, approves of the laying out of the streets as suggested by you in connexion with the plan of the wharf, of which the preparation is requested in my letter of this date, No. 51-87.

I have, &c.,
(For the Colonial Secretary,)
W. ELYARD, JUNR.

THE SURVEYOR GENERAL.

No. 3.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 8 *February*, 1851.

SIR,

Not now traceable.

In transmitting to you the enclosed letter from the Port Master, representing that Mr. Inder has fenced in a considerable portion of land beyond high water mark in front of his property at Wooloomooloo Bay, and that he is still filling up notwithstanding a promise that he would open his paling in front until the Governor's permission had been obtained,

obtained, I do myself the honor to inform you, that the subject was submitted to the Executive Council, and that by its advice the Civil Crown Solicitor has been instructed to give immediate notice to Mr. Inder to remove his encroachment.

2. His Excellency, under the recommendation of the Council, has directed me to request, in reference to this case, and the application from Dr. Nicholson, which was the subject of my communication of the 21st September last, that you will have the goodness to prepare for approval a plan of a line of wharf in this Bay, so that permission may be given to the owners of the waterside properties to fill up according to that plan, on the understanding that a sufficient depth of frontage along the whole line will be the property of the Government, as a thoroughfare and wharf for the use of the public.

I have, &c.,
E. DEAS THOMSON.

THE SURVEYOR GENERAL.

No. 4.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 19 *March,* 1851.

SIR,

In attention to your letter No. 51-88, of 8th February, in which, with reference to the encroachments now being made at the head of Wooloomooloo Bay, you request me to submit a design for a line of wharf to which parties interested might fill up, but preserving the wharf frontage for public use, and as a thoroughfare: In attention also to your subsequent letter, No. 51-89, of same date, in which, with reference to the suggestion conveyed in my letter of 30th December, No. 50-635, that streets extending across the Bay from east to west should be determined, and that the continuation northerly of the streets already opened to the head of the Bay should be produced, and requesting me, by the direction of His Excellency the Governor, to submit a design;—

2. I have the honor to submit, for the information of His Excellency, that I have accordingly caused a survey to be made, in order to ascertain the present state of the head of the Bay, and the encroachments that have been recently made; and I have the honor to submit a plan on which is shewn, in the customary manner, a design for streets so contrived as not to interfere with the extensions of the present holdings in the line of these boundaries.

3. Until the Government shall decide, under the peculiar circumstances now presented by the features of the Bay, and the respective holdings and encroachments, as to the rights which parties claiming to extend into deep water may have to possess themselves of the lands intervening between the streets, and the manner in which, and principles on which, it is to be allotted, I have shewn on the plan what seems a sufficient number of streets and lanes, a schedule of which for proclamation under 4 Wm. IV., No. 11, can be prepared if the design is approved of; and with regard to the extension, I may at this time only observe, that a line drawn from X to Z diagonally would shew that the Crown has rights as well as individuals. The lateral and direct extensions of water frontage claims are only to be divided by some such common division, and in a concavity of frontage, conflicting claims to rights of extension could not be so adjusted as to coincide with street lines extended. This the parties interested must be well aware of, and would be consenting to any such plan as that now submitted. I would take leave to suggest, that on the condition of conforming to the plan (if approved) and forming the requisite streets at their own cost, the parties should be allowed to come forward to Dowling-street from the eastern side, to Quay-street (or Woolloomooloo Quay) from the south *as far as Bourke-street,* and to Susan-lane westward of Bourke-street, leaving to the Crown the water frontage extension open to be brought forward, when convenient, to Bourke-street.

4. Should the erection of a public quay be eventually required, it could only commence at the most northerly of the proposed streets, *i.e.* Quay-street.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 5.

PROCEEDINGS of the Executive Council on the 31st March, 1851, relative to a letter from the Surveyor General, submitting a plan of a line of Wharf at the head of Wooloomooloo Bay, and of streets in connection therewith.

Minute No. 51-13. Confirmed 14th April, 1851.

Referring to the Proceedings on the 31st December, and on the 14th January last, His Excellency the Governor lays before the Council a letter from the Surveyor General, submitting a plan of a line of Wharf at the head of Wooloomooloo Bay, and of streets in connection therewith.

2. The Council see no objection to the plan prepared by the Surveyor General, nor to the extent of the reclaimed land in front of their properties, which he proposes to concede to such of the proprietors as may be willing to fill up to the line of wharf. But before recording their opinion in favor of the adoption of the plan, and the proposal submitted by the Surveyor General, the Council consider it desirable that the opinion of the Crown Law Officers should be obtained, as to whether such an arrangement as is contemplated can be legally made with the proprietors of land having a frontage to Wooloomooloo Bay, and whether there will be any difficulty in enforcing a fulfilment of the engagements which the proprietors will be required to enter into, if they avail themselves of the privilege of extending their properties, which the measure will afford.

FRANCIS L. S. MEREWETHER,
Clerk of the Council.

Executive Council Office,
Sydney, 19 *April,* 1851.

No. 6.

THE COLONIAL SECRETARY *to* THE CROWN LAW OFFICERS.

Colonial Secretary's Office,
Sydney, 31 *May,* 1851.

GENTLEMEN,

In transmitting to you the accompanying papers, respecting certain encroachments now being made at the head of Wooloomooloo Bay, and the desire of the Government to form a wharf, I do myself the honor, by the direction of the Governor, to inform you, that the subject was duly submitted to the Executive Council.

2. The Council saw no objection to the plan prepared by the Surveyor General, nor to the extent of the reclaimed land in front of the properties of the parties interested, which that officer proposes to concede to such of them as may be willing to fill up to the line of wharf. Before, however, recording their opinion, I have the honor, by the direction of the Governor, to request your opinion as to whether such an arrangement as is contemplated can be legally made with the proprietors of land having a frontage to Wooloomooloo Bay, and whether there will be any difficulty in enforcing a fulfilment of the engagements which the proprietors will be required to enter into, if they avail themselves of the privilege of extending their properties, which the measure will afford.

I have, &c.,
W. ELYARD.

THE ATTORNEY GENERAL, and
THE SOLICITOR GENERAL.

No. 7.

THE LAW OFFICERS *to* THE COLONIAL SECRETARY.

Attorney General's Office,
Sydney, 7 *June,* 1851.

SIR,

We have the honor to acknowledge the receipt of your letter of the 31st ultimo, No. 51-360, transmitting the accompanying papers, respecting certain encroachments now being made at the head of Wooloomooloo Bay, and the desire of the Government to form a wharf, and informing us, by the direction of the Governor, that the subject was duly submitted to the Executive Council, who saw no objection to the plan proposed by the Surveyor General,

General, nor to the extent of the reclaimed land in front of the properties of the parties interested, which that officer proposes to concede to such of them as may be willing to fill up to the line of wharf; but that before recording this opinion, His Excellency requests we will state whether such an arrangement as is contemplated can be legally made with the proprietors of land having a frontage to Wooloomooloo Bay.

2. In reply, we have the honor to state, that we are of opinion the contemplated arrangements can be legally made with the proprietors of land having a frontage to Wooloomooloo Bay, and that there will be no practical difficulty in enforcing the fulfilment of the engagement which it is proposed that the proprietors should enter into. The permissive extension of the frontages of proprietors would not confer upon them a strictly legal title, but they will probably be content to accept, as an equivalent for the stipulated work, the really irrevocable license which they would receive from the Government; and, on the other hand, the Crown could either enforce the performance of the work, by means of its power to dispose of the land contained within the proposed extensions, or else leave matters in their original position, by resuming the land, and performing the work by its own servants.

We have, &c.,
J. H. PLUNKETT,
Attorney General.
W. M. MANNING,
Solicitor General.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 8.

PROCEEDINGS of the Executive Council on the 17th June, 1851, *relative to the opinion of the Crown Law Officers on the proposed concession of certain portions of reclaimed land to proprietors of land at the head of Wooloomooloo Bay, on condition of their filling up, at their own cost, to a proposed line of Wharf.*

Minute No. 51-30. Confirmed 24 June, 1851.

Referring to the proceedings on the 31st March last, with respect to the proposition submitted by the Surveyor General for reclaiming the land at the head of Wooloomooloo Bay, and conceding certain portions of it to the proprietors of land having frontage to the Bay, on condition of their filling up at their own cost to a proposed line of wharf,—His Excellency the Governor General lays before the Council a letter from the Crown Law Officers, in which, in reply to the reference made to them on this subject, as advised by the Council, they state their opinion that the contemplated arrangement can be legally made with the proprietors of land having a frontage to the Bay, and that there will be no practical difficulty in enforcing the fulfilment of the engagement which it is proposed the proprietors shall enter into.

2. The Council recommend that the proprietors of land in the locality in question should be invited, by public notification in the *Government Gazette,* to inspect the plan according to which it is proposed to reclaim the land; that they should, by the same means, be apprised of the conditions on which they will be allowed to participate in the advantages arising from the reclamation (including such conditions as may be imposed by the Corporate authorities for the construction of proper drains); and that they be required to state, in writing, their willingness to abide by those conditions.

3. The Council further recommend, that the necessary steps be also taken for proclaiming the new or extended streets passing through the land to be reclaimed.

4. The Council also recommend, that the intentions of the Government with respect to the reclaiming of the land in question, and the formation of the streets, should be officially communicated to the City Council, in order that they may adopt such measures as they may deem necessary for the sanitary condition of that portion of the City.

MICHL. FITZPATRICK,
Clerk of the Council.

Executive Council Office,
Sydney, 28 *June,* 1851.

No. 9.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 7 *October,* 1851.

SIR,

The Governor General, under the advice of the Executive Council, having been pleased to approve of the design submitted in your letter of the 19th March last, No. 138, for reclaiming the land at the head of Wooloomooloo Bay, and for conceding certain portions of it to the proprietors of land having frontage to the Bay, on condition of their filling up at their own cost to the proposed line of wharf, I have now the honor, by direction of His Excellency, to inform you, that a notice to the above effect will appear in an early number of the *Government Gazette,* and to request that you will have the goodness to furnish the necessary Schedule and description of the new and extended streets passing through the land so to be reclaimed, in order that the streets may be proclaimed after approval.

I have, &c.,
(For the Colonial Secretary,)
W. ELYARD, JUNR.

THE SURVEYOR GENERAL.

No. 10.

Colonial Secretary's Office,
Sydney, 10 *October,* 1851.

WOOLOOMOOLOO BAY.

It being deemed expedient that measures should be adopted for reclaiming the flat below high water mark at the head of Wooloomooloo Bay, and for forming a wharf across it for the use of the public, as well as for extending the existing streets to the proposed quay, and for proclaiming others along the Bay from east to west, His Excellency the Governor General directs it to be notified, that, to the proprietors of land having frontage to the Bay, it is proposed to concede portions of the reclaimed land on condition of their filling up at their own cost to the contemplated line of wharf, and of their observing such conditions as may be imposed by the corporate authorities of Sydney for the construction of proper drains.

2. Proprietors of land in the locality in question are accordingly invited to inspect the plan in conformity with which the land is to be reclaimed, at the office of the Surveyor General, and to signify, in writing, to the Colonial Secretary, within three months of this date, whether they desire to participate in the advantages arising from these measures, and are willing to abide by the conditions on which they can be extended to them.

By His Excellency's Command,
E. DEAS THOMSON.

No. 11.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 25 *October,* 1851.

SIR,

In attention to the request intimated to me in your letter of the 7th instant, No. 51-519, I have the honor to forward herewith a Schedule shewing the extent of streets, together with the width of the roadways and pathways thereof, in order to their proclamation under the Road and Street Act, 4 Gul. IV., No. 11, and preparatory to their announcement under the Alignment Act; which, by placing them in the custody of the City, will afford an opportunity for their formation by the shooting of rubbish, and also enable the City Officers to prevent their being encroached upon. A copy of the Plan and Schedule of streets will be forthwith forwarded for inspection to the Sydney Police Office.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 12.

No. 12.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 5 *November,* 1851.

SIR,

In acknowledging the receipt of your letter of the 25th ultimo, No. 521, submitting a Schedule of certain proposed streets at the head of Wooloomooloo Bay, in order to their proclamation under the Act 4th William IV., No. 11, I have the honor to request that you will also have the goodness to furnish me with a plan illustrative of the same, for the convenience of His Excellency the Governor General and Executive Council.

I have, &c.,
(for the Colonial Secretary)
W. ELYARD, JUNR.

THE SURVEYOR GENERAL.

No. 13.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 19 *November,* 1851.

SIR,

In attention to your letter of the 5th instant, No. 51-558, wherein you acknowledge the receipt of mine of the 25th ultimo, No. 51-521, submitting a Schedule of certain proposed streets at the head of Wooloomooloo Bay, in order to their proclamation under the Act 4 Gul. IV., No. 11, and request me to furnish a plan illustrative of the same, for the convenience of His Excellency the Governor General and Executive Council; I have the honor accordingly to forward a copy of the plan shewing the proposed streets and arrangements, as required.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 14.

PROCEEDINGS of the Executive Council, on the 1st *December,* 1851, *with reference to the notification of intended Streets at the head of Wooloomooloo Bay.*

Minute, No. 51-58. Confirmed 8th December, 1851.

With reference to the proceedings on the 17th June last, His Excellency the Governor General lays before the Council a Plan and Schedule of the new or extended streets passing through the land proposed to be reclaimed at the head of Wooloomooloo Bay, as furnished by the Surveyor General for approval and proclamation.

2. The Council advise that the intended formation and extension of the streets in question be notified according to law.

MICL. FITZPATRICK,
Clerk of the Council.

Executive Council Office,
Sydney, 15 *December,* 1851.

No. 15.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 27 *December,* 1851.

SIR,

His Excellency the Governor General, with the advice of the Executive Council, having been pleased to approve of the Plan and Schedule of the new and extended streets at the head of Wooloomooloo Bay, as submitted in your communications noted in the margin,—I have the honor to request (in order that the necessary notice may be published in the *Government Gazette*), that you will have the goodness to inform me whether a copy of the Plan and Schedule of the streets in question have been forwarded to the Police Office, Sydney.

25 Oct., 1851, No. 521.
19 Nov., 1851, No. 562.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 16.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 9 *January,* 1852.

SIR,

In attention to your letter of the 27th ultimo, No. 51-675, wherein you informed me that the Governor General, with the advice of the Executive Council, had been pleased to approve of the Plan and Schedule of the new streets, and extension of streets, at the head of Wooloomooloo Bay, as submitted in my communications noted in the margin, and requested me to state whether a copy of the Plan and Schedule of the streets in question have been forwarded to the Police Office, Sydney,—I have the honor to state, for His Excellency's information, that the required copies have been duly furnished.

25 Oct., 1851, No. 55-521.
19 Nov., 1851, No. 51-562.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 17.

[*Usual Notice.—See Gazette,* 25 *January,* 1852.]

No. 18.

Sydney, 8 *January,* 1852.

To His Excellency Sir Charles Augustus Fitz Roy, Governor General, &c.

MAY IT PLEASE YOUR EXCELLENCY :—

I beg leave most respectfully to call the attention of your Excellency to a plan which the proprietors of land having frontages to Wooloomooloo Bay are invited to inspect, by a notice in the *Government Gazette* of the 10th October, 1851.

In the said plan there is a street marked from east to west, which cuts directly through my property, by which I am deprived of ground which has cost me nearly seventy pounds to make and protect from the waters of the Bay.

To this street I do not object, nor to the making and forming at my own cost the whole of the streets laid down in the plan; but there is a line extending diagonally across the Bay, which entirely deprives me of any water frontage, in fact, of any advantage derivable from the proposed measure. Now, I beg most humbly to submit to the consideration of your Excellency, that I purchased my land under the impression (and at a high price) that I was fully entitled to a water frontage, and to the same advantages which have been accorded to other individuals holding land bounded by the waters of Port Jackson.

I, therefore, humbly beg that your Excellency will cause the objectionable diagonal line to be erased from the plan, and allow my claim to a water frontage (the width of my land) at low water mark.

I beg, &c., &c.,
J. GORDON GRIFFITHS.

P.S.—On reference to the notice in the *Gazette,* your Excellency will find there is distinct intimation that proprietors of land are permitted to fill up to the contemplated line of wharf, which intention is defeated by the diagonal line referred to.

No. 19.

[*Usual printed letter, apprising Mr. Griffiths of reference to the Surveyor General.* 12 *January,* 1852.]

No. 20.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 13 *January,* 1852.

SIR,

In attention to the reference made to me by the Minute of His Excellency the Governor General for my report on Mr. Griffiths' letter, respecting his frontage to Wooloomooloo Bay, I have the honor to state, that the difficulty certainly is about the diagonal line on the plan, which line represents the common limit at which the supposed extension of frontage from each shore of the Bay would arrive if it were carried out with equal

equal advantage to both sides, and which, were it between individuals only, could never for that reason be carried out at all, at least so as to give Mr. Griffiths frontage to deep water.

2. It happens, however, that the Domain for public recreation forms one shore of the Bay, and thus it rests with the Government to waive the right to fill up the shoal flat equally with the individuals holding lands adjacent, and to permit them (Mr. Griffiths being chiefly interested there) to run out his original frontage to Quay-street, under the conditions to which all parties referred to the general plan for the embankment of these flats are required to conform—it being understood, that in no case there may arise interruptions to the free course of the drainage from the Race Course into the Bay. Thrum, a proprietor betwixt the Domain and Mr. Griffiths' land, might claim, under similar circumstances to Mr. Griffiths, a right to run as far, which could not be done without infringing on the Domain. As a difficult question might arise with Thrum, if Mr. Griffiths' requests were complied with too hastily, I consider it my duty to point this out as deserving of consideration; also that a very large sewer (like the ancient Claaca of Rome) should be carried from Palmer-street, along Susan-street, and by Bourke-street, into the sea; and I may also add, that it will ultimately be found expedient to continue Palmer-street so as to join Quay-street, thereby leaving some saleable allotments on the Bay side of Palmer-street, and fencing off the other.

I have, &c.,

T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 21.

MR. J. G. GRIFFITHS *to* HIS EXCELLENCY THE GOVERNOR GENERAL.

Royal Victoria Theatre,
30 *January*, 1852.

MAY IT PLEASE YOUR EXCELLENCY,

In my letter of the 8th instant I fear I did not make myself sufficiently understood on one of the main points. It may not be apparent to your Excellency and the Honorable the Executive Council that the four streets running across the Bay from east to west, viz.:—

Griffiths-street	66	feet wide.
Susan Lane	20	„ „
Nicholson-street	66	„ „
Cypress Lane	20	„ „
Total.....	172	feet.

will be filled up to the extent of my land at my individual expense, which, independent of Bourke-street, covers an area of 172 feet by 155 feet filled up and made by me for the public advantage. Therefore, I hope your Excellency will see that if I am deprived of my water frontage, or if it is at all abridged, I have nothing like an equivalent for the great expense I incur in forming the streets leading to the proposed wharf.

Again, supposing the public (holding the Domain) to have an equal claim with private individuals holding water frontages in the Bay, I humbly submit that claim may be withdrawn with great consistency in consideration of the heavy expenses incurred by those landholders for the public benefit.

I have, &c.,

J. GORDON GRIFFITHS.

TO HIS EXCELLENCY
SIR CHARLES A. FITZ ROY,
GOVERNOR GENERAL.

No. 22.

[*The entry of the Colonial Secretary's reply to the foregoing cannot now be traced.*]

No. 23.

No. 23.

Extract from Minute of the Executive Council, 28 May, 1852.

His Excellency the Governor General and the Executive Council desire the following additional information in this case, namely,—What superficial quantity of the reclaimed land will Mr. Griffiths secure if his application be acceded to, and what extent of public street and quay will he be required to form according to the approved plan?

M. F.

Blank Cover,
28 May, 1852.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 24.

SURVEYOR GENERAL'S REPORT.

The superficial quantity of land which Mr. Griffiths will secure by reclaiming up to the proposed quay is two roods and twenty-one perches.

It does not appear from the notice of 10th October, 1851, specifying the conditions on which the claimants to water frontage are to be allowed to reclaim, that the filling up the projected streets and quay by the holders whose properties would be conterminous with the streets was contemplated, and I have not, therefore, given the further areas required by the above memorandum. The filling up and making these streets would, I apprehend, be the business of the City Corporation, unless indeed the land were considered to be Crown Land, and that the sale of any part of it was contemplated, then the streets might be formed at the expense of the Crown Land Revenue.

Surveyor General's Office,
14 *June*, 1852.

T. L. M.

No. 25.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 23 *June*, 1852.

SIR,

In reference to your Report of the 14th instant, No. 101, and former correspondence, on the subject of the formation of a wharf at the head of Wooloomooloo Bay, I have the honor, by the direction of the Governor General, to state, that it was intended that the proprietors of the land having frontage to the Bay should also reclaim the areas of the streets to be formed through the reclaimed land; and to request that you will, therefore, have the goodness to favour me with your further report in the matter, for the information of His Excellency.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 26.

CHARLES NICHOLSON, ESQ., *to* THE COLONIAL SECRETARY.

Sydney, 26 *January*, 1852.

SIR,

Referring to the notice published in the *Government Gazette* of the 20th instant, relative to the continuing and opening of certain streets at the head of Wooloomooloo Bay, according to a plan exhibited at the Surveyor General's Office, I have the honor to submit, for the consideration of His Excellency the Governor General, the following objections to such part of the proposed plan as affects my property.

The portion of Busby's grant which is now owned by me is bounded by the waters [illegible] the prolongation of Dowling-street to the line dividing Busby's and of Port Jac[illegible] deprive me of that exclusive right which I now possess to the water Douglass' grants wi[illegible] eive, materially injure my property.
frontage, and thus, as I co[illegible] that to effect the prolongation of Dowling-street to the

I would further point out, [illegible] (according to an estimate which I have received) point above described would be attended [illegible] with

with an expense of from £1,500 to £2,000, and although the carrying out of this line of road would unquestionably augment the area of my land, the increase of surface I should gain would be wholly insufficient to compensate me for the deprivation of the exclusive right of water frontage which I now possess, or to reimburse me for the outlay which I should incur in the carrying out of so expensive an undertaking.

This is, I believe, the first case that has occurred in which the Government propose to deprive the owner of land abutting on the waters of the Bay of the exclusive right possessed (or supposed to be possessed) in such cases of the water frontage; and, with equal justice, I consider, might a public road be proclaimed around the whole of the Bay of Port Jackson, and the respective owners of the wharves be thereby compelled to hold in common with the public the quays they have constructed, as that the arrangement now proposed should be carried into effect.

Whilst, therefore, I am most unwilling to offer any impediment to improvements devised for the public benefit, but, on the contrary, am most anxious to facilitate them by every means in my power, I beg to urge my objection to the plan now proposed, so far as it affects my property, and respectfully request that His Excellency the Governor General would be pleased to take the circumstances now brought under notice into His Excellency's consideration.

I have, &c.,

THE HONORABLE CHARLES NICHOLSON.
THE COLONIAL SECRETARY.

No. 27.

[*Usual printed letter apprising Dr. Nicholson of reference to the Surveyor General, 2 February*, 1852.]

No. 28.

SURVEYOR GENERAL'S REPORT.

There will be no objection to let Dowling-street terminate, as at present, where Dr. Nicholson's property commences, namely, at the north side of Wooloomooloo Quay; all that is necessary is to alter the plan and re-announce Dowling-street. I cannot, however, refrain from observing that, in dealing with such an arrangement as this, I found it expedient to consider private rights in connexion with public benefits, and if reference be made to the sketch which accompanied Dr. Nicholson's letter forwarded for my report, under the Colonial Secretary's blank cover of 19 June, 1850, it will be found that Dr. Nicholson absolutely applies for the very land which the present arrangement was purposely made to afford him an opportunity of acquiring Certainly, Dowling-street might interfere with any exclusive right to water frontage; but there can be little doubt that eventually Dowling-street will, like Sussex-street, be carried on even beyond Dr. Nicholson's premises.

However, I have nothing to do with the prospective views of individuals, and the design may be restored to what it would have been, but for my desire to make it accord with Dr. Nicholson's application above alluded to, and I had pleasure in believing that the plan would have benefited him more than any of the other parties interested.

Surveyor General's Office, T. L. M.
Sydney, 9 *February*, 1852.

No. 29.

THE COLONIAL SECRETARY *to* CHARLES NICHOLSON, ESQ.

Colonial Secretary's Office,
Sydney, 28 *February*, 1852.

SIR,

With reference to my letter to you of the 2nd instant, on the subject of the objection raised by you to the prolongation of Dowling-street at the head of Wooloomooloo Bay, I have now the honor to inform you, by direction of His Excellency the Governor General, that it appears from the Report of the Surveyor General, that the arrangement was modified by that officer expressly to meet your views, as expressed in your letter to me of the 12th June, 1850.

2. It further appears from the Report of the Surveyor General, that the contemplated arrangement would certainly interfere with your immediate water frontage, and that it is not improbable that Dowling-street will eventually, like Sussex-street, be extended even beyond your property. There will, however, be no objection to let Dowling-street terminate for the present where your property commences, should you still consider that such an arrangement is necessary for the conservation of your interests.

I have, &c.,

E. DEAS THOMSON.

CHARLES NICHOLSON, ESQ.,
Wooloomooloo.

No. 30.

THE COLONIAL SECRETARY *to* CHARLES NICHOLSON, ESQ.

Colonial Secretary's Office,
Sydney, 8 *April,* 1852.

SIR,

With reference to my letter to you of the 28th February last, on the subject of the proposed prolongation of Dowling-street, Wooloomooloo, I am directed to draw your attention thereto, and to request the favor of your early reply.

I have, &c.,

W. ELYARD.

CHARLES NICHOLSON, ESQ.,
Wooloomooloo.

No. 31.

CHARLES NICHOLSON, ESQ., *to* THE COLONIAL SECRETARY.

Sydney, 14 *April,* 1852.

SIR,

I have the honor to acknowledge the receipt of your letter of the 28th February, in which it is stated, with reference to the objection made by me to the prolongation of Dowling-street at the head of Wooloomooloo Bay, that, from the Report of the Surveyor General, the arrangement was modified by that officer expressly to meet my wishes, as expressed in my letter to you of the 12th June, 1850.

I should not now trespass on your attention, were it not for the sake of correcting a misapprehension which has occurred with reference to my letter of the 12th June, 1850. In that communication (a copy of which I enclose) I merely sought for permission to extend a wharf into Woolloomooloo Bay. The area which I proposed to reclaim would not include Dowling-street, as was indeed shown by an accompanying sketch, and a written description annexed to my application; and for the very obvious reason, that, as a private individual, I could never have dreamt of undertaking to make a public thoroughfare of the kind referred to, or engage in the construction of a work which I should indeed have felt, under any circumstances, disposed to object to, as excluding me from the water frontage I now enjoy. All I sought for was, the privilege of reclaiming a portion of land between high and low water mark, in the same manner as has been done by nearly all my neighbours resident at Wooloomooloo. When Captain Moriarty, on inspecting my property, told me that he could only recommend the concession of that I sought for upon the ground of my dedicating the wharf I proposed erecting to the public, I at once intimated to him that this condition (one altogether unprecedented) would, if insisted upon, induce me to withdraw my application.

I have, however, no wish to stand in the way of any public improvement, such as I admit the construction of a quay round the head of Wooloomooloo Bay would undoubtedly be; and I shall be happy to co-operate in any plans that may be devised for such an end, providing they do not take from me the exclusive right of water frontage which I now enjoy.

I have deemed it necessary to be thus diffuse, to show that I am not chargeable with the inconsistency of objecting to a plan which I had myself suggested, and which, through some unaccountable misapprehension on the part of the Survey Department, has been imputed to me.

I have, &c.,

CHARLES NICHOLSON.

THE HONORABLE
THE COLONIAL SECRETARY,
&c., &c., &c.

No. 32.

REPORT OF THE SURVEYOR GENERAL.

I have perused this letter (Dr. Nicholson's) and cannot refrain from observing that, as Dr. Nicholson's object was to obtain an accession to his property of an acre and a half of land, as well as an exclusive right of water frontage, but to which Captain Moriarty, in his capacity of Harbour Master, offered some objection,—I do not perceive how an arrangement which was intended at all events to give Dr. Nicholson the acre and a half of land, if not the water frontage, can be regarded as an unaccountable misapprehension.

T. L. M.

Surveyor General's Office,
10 *May*, 1852.

No. 33.

CHARLES NICHOLSON, ESQ., *to* THE COLONIAL SECRETARY.

Sydney, 5 *June*, 1852.

SIR,

His Excellency the Governor General having been pleased to afford me the perusal of the various papers connected with the proposal for the reclaiming of land at the head of Wooloomooloo Bay, I am induced, upon a careful consideration of the whole plan, both as it regards my own interest personally, as well as those of the public generally, to submit for His Excellency's consideration the following suggestions.

2. And, first, I would point out the great necessity that exists for the erection of a quay or wharf of the kind proposed by the Surveyor General, to prevent the filling up of the Bay by the conveyance of sand and mud, the accumulation of which is now going on at a most rapid rate.

In consequence of the number of buildings that are being erected, and excavations made around the head of the Bay, large quantities of disintegrated soil are carried down by every heavy rain. Within the last two years a difference of several feet may be noticed in the depth of the water, arising from this cause. Unless something be done to arrest the mischief, the Bay will soon become choked with mud, and unavailable as a spot for the resort of vessels of any burden.

3. Having inspected the plan and considered the scheme proposed for reclaiming the land at the head of the Bay, I beg to state the difficulties with which they appear to me to be accompanied, difficulties indeed so numerous that they must either render the whole scheme abortive, or, if attempted to be carried out, will lead to endless disputes and litigation, both as regards private individuals on the one hand, and as between the Government and private individuals on the other.

4. The carrying out of the plan is made to depend upon the combined operations of a number of individuals. Some may be prepared to execute the part of the proposed extension in which they are interested, others may (and I am persuaded will) neglect to perform theirs.

The work, to be done effectually, can only be done by the combined and simultaneous operation of all the proprietors whose lands abut upon the Bay. Take the case of a proprietor on the Riley Estate of a piece of land having twenty feet frontage. The present value of his allotment may be some £50. By this plan it is proposed to give him a strip of land extending through Griffiths-street, Susan-lane, Nicholson-street, Cypress-lane, and Wooloomooloo or Quay-street, with frontages to each side of these streets and lanes; in other words, to secure him the acquisition of a piece of land exceeding, perhaps, by twenty times the area of the original plot of ground he possessed.

To obtain this advantage a large outlay of capital will be required, such as, indeed, the proprietors of small allotments on the Riley Estate are not likely to be able to command.

It may be said in reply to this, that the Crown may, in the event of such works remaining uncompleted, assume the possession and complete the work on behalf of the public.

From the tenor of some of the correspondence, it would appear that the Crown can claim all the vacant land between high and low water mark. How such a claim could be exercised in cases where the boundaries assigned in the original grants are those of the waters of Port Jackson, I know not. I do not believe that the Government would ever deem it

worth

worth while to raise such a question, because if it asserted any such right in one case, it would be difficult to assign a reason why the same right should not be exercised in all other analogous cases.

It is notorious, that on the various properties at Wooloomooloo Bay and Darling Point, extensive portions of land have been reclaimed from the water by the private owners of the lands, in some instances with, in other instances without, the sanction of the Government.

5. Even assuming that the land at the head of Wooloomooloo Bay could be reclaimed, and the construction of the proposed quay could be effected in the manner proposed, endless complication and difficulties would arise in adjusting the respective claims of individuals to portions of this recovered land. The proprietors on the *east* side of the Bay would claim all the land regained to the *west*, on the ground of their boundaries being *westerly* by the waters of Port Jackson, whilst the proprietors on the *south*, or Riley Estate, would claim all the reclaimed land on the *north*, on a similar plea of their properties being bounded by the waters of Port Jackson. It is said, indeed, that conterminous proprietors having such conflicting interests must settle their respective claims amongst themselves. *How* such opposing rights are to be settled I am wholly at a loss to conceive. It is pretty certain, however, that endless litigation will ensue between parties having such new, indefinite, and opposing claims. I am quite sure that the Executive Government would be most reluctant to adopt any measure which would prove an "apple of discord" amongst a great number of people, and that it is only necessary to point out such a contingency to secure the efforts of the Government against its occurrence.

5. Believing that the plan now under review for the proposed improvement can never be completed in the manner and by the agency that is contemplated, and that the attempt to carry it out will lead to the most troublesome and endless annoyance to the Government, as well as to private individuals, I have to suggest for consideration:—

6. Whether this great public work should not be regarded as one, the entire conduct and management of which ought to be in the exclusive hands of the Government. A regular and systematic plan could thus be followed, and the public interests more effectually promoted, than if the construction of a great work of the kind be left to the desultory and uncombined efforts of private individuals. I would propose that the Government should simply erect a strong sea-wall from some point on the eastern side of the Bay to the western or Domain side; the further north this wall could be built, the more complete would the undertaking in a public point of view undoubtedly be, as a greater depth of water would thereby be commanded. In the construction of such a sea-wall no extraordinary amount of labour or expense need be incurred. The points between which I would suggest its being carried are, a spot somewhere near Colonel Shadforth's bathing house to the jetty at Mrs. Bigges' bathing house. The chief, perhaps the only, outlay that need be incurred by the Crown, would be in the construction of the sea-wall; a proper level for the ground might be easily obtained by permitting waste or refuse materials to be deposited in the required locality. I believe that great difficulty is now experienced in finding places for casting such waste material, and that the permission which would be accorded would be speedily taken advantage of. An area of some twenty acres would in this manner be reclaimed, which, as stated by the Surveyor General, would undoubtedly be of great value. Out of the fund to be realised by the sale of this land, I would suggest that the Crown should make compensation to the individuals who may be injured by being deprived of the exclusive enjoyment of their water frontage. My own personal view of the matter is, that the amount required for compensation would be comparatively insignificant compared with the value of the land that would be thus recovered.

The claims of many individuals would be satisfied by the granting to them the fee of a small portion of the adjacent reclaimed land. Where parties were unreasonable in their claims, a compulsory arbitration might be enforced under a special power for that purpose to be granted by an Act of the Legislature.

My impression, however, is, that so great an additional value would be given to all the land in juxtaposition to the new wharf, that no extravagant claims could be made or sustained for compensation arising from its construction.

Were a quay (or, in other words, simply a sea-wall,) of the kind I have proposed erected, it would be competent for the Crown to enforce whatever conditions it might choose

as

as to the class and style of buildings that should be erected upon it. There is, indeed, no locality within the precincts of the City which presents the conditions for carrying out a great, and I believe I might say magnificent, public improvement at a comparatively insignificant cost, in a more conspicuous or tangible form than the spot here indicated, which, from being a pestilential and unsightly swamp, might be easily converted into a broad and spacious area, admirably adapted as a site for public buildings, as well as rendered subservient to the growing commerce of the Colony.

Annexed hereto I beg to enclose a sketch exhibiting an outline of the land of Wooloomooloo Bay, with the points between which I would suggest the construction of the sea-wall.

I have, &c.,
CHARLES NICHOLSON.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 34.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 12 *June,* 1852.

SIR,

In transmitting to you the enclosed communication from Charles Nicholson, Esquire, on the subject of the proposed Quay at the head of Wooloomooloo Bay, I have the honor, by the direction of the Governor General, to request that you will favor me with your report thereon, for the information of His Excellency. Dated 5th June, 1852.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 35.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 22 *June,* 1852.

SIR,

In attention to your letter of the 12th instant, No. 52-354, transmitting a communication from Sir Charles Nicholson, on the subject of the proposed Quay at the head of Wooloomooloo Bay, and informing me that you are directed by His Excellency the Governor General to request my report thereon; I have the honor to state, for the information of the Governor General, that although I do not exactly perceive how an Act of the Colonial Legislature, as suggested by Sir Charles, could touch the domain of the Queen, still if by such an Act conflicting claims to water frontage and extension into deep water could be adjusted, whilst so much of reclaimed saleable land could be preserved to the Crown as would warrant an advance from the Land Fund for the building of a sea-wall, then I am of opinion that it would be very desirable to entertain the views of Sir Charles Nicholson.

2. I take leave, however, to observe, that with the exception of the proposed Act of Council, I believe that all that Sir Charles has said in the paper (now returned as requested) will be found in the various letters which I have from time to time addressed to you on this subject.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 36.

THE DEPUTY-SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 26 *November,* 1852.

SIR,

I have to acknowledge the receipt of your letter, No. 52-370, of 23rd June, in which with reference to my report, under blank cover, of 14th June, No. 101, and former correspondence on the subject of the preservation of streets at the head of Wooloomooloo Bay, and below high water mark, you state, by the direction of His Excellency the Governor General, that it was intended that the proprietors of the land having frontage to the Bay, and entitled to reclaim the land below high water mark, should also reclaim the streets, and request me therefore to report upon the matter.

2. I have the honor to state, for the information of the Governor General, that although in my report, No. 51-138, of 19th March, the suggestion in question was thrown out, it was concluded that the difficulty of making such an arrangement compulsory, led to its suppression, when the notice of 10th October, 1851, (which did not emanate from this
14 June, 1852. Office) was prepared, and the blank cover report, No. 52-101, was framed accordingly.

I have, &c.,
S. A. PERRY.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 37.

THE COLONIAL SECRETARY *to* THE DEPUTY-SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 13 *December,* 1852.

SIR,

In acknowledging the receipt of your letter, No. 52-528, of the 26th ultimo, on the subject of the formation of the continuation of the streets passing through the land about to be reclaimed at the head of Wooloomooloo Bay, by the proprietors of land having frontage to the Bay in question,—I have the honor to point out to you, that you do not afford the additional information called for, namely, the extent of public street and quay which, according to the approved plan, Mr. Griffiths will be required to form.

I have, &c.,
W. ELYARD.

THE DEPUTY SURVEYOR GENERAL.

No. 38.

THE DEPUTY-SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 18 *January,* 1853.

SIR,

In attention to your letter, No. 52-683, of the 13th December, in which with reference to the subject of the land intended to be reclaimed at the head of Wooloomooloo Bay, by the holders of frontage thereto, you request me to furnish the additional information called for by your blank cover of 31st May, 1852, viz., the extent of public street and quay which, according to the approved plan, Mr. Griffiths will be required to form,—

I have the honor to state, for the information of His Excellency the Governor General, that provided Mr. Griffiths were to extend as far as the quay, his extension would cross the following streets, and go as far as the north side of the quay, and the areas, therefore, which he would have to make good would be as follows:—

	r.	p.
Griffiths-street	0	4
Susan Lane	0	5½
Nicholas-street	0	19
Cypress Lane	0	5½
Woolloomooloo Quay	0	19
Total ...	1	13

Mr.

Mr. Griffiths' extension would be bounded on one side by Bourke-street, and it becomes a question whether the holders conterminous with a side street should make it between them, or whether it should be rateably proportioned between one-half of the holders on either side. I can therefore only give the area of the portion of Bourke-street extending from the south side of Griffiths-street to the north side of the quay, viz., 3 roods 25 perches, the half of which, if that is what Mr. Griffiths will have to reclaim, is 1 rood 32½ perches, and which added to the other streets, makes

	r.	p.
Cross streets...	1	13
Side streets	1	32½
Total of streets ...	3	5½

and quay to be filled in by Mr. Griffiths.

I have, &c.,
S. A. PERRY.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 39.

PROCEEDINGS of the Executive Council on the 5th April, 1853, *with respect to the proposed reclamation of land at Wooloomooloo Bay.*

No. 53-17. Confirmed 12 April, 1853.

Referring to the proceedings on the 28th May last, on the subject of the proposed reclamation of land at Wooloomooloo Bay, His Excellency the Governor General lays before the Council a letter from the Deputy-Surveyor General, furnishing the information called for by the Council on that date, in relation to the extent to which Mr. J. G. Griffiths should be permitted to participate in the indulgence intended for neighbouring proprietors of land.

2. Having regard to the extent of public street or roadway which, according to the plan, Mr. Griffiths and others will be required to form at their own cost, and having taken into consideration the objection urged to the plan by Sir Charles Nicholson, in his letter of the 5th June, 1852,—the Council conceive that the rights of the Crown on the side of the Government Domain (the extent of which are indicated by a diagonal line drawn on the plan) may be abandoned, and the original proposition adhered to; the proprietors of land in the neighbourhood being permitted to extend their holdings over the reclaimed land to the line of the proposed quay, in the manner and on the terms stated in the public notice of 10th October, 1851.

MICL. FITZPATRICK,
Clerk of the Council.

Executive Council Office,
Sydney, 15 *April,* 1853.

No. 40.

THE COLONIAL SECRETARY *to* THE ACTING DEPUTY-SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 30 *April,* 1853.

SIR,

Adverting to your letter, No. 53-38, of the 18th January last, in which with reference to the proposed reclamation of land at Wooloomooloo Bay you furnished the information called for by the Governor General and the Executive Council, in relation to the extent to which Mr. J. G. Griffiths should be permitted to participate in the indulgence intended for neighbouring proprietors of land,—I have the honor to acquaint you, that His Excellency and the Council, having regard to the extent of public street or roadway which, according to the plan, Mr. Griffiths and others will be required to form at their own cost, and having taken into consideration the objection urged to the plan by Sir Charles Nicholson, in his letter of the 5th June, 1852, conceive that the rights of the Crown, on the side of the Government Domain, the extent of which is indicated by a diagonal line drawn on the plan, may be abandoned and the original proposition adhered to, the proprietors of land in the neighbourhood being permitted to extend their holdings over the reclaimed land to the line of the proposed quay, in the manner and on the terms stated in the public notice of 10th October, 1851.

2.

2. I have, therefore, to request, that you will be so good as to furnish a schedule and descriptions of the new and extended streets passing through the land so to be reclaimed, in order that the streets may be proclaimed in the usual manner, under the arrangement as now modified.

I have, &c.,

E. DEAS THOMSON.

THE ACTING
DEPUTY-SURVEYOR GENERAL.

No. 41.

THE COLONIAL SECRETARY *to* SIR CHARLES NICHOLSON.

Colonial Secretary's Office,
Sydney, 30 *April,* 1853.

SIR,

Referring to your letter of the 5th June last, on the subject of the proposed reclamation of land at Wooloomooloo Bay, I have the honor to acquaint you that His Excellency the Governor General, having regard to the extent of public street or roadway which the neighbouring proprietors of land will be required to form at their own cost, and having duly taken into consideration your letter now under reference, has, with the advice of the Executive Council, been pleased to direct that the rights of the Crown, on the side of the Government Domain, be abandoned, and the original proposition adhered to, the proprietors of land in the neighbourhood being permitted to extend their holdings over the reclaimed land to the line of the proposed quay, and in the manner and on the terms stated in the public notice of 10th October, 1851.

I have, &c,

E. DEAS THOMSON.

THE HONORABLE
SIR CHARLES NICHOLSON,
&c., &c., &c.

No. 42.

THE COLONIAL SECRETARY *to* J. G. GRIFFITHS, ESQ

Colonial Secretary's Office,
Sydney, 30 *April,* 1853.

SIR,

In reference to my letter to you of the 12th January last, on the subject of the proposed reclamation of land at Wooloomooloo Bay, I have now the honor to inform you that His Excellency the Governor General, having regard to the extent of public street, or roadway, which the neighbouring proprietors of land will be required to form at their own cost, and having duly taken into consideration the objection raised to the plan submitted to their inspection, according to the Government notice of 10th October, 1851, has, with the advice of the Executive Council, been pleased to direct, that the rights of the Crown on the side of the Government Domain, the extent of which are indicated by a diagonal line on the plan, be abandoned, and the original proposition adhered to, the proprietors of land in the neighbourhood being permitted to extend their holdings over the reclaimed land to the line of the proposed quay, in the manner and on the terms stated in the public notice above mentioned.

I have, &c.,

E. DEAS THOMSON.

J. G. GRIFFITHS, ESQ.,
Sydney.

No. 43.

THE ACTING DEPUTY-SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 16 *May,* 1853.

SIR,

In attention to your letter, No. 53-325, of the 30th April, in which with reference to the proposed reclamation of land at the head of Wooloomooloo Bay, you inform me that His Excellency the Governor General and the Executive Council are of opinion that the rights of the Crown to frontage on the side of the Domain, as indicated by a diagonal line shewn on the plan, may be abandoned, and request me to furnish a schedule and descriptions

descriptions of the new and extended streets passing through the land, so as to be reclaimed, in order that the streets may be proclaimed in the usual manner, under the arrangement as now modified,—I have the honor to state, for the information of His Excellency the Governor General, that the schedule already furnished, and which was announced under the Act of Council 4 Will. IV., No. 11, (see *Gazette* for 1852, folio 138) embraces the streets in their whole length, and the necessary descriptions of them also, independent of the diagonal line; consequently, no modified schedule is, I apprehend, necessary; but if the objections which may have been filed with the Clerk of the Executive Council, as required by the Act, have been dealt with, the same schedule will serve for the confirmatory announcement under the 4th Will. IV., No. 11, and then for announcement under the Alignment Act.

I have, &c.,
JOHN THOMPSON,
Acting Deputy-Surveyor General.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 44.

THE ACTING DEPUTY-SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 17 *June,* 1853.

SIR,

Referring to your blank cover, No. 50-5652, of 19th June, 1850, and to the Surveyor General's blank cover reply thereto, No. 50-167, of 26th June, 1850, on the subject of the application made by Sir Charles Nicholson to be allowed to fill in from his premises, on the east side of Wooloomooloo Bay, to the frontage of Dowling-street, the consideration of which was suspended pending the preparation of a general design by which the interests of all parties, and of the public, should be guarded,—I have the honor to state, that such a design having been prepared, the application of Sir Charles Nicholson to be allowed to fill in to the frontage of Dowling-street, was thereby provided for. I now beg to submit, for the consideration of His Excellency the Governor General, a copy of the 1st paragraph of a communication which I have received from the surveyor in charge of the Sydney District, from which it will appear that the property in question of Sir Charles Nicholson has passed into the hands of Mr. Harnett, and that he has already availed himself of the design, as he alleges under the sanction of the Government, and is filling up to the frontage of Dowling-street, having built a retaining wall along the whole line. The design provided for the continuation of Dowling-street along this line, so as to devote the frontage on the west side of the street to the public, it being considered that the acre and a half of land which would be obtained thereby by the holder on the east side of the street would compensate for the loss of water frontage. This was, however, objected to by Sir Charles Nicholson, and the Surveyor General suggested (*vide* his blank cover, No. 52-20), that Dowling-street might, if His Excellency the Governor General thought proper, terminate at the proposed quay; but to this suggestion no reply has, it would appear, been received, and as it has not been intimated to me that any such permission as that alleged by Mr. Harnett has been given, I have considered it proper to bring Mr. Harnett's proceedings under the notice of the Governor General.

I have, &c.,
JOHN THOMPSON,
Acting Deputy-Surveyor General.

THE HONORABLE
THE COLONIAL SECRETARY.

[*Enclosure referred to.*]

SIR,

I have the honor to report, that Mr. Harnett is filling up that part of Wooloomooloo Bay in front of Sir Charles Nicholson's land, as far as Dowling-street: he informs me that permission has been granted by Government.

M. E. L. BURROWES,
Assistant Surveyor.

No. 45.

PROCEEDINGS of the Executive Council, on the 12th September, 1853, relative to announcement of Streets at Wooloomooloo Bay.

Extract from Minute No. 53-45. Confirmed 19th September, 1853.

2. Referring to their former proceedings on this subject, on the 5th April last, when they had under consideration the objection interposed to the plan for reclaiming the land in that locality, the Council now advise that the intended formation of the streets in question be confirmed under the provisions of the Act of Council 4 Gul. IV., No. 11.

MICL. FITZPATRICK,
Clerk of the Council.

Executive Council Office,
Sydney, 20 September, 1853.

No. 46.

[*Usual notice confirming lines of Streets. 7 October, 1853.*]

No. 47.

THE COLONIAL SECRETARY *to* THE ACTING DEPUTY-SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 21 October, 1853.

SIR,

With reference to your letter of the 17th June last, No. 282, I have now the honor, by the direction of His Excellency the Governor General, to draw your attention to the Notice in the *Government Gazette* of the 7th instant, respecting the confirmation of certain lines of streets at the head of Wooloomooloo Bay.

I have, &c.,
W. ELYARD.

THE ACTING
DEPUTY-SURVEYOR GENERAL.

No. 48.

MEMO. OF HIS EXCELLENCY THE GOVERNOR GENERAL.

I have been to look at Wooloomooloo Bay, and I am decidedly of opinion that the Government should take upon itself the expense of constructing a proper wharf along the deep-water line of the Bay, repaying itself the cost of the work by the sale of the land thus regained from the sea. Let the Surveyor General be directed to furnish, as soon as possible, a plan of the Bay, shewing the allotments as already disposed of along the water line, and giving the soundings to the line of, say 15 feet at low water.

W. D.
14 *April*, 1855.

No. 49.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 16 April, 1855.

SIR,

The Governor General is of opinion that the Government should take upon itself the expense of constructing a proper wharf along the deep-water line of Wooloomooloo Bay, repaying itself the cost of the work by the sale of the land thus regained from the sea. I am, therefore, to request you to furnish me, for His Excellency's information, and as soon as possible, with a plan of the Bay, shewing the allotments as already disposed of along the water line, and giving the soundings to the line of, say 15 feet at low water.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 50.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 17 *April,* 1855.

SIR,

I have the honor to acknowledge the receipt of your letter of the 16th instant, No. 55-304, wherein you informed me of His Excellency the Governor General's opinion, that the Government should take upon itself the expense of constructing a proper wharf along the deep-water line of Wooloomooloo Bay, repaying itself the cost of the work by the sale of the land thus regained from the sea, and requested me to furnish you, for His Excellency's information, and as soon as possible, with a plan of the Bay, shewing the allotments as already disposed of along the water line, and giving the soundings to the line of, say 15 feet at low water; and in attention thereto, I herewith forward a plan to you of the head of the Bay in question, which has already been before the Government, shewing the existing encroachments, and the proposed extension of streets, and to invite the attention of His Excellency the Governor General to the correspondence which has already taken place on the subject, and to the decision to which the Government has already come—to allow contiguous proprietors to fill up to a certain line, they thereby becoming entitled to the land which they may reclaim.

I may add, that should any further plan or survey be required, it shall be prepared and furnished as early as the pressing demands on the means at my disposal will allow.

I have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

T. L. MITCHELL.

No. 51.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office.
Sydney, 25 *April,* 1855.

SIR,

In returning to you the plan of the head of Wooloomooloo Bay, which accompanied your letter of the 17th instant, No. 55-277, I beg to request, by direction of His Excellency the Governor General, that you will have the goodness to cause the outline of the Domain to be distinctly marked on it; also to cause the lines of soundings extending to the deep water, that is to say, fifteen feet at low water, and the lots already sold, to be marked on it, and to forward the same, with the required additions, to this Department at your earliest convenience.

I have, &c.,

THE SURVEYOR GENERAL.

W. ELYARD.

No. 52.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 30 *April,* 1855.

SIR,

I have the honor to acknowledge the receipt of your letter No. 55-349, dated 25th instant, in which you return to me the plan of the head of Wooloomooloo Bay, which accompanied my letter of the 17th instant, No. 55-277, and by which you request, by the direction of His Excellency the Governor General, that I will cause the outline of the Domain to be more distinctly marked on it, also to cause the lines of soundings extending to the deep water, and the lots already sold to be marked thereon, and to forward the same, with the required additions, to your Department, at my earliest convenience.

2. I beg leave to state, for His Excellency's information, that no lots have been sold by the Government in Wooloomooloo Bay; and, secondly, that I am not in possession of any plan of that part of the harbour, nor, indeed, of a detail survey, which ought to be made on a

large

large scale, in connection with such soundings, which are very variable in that locality. I beg also to add, that all soundings hitherto required by me in Port Jackson and Parramatta River, I have been under the necessity of making myself, the service of the land surveyors for the measurement of allotments having been urgently required.

I have, &c.,

T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 53.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 2 *May,* 1855.

SIR,

Referring to your letter of the 30th ultimo, No. 55-329, on the subject of the survey at the head of Wooloomooloo Bay, I am directed by the Governor General to inform you, that you may employ the Surveyor at Head Quarters in making the soundings required, which, if made and marked upon the plan sent in, will be sufficient to answer the purpose sought for.

2. His Excellency was pleased to remark, that he would be better pleased were you to devise means of carrying out objects instead of writing long letters to excuse your performance of them.

I have, &c.,

W. ELYARD.

THE SURVEYOR GENERAL.

No. 54.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 26 *May,* 1855.

SIR,

In attention to your letter No. 55-376, of 2nd May, and former correspondence, I have now the honor, in compliance with the desire of His Excellency the Governor General, to forward a tracing shewing the shore towards to the head of Wooloomooloo Bay, with the soundings, as requested by His Excellency. I have to observe, that the plan previously forwarded, and on which His Excellency wished the new matter to be shewn, did not extend sufficiently to the north to admit of the introduction of the additions which have now been made.

I have, &c.,

T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 55.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 4 *June,* 1855.

SIR,

Referring to your letter of the 26th ultimo, No. 55-419, forwarding a tracing shewing the shore towards the head of Wooloomooloo Bay, with soundings, I am directed by His Excellency the Governor General to request you to cause a sketch to be made with the necessary sections, &c., of a wharf along the deep water line with six feet at low water.

2. It is His Excellency's intention to have a public wharf left, about one hundred feet wide, and inside this a basin or public bathing place into which the water can flow; this will be fenced all round, with sheds for the bathers. There is no immediate hurry, however, for this.

I have, &c.,

W. ELYARD.

THE SURVEYOR GENERAL.

No. 56.

No. 56.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 15 *June,* 1855.

SIR,

In reference to your letter of the 4th instant, No. 55-471, wherein, in reply to mine of the 26th ultimo, you request me to cause a sketch to be made of the shore towards the head of Wooloomooloo Bay, with the necessary sections, &c., of a wharf along the deep water line with six feet at low water,—I have the honor, in the first instance, to submit as a question for the consideration of His Excellency the Governor General, whether the frontage rights of proprietors here can be disregarded.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 57.

THE COLONIAL SECRETARY *to* THE COLONIAL ARCHITECT.

Colonial Secretary's Office,
Sydney, 25 *June,* 1855.

SIR,

I am directed by the Governor General to request you to furnish me, for His Excellency's information, with a sketch with the necessary sections, &c., of a wharf along the deep water line, with six feet at least at low water, which it is proposed to build at the head of Wooloomooloo Bay. A public wharf to be left about one hundred feet wide, and inside this a basin or public bathing place into which the water can flow, this to be fenced all round, with sheds for the bathers. There is no immediate hurry, however, for this

I have, &c.,
W. ELYARD.

THE COLONIAL ARCHITECT.

No. 58.

THE COLONIAL ARCHITECT *to* THE COLONIAL SECRETARY.

Colonial Architect's Office,
Sydney, 16 *August,* 1855.

SIR,

In attention to your letter of the 8th instant, No. 430, with reference to the preparation of a sketch, sections, &c., for a wharf proposed to be built at the head of Wooloomooloo Bay, called for in your letter of the 25th June, No. 352,— **Merely a reminder.**

2. I do myself the honor to state that, as your letter of 25th June apprised me that there was no immediate hurry for this, I did not conceive it was necessary to defer matters of a more pressing nature for the purpose. The officers of my Department have been since so fully occupied, that I have not been able to cause the required survey, &c., to be made, but will do so at the earliest opportunity.

I have, &c.,
WM. WEAVER,
Colonial Architect.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 59.

[*Usual reminder to Colonial Architect,* 8 *September,* 1855.]

No. 60.

THE COLONIAL ARCHITECT *to* THE COLONIAL SECRETARY.

Colonial Architect's Office,
Sydney, 12 *September,* 1855.

SIR,

In attention to your letter of the 8th instant,* No. 474, enquiring what has been done respecting the sketch, sections, &c., required for the proposed wharf at the head of Wooloomooloo Bay,— *Printed reminder.

2. I do myself the honor to state, that a plan is in course of preparation, but from the pressure of business in this Department it has been found impossible to complete it. It shall, however, be transmitted as soon as possible.

I have, &c.,
WM. WEAVER,
Colonial Architect.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 61.

MEMO. of His Excellency the Governor General.

WOOLOOMOOLOO BAY.

I have looked over all the papers with relation to the concessions made by the Government to the individual proprietors along the shore of the Bay, by which they were permitted to extend the line of their frontage into the Bay to an extent only limited by a line marked upon a plan submitted by the Surveyor General. I cannot but think that this scheme was adopted without due consideration, and involved in the first place most serious difficulties between the proprietors fronting to the northward and those fronting to the eastward of the Bay; and, in the second place, questions of a similar character between the Government, as proprietors of the Domain, and those persons who might be disposed to push their property forward to low water mark in front of the sea line bounding the Domain. It is to that, by no possible process, could unity of action be secured among so many distinct proprietors. Some might wish to extend their properties; others would or could not incur the expense, and the result would be that the public, for whose professed advantages these privileges were conceded, would suffer most materially, no adequate return being made for the enormous grants which the holders of property would be enabled to secure for themselves.

It appears to me that it would be desirable at once to withdraw all general concessions made of right to extend properties between high and low water mark—that those who have availed themselves of the privilege may be allowed to benefit by what they have done, but that all future extension into the Bay should cease. I should then propose, that the Government should prepare a scheme for erecting a wharf along the deep water of the Bay, and should fill in the ground between the wharf and the present high water mark,—that compensation should be made to such individuals as may by the award of arbitration or a jury be considered to have their rights infringed upon by such a proceeding, the compensation to be paid out of the sum realized by the sale of the land reclaimed. By some scheme of this kind only can it be hoped to secure proper accommodation for the shipping which will, of course, soon resort to the Bay, and to make adequate provision for the drainage of the low part of Wooloomooloo.

W. DENISON.

No. 62.

PROOCEEDINGS of the Executive Council on the 26th November, 1855, with respect to the reclamation of the head of Wooloomooloo Bay.

Minute No. 55-42. Confirmed 3rd December, 1855.

His Excellency the Governer General lays before the Council a memorandum pointing out some of the disadvantages, in a public point of view, of the arrangement sanctioned by this Council on the 17th June, 1851, for the reclamation of the land at the head of Wooloomooloo Bay, whereby the owners of property having frontages to the waters of the Bay were permitted to fill in, at the their own cost, to a certain prescribed limit, the Government undertaking to sanction, so far as was in its power, their occupancy of the land so to be reclaimed.

2. For the reasons now set forth in His Excellency's Minute, the Council deem it desirable to withdraw the general permission in this respect, conceded by the notice of the 10th October, 1851, (except in so far as that permission has already been acted on), and to devise a scheme for the erection of a wharf along the deep water of the Bay, filling in the ground between such wharf and the present high water, and compensating the owners of the allotments abutting thereon for any injury that may be thereby inflicted on them.

3.

3. Pending the necessary preparation in this regard, the Council advise that the permission above alluded to should be withdrawn by public notice, except in so far as it has already been acted upon.

MICL. FITZPATRICK.
Clerk of the Council.

Executive Council Office,
Sydney, 5 *December,* 1855.

No. 63.

Colonial Secretary's Office,
Sydney, 13 *December,* 1855.

WOOLOOMOOLOO BAY.

With reference to the notice in the *Government Gazette,* dated 10th October, 1851, whereby, with a view of reclaiming the flat at the head of Wooloomooloo Bay, the owners of property having frontage to the Bay were permitted to fill in, at their own cost, and to a certain prescribed limit, portions of the same, His Excellency the Governor General, under the advice of the Executive Council, directs it to be notified that the general permission conceded by this notice is now withdrawn, except in so far as that permission has already been acted on.

By His Excellency's Command,
C. D. RIDDELL.

No. 64.

[*Usual printed letters addressed to Surveyor General, Colonial Architect, and Civil Crown Solicitor, drawing the attention of those Officers to the above notice.* 20 *December,* 1856.]

No. 65.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 29 *December,* 1855.

SIR,

Referring to the letter to you of the 20th instant, respecting the head of Wooloomooloo Bay, I have now the honor to inform you, that it appears to His Excellency the Governor General and the Executive Council to be desirable to devise a scheme for the erection of a wharf along the deep water of the Bay, filling in the ground between such wharf and the present high water, and compensating the owners of the allotments abutting thereon for any injury that may thereby be inflicted on them.

2. I beg to request that you will, at your earliest convenience, suggest the mode by which the plan proposed by His Excellency and the Council can be carried into effect.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 66.

[*Usual letter reminding Surveyor General of foregoing.* 11 *April,* 1856.]

No. 67.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 28 *June,* 1856.

SIR,

With reference to the letter to you from this Department of the 11th April last, on the subject of a communication made to you on the 29th December, 1855, in which you were requested to suggest the mode by which the plan in regard to the head of Wooloomooloo Bay, proposed by His Excellency the Governor General and the Executive Council, could be carried into effect, I do myself the honor to request that you will at your earliest convenience report what has been done, with a view to meet the wishes of the Government.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 68.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 23 *July,* 1856.

SIR,

In attention to your communication of the 28th ultimo, No. 56-459, referring to previous instructions, requiring me to suggest the mode by which the plan in regard of Wooloomooloo Bay, proposed by His Excellency the Governor General and the Executive Council, could be carried into effect, I have now the honor to transmit the plan of the Bay, shewing a proposed line of quay, and also the approved design for the subdivision of the land to be reclaimed. The plan also shews the work done by Messrs. Buckland and Northwood, Callaghan, and Brady, in pursuance of the Government Notice of 10th October, 1851, and of the special authorities of the Government, noted in the margin.

Mr. Brady, 54-718. 25 Aug. 56-459. 28 June.
Mr. Callaghan, 53-307. 21 March 56-459. 28 June.
Messrs. Buckland and Northwood. 53-898. 23 Dec. 56-459. 28 June.

2. It will be observed that the plan proposes to run out a quay in a direct line across the Bay, 907 feet, with an uniform width of 150 feet, and affording a depth of water on nearly its whole extent of about twelve feet at low water. The construction of such a quay would cost a very large sum, which, however, might in a great measure be met by the sale of the street frontages as laid out, and which amount, to nearly three thousand feet, the greater portion of the land being at this time under water at highwater, it is not possible to surmise the price per foot which would be realized, and to obtain the largest sum the sales should be gradual, covering a number of years, unless, indeed, means were resorted to for filling in the area embraced in the plan, which to complete in itself would no doubt be an operation of some years, and attended with the outlay of a large sum of money.

3. The question of compensation may probably also have to be considered, but of course to what extent can only be fixed in the usual manner.

4. I may as well observe, that in an interview with His Excellency the Governor General, His Excellency, on production of the plan herewith, expressed his opinion that Nicholson-street should form the limit to which Buckland and others should be permitted to extend their property, by filling in or reclaiming the land. The parties have been so informed to this effect, but I am given to understand that Messrs. Buckland and Northwood have expressed their determination to carry on the work of reclaiming the land to the line of the quay in defiance of the Government.

I have, &c.,
GEORGE BARNEY,
Surveyor General.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 69.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 7 *August,* 1856.

SIR,

In reference to your letter of the 23rd ultimo, No. 56-399, on the subject of the mode by which the plan in regard to Wooloomooloo Bay, proposed by His Excellency the Governor General, can be carried into effect, I am directed to inform you that before submitting the matter for the decision of His Excellency in Council, it is desirable that the plans and estimates for the contemplated works should first be made, and to request that you will be so good as to take the necessary steps for this purpose.

2. If Messrs. Buckland and Northwood, or other parties, should proceed with the work of reclaiming the land beyond the line to which you may limit them, it will be necessary for you to bring the matter under notice, with a view to instructions being given for adopting measures to restrain them.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

PARTICULAR

PARTICULAR APPLICATIONS.

MR. F. CALLAGHAN'S APPLICATION.

No. 1.

MORTIMER WM. LEWIS, ESQ., *to* THE COLONIAL SECRETARY.

Sydney, 28 *January*, 1853.

SIR,

On behalf of Mr. F. Callaghan, occupier and owner of the "Royal Yacht Hotel," situate at the northern termination of Forbes-street, Wooloomooloo Bay, I respectfully request the permission of His Excellency the Governor General may be obtained to allow him to erect a jetty from his premises to low water, to enable parties to land, which at present they connot do, except for a short time before and after high water, which causes not only a great loss to his business, but also much inconvenience to persons wishing to land at the termination of the street, and as the proposed jetty will not interfere with any adjoining property, should this application meet with favorable consideration, and the requisite permission granted, it will not only tend to compensate for the large outlay Mr. Callaghan has gone to in erecting the premises, but prove advantageous to the public generally.

I am, &c.,

MORTIMER WM. LEWIS.

Architect, Surveyor, &c.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 2.

[*Usual printed letter apprising of reference to Acting Surveyor General.* 8 *February*, 1853.]

No. 3.

MORTIMER WM. LEWIS, ESQ, *to* THE SURVEYOR GENERAL.

Pitt-street,
24 *February*, 1853.

SIR,

In attention to your letter of the 14th instant, with reference to my application addressed to the Honorable the Colonial Secretary, on behalf of Mr. Callaghan, dated 28th ultimo, requesting permission to erect a jetty in front of his premises in Wooloomooloo Bay, I herewith send the sketch required, shewing the position and extent thereof, from which it will be seen it will tend to promote carrying out the prolongation of Forbes-street, as laid down in the plan of the improvement of Wooloomooloo Bay, as prepared under the direction of the Surveyor General, and it will not prevent the filling in of the land hereafter in accordance with that plan, and which filling in, Mr. Callaghan is willing to do in front of his land,—I beg leave to be informed whether he will be entitled to a grant of the intervening spaces when filled in between the streets (marked upon the sketch A. A. A. A.) as some compensation towards the great outlay that must be incurred in not only filling in those spaces, but also the land between for the reserved streets.

I am, &c.,

MORTIMER WM. LEWIS.

THE SURVEYOR GENERAL.

No. 4.

ACTING DEPUTY-SURVEYOR GENERAL'S REPORT.

As this application did not convey any definite account of what was required, Mr. Lewis was referred to the notice of 21st June, 1848, respecting Wharves, and to the notice of 10th October, 1851, respecting Woolloomooloo Bay, and requested to furnish a sketch as required by the former notice. I take leave to enclose his reply, with a sketch attached, from which it will appear that Mr. Callaghan, as required by the Notice of 10th October, 1851, should now address a letter to the Colonial Secretary, asking to be allowed to fill in the

portions

portions marked A. A. A. A., and covenanting to fill in the streets also, and likewise to forego any exclusive right to water frontage on the quay; or else a bond or guarantee might be prepared by the Civil Crown Solicitor for Mr. Callaghan's signature. On his writing such a letter, or executing such a document, he might erect his proposed jetty in any manner he may think best.

JOHN THOMPSON,
Acting Deputy-Surveyor General.

Surveyor General's Office,
Sydney, 14 *March,* 1853.

No. 5.

[*Extract from a Minute of the Executive Council on 5th April,* 1853—WANTING.]

No. 6.

THE COLONIAL SECRETARY *to* MORTIMER WM. LEWIS, ESQ.

Colonial Secretary's Office,
Sydney, 21 *May,* 1853.

SIR,

In reference to my letter to you of the 8th February last, on the subject of your application, on behalf of Mr. F. Callaghan, for permission to run out a jetty from his premises at Wolooomooloo Bay, I have now the honor to inform you, that His Excellency the Governor General, with the advice of the Executive Council, having taken this application into consideration, in connexion with the proposed reclamation of land at Wooloomooloo Bay, as notified in the *Government Gazette* of 10th October, 1851, has been pleased to sanction a compliance with it, provided that the requirements of the Government Notice of 21st June, 1848, having reference to Wharves, be duly fulfilled, and on the following special conditions.

2. This permission will be given with the distinct understanding that it is not in the power of the Government to make a grant to Mr. Callaghan of the site of the jetty so to be constructed; and further, that such erection will not entitle him to any exclusive right of water frontage to the proposed wharf to be ultimately erected at the head of the Bay; but that he must, in every respect, conform to the conditions prescribed by the notice above referred to, for the reclamation of the land in that locality.

3. Upon the receipt of a communication from Mr. Callaghan signifying his acceptance of the conditions under which this authority is intended to be given, the usual notice will be inserted in the *Government Gazette,* calling upon the neighbouring proprietors to state their objections, if any, within one month from its date.

4. At the expiration of that time, if no objections be raised, Mr. Callaghan will be required to enter into a bond, with two sufficient sureties, for the due execution of the work, in conformity with the Government Notices referred to.

I have, &c.,
E. DEAS THOMSON.

M. W. LEWIS, ESQ.,
Sydney.

No. 7.

THE COLONIAL SECRETARY *to* THE ACTING DEPUTY-SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 21 *May,* 1853.

SIR,

In reference to your report, under blank cover, No. 53-53, of the 14th March last, on the subject of an application made by Mr. M. W. Lewis, on behalf of Mr. F. Callaghan, for permission to run out a jetty from his premises at Wooloomooloo Bay, I have now the honor to transmit to you for your information, the annexed copy of a *communication which has been addressed in reply thereto, complying, under certain conditions, with the request in question.

*See foregoing letter.

I have, &c.,
E. DEAS THOMSON.

THE ACTING
DEPUTY-SURVEYOR GENERAL.

No. 8.

No. 8.

To His Excellency Sir William Thomas Denison, Knight, Governor General of all Her Majesty's Australasian Possessions, and Captain General, and Governor-in-Chief of the Colony of New South Wales, and its Dependencies.

The humble Memorial of Francis Callaghan, of Forbes-street, Wooloomooloo Bay, Sydney, licensed victualler,—

RESPECTFULLY SHEWETH,

That in the year 1852, your Memorialist became the purchaser of an allotment of land, part of the Riley Estate, situate at the north end of Forbes-street, Wooloomooloo Bay, having an extensive water frontage, for the purpose of erecting a suitable building for an hotel, having the advantage of approach from the waters of Port Jackson, and which hotel was accordingly built, and is now known as the "Royal Yacht Hotel"; and your Memorialist, believing that he had a perfect right to the water frontage of his said allotment of land, laid out and invested a large sum of money in building the hotel, and in sundry other necessary improvements on his said property; and your Memorialist is advised that in the original grant to Mr. William Palmer of 100 acres of land at Wooloomooloo, of which your Memorialist's land is a portion, no reservation was made by the Crown of any land between the northern boundary of said grant and the waters of Port Jackson.

That in the *Government Gazette* of the 4th October, 1853, His Excellency the then Governor General, with the advice of the Executive Council, proclaimed certain streets to be formed at Wooloomooloo Bay, and in such proclamation affixed the widths of said streets, and also of a certain public quay, to be called Wooloomooloo Quay, some of which streets or ways intervene between the northern boundary or water frontage of your Memorialist and the said intended public quay. And your Memorialist believing that as no reservation had been made in the original grant to Mr. Palmer, in 1798, considered his right to the sole water frontage of his part of the said grant was valid and applicable to such uses and improvements as are usually obtained by persons possessing exclusive rights to water frontage; and, in consequence, your Memorialist, at an expense of upwards of £1,000, reclaimed a certain portion of the sand and mud flat at the head of Wooloomooloo Bay, and was in the course of erecting a wharf or causeway into deep water, so as to render the water frontage available for the purpose of landing from and embarking in boats, and has for that object driven in a range of piles at low water mark, believing that by the terms of the original grant he was fully entitled so to do, but while your Memorialist was making such improvements, his attention was called to a notice in the *Government Gazette*, restraining persons from proceeding further with the work, thereby rendering his very large outlay of money totally unproductive and ruinous to him in his business, the more especially, as your Memorialist deems that he was doing no more than what he was justly entitled to do. That since the Government Notice last mentioned nearly twelve months have elapsed, during which time Her Majesty's Government has allowed the matter to remain in abeyance, to the prolonged injury of your Memorialist, not only as regards his outlay, but also to the injury of the health of his family, as your Memorialist begs respectfully to state that it is imperatively necessary that immediate steps should be taken to fill in the flat between high and low water, in order to protect the health of the inhabitants of this populous and rising neighbourhood from the baneful effects produced by the accumulation of decayed animal and vegetable matter That your Memorialist assumes the Government Notice referred to was not warranted by the terms of the original grant to Palmer, and the usual practice in such cases, many persons in various parts of the City having been allowed to fill out to an extent greater than that sought by your Memorialist, it being considered a public benefit their doing so, and they have afterwards received grants from the Crown in respect of such reclaimed land, and maintained possession of their water frontage.

Your Memorialist therefore prays, that your Excellency will be pleased to consider the hardship of his case, and render him such redress as the circumstances call for.

And your Memorialist, as in duty bound, will ever pray.

FRANCIS CALLAGHAN.

Forbes-street, Wooloomooloo,
13 *October*, 1856.

No. 9.

No. 9.

MR. FRANCIS CALLAGHAN *to* THE COLONIAL SECRETARY.

Forbes-street, Wooloomooloo,
11 *November*, 1856.

SIR,

On the 13th ultimo, I addressed to His Excellency the Governor General a Memorial relating to my position in respect of my property and the improvements I have made thereon, in Wooloomooloo Bay, and in which Memorial I had the honor to request that His Excellency would be pleased to inquire into the circumstances of the case.

As four weeks have now elapsed, and I have not as yet received an answer to my Memorial, may I request that I may be informed whether it has been laid before His Excellency.

As my circumstances will not allow me to be kept in suspense any longer, and should I not be favored with an early reply, I see no alternative but to petition the Legislative Assembly for redress, as I consider my case one of extreme hardship.

I have, &c.,
FRANCIS CALLAGHAN.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 10.

THE COLONIAL SECRETARY *to* MR. FRANCIS CALLAGHAN.

Colonial Secretary's Office,
Sydney, 15 *November*, 1856.

SIR,

I am directed to acknowledge the receipt of your letter of the 11th instant, respecting a Memorial relating to improvements in Wooloomooloo Bay, and to inform you that the same has been forwarded to the Honorable the Secretary for Land and Public Works, to whom, as a matter belonging to the business of his Department, it ought to have been addressed; and I am to refer you to that officer for any reply that may be necessary on the subject of your communication.

I am, &c.,
W. ELYARD.

MR. FRANCIS CALLAGHAN,
Forbes-street, Wooloomooloo.

No. 11.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. FRANCIS CALLAGHAN.

Department of Land and Public Works,
Sydney, 18 *December*, 1856.

SIR,

With reference to the letter of the 15th ultimo addressed to you from the Colonial Secretary's Office, respecting your property and the improvements made thereon, in Wooloomooloo Bay, I am directed to inform you that the further consideration of the proposed improvements at the head of Wooloomooloo Bay awaits the appointment of a Commissioner of Docks and Harbours, to which Department this matter peculiarly belongs; upon the appointment of such officer, the papers in the case will be forwarded to him, with the view of the final adjustment of this matter.

I have, &c.,
MICHL. FITZPATRICK.

MR. F. CALLAGHAN,
Forbes-street.

No. 12.

MR. FRANCIS CALLAGHAN *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Forbes-street, Wooloomooloo,
30 *January*, 1857.

SIR,

On the 13th October last, I forwarded, through the usual channel, a Memorial to His Excellency the Governor General respecting my property in Wooloomooloo Bay, and in reply, received the usual official notice that the matter had been referred to the proper officer for his report.

On

On the 18th December ultimo, I received from the Department of Land and Public Works a communication, as per margin, to the effect that the Government had it in contemplation to form a Department of Docks and Harbours, to which Board, when appointed the papers in the case would be submitted, with a view to final adjustment. 18 Dec., 1856.

As many months have now elapsed since this communication was made to me, and the injury of which I then complained still exists unremedied, may I request to be informed whether the contemplated Dock and Harbour Board has been, or is about to be established, or whether any other, and what steps have been taken in this matter; as my present improvements, made at a considerable expense, and under the sanction of previous Governments, have been hitherto unproductive, and may tend to my ultimate ruin

Unless a speedy decision is arrived at by the present Government, I shall, in justice to myself, be compelled to seek redress through some other channel, as it appears to me that the present Government are not giving that attention to the matter which the exigency of the case demands.

Trusting to receive at your earliest convenience a statement of the steps at present contemplated,

I have, &c.,
FRANCIS CALLAGHAN.

THE HONORABLE
THE SECRETARY FOR LAND AND PUBLIC WORKS.

No. 13.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. F. CALLAGHAN.

Department of Land and Public Works,
Sydney, 11 *February*, 1857.

SIR,

In acknowledging the receipt of your letter of the 30th ultimo, respecting the improvements effected on your property at the head of Wooloomooloo Bay, I am directed to inform you that the Government cannot undertake to give this matter the attention to which it is entitled until the present sitting of Parliament has been concluded.

I have, &c.,
MICHL. FITZPATRICK.

MR. F. CALLAGHAN,
Forbes-street, Wooloomooloo.

MR. J. BRADY'S APPLICATION.

No. 1.

MESSRS. BURTON & POWNALL *to* THE COLONIAL SECRETARY.

555, *George-street*,
16 *February*, 1854.

SIR,

Referring to the Government notice of the 10th October, 1851, as to Wooloomooloo Bay, we have the honor, on behalf of Mr. Joseph Brady, the owner of the two allotments described below, to apply for permission to fill up, at his own cost, from the original high water mark in the front of these allotments to the proposed new sea line, on the understanding that such parts of the land thus to be reclaimed as shall not be included in any proposed new street shewn on the plan lodged at the Surveyor General's Office are to become Mr. Brady's property.

Mr. Brady is willing to observe such conditions as may be imposed by the proper authorities for the construction of proper drains.

We have, &c.,
BURTON & POWNALL.

THE HONORABLE
THE COLONIAL SECRETARY.

Description of the two allotments referred to above.

1. All that piece or parcel of land being part of block A 26, of that part of the Riley Estate known as the Wooloomooloo Estate, containing 16 perches more or less, situated in the City of Sydney, parish of Alexandria, County of Cumberland, and Colony of

New South Wales; bounded on the south by the north side of Bay-street, commencing at the intersection thereof with Palmer-street, bearing east 1 degree 14 minutes south 50 feet to an allotment conveyed of John Fitzpatrick; on the east by the west side of that allotment, bearing north 1 degree 14 minutes, east 95 feet 9 inches to the high water mark in Wooloomooloo Bay; on the north by that line of high water mark, bearing westerly to Palmer-street; and on the west by the east side of that street, bearing south 1 degree 14 minutes, west 83 feet 10 inches to the point of commencement.

2. All that piece or parcel of land, situated in the City of Sydney, parish of Alexandria, County of Cumberland, and Colony of New South Wales, being part of block A 26, of that part of the Riley Estate known as the Wooloomooloo Estate, contaning 8¾ perches more or less; bounded on the south by the north side of Bay-street 33 feet wide, commencing at the south-east corner of another allotment at a point 50 feet from Palmer-street, bearing east 1 degree 14 minutes, south 25 feet to another allotment conveyed by the said James John Riley to Richard Dalton; on the east by that allotment, bearing north 1 degree 14 minutes, east 98 feet 6 inches to the high water mark in Wooloomooloo Bay; on the north by the said line of high water mark, bearing westerly to the north-east corner of the first mentioned allotment; and on the west by that allotment, bearing south 1 degree 14 minutes, west 95 feet 9 inches to the point of commencement.

No. 2.

[*Usual printed letter apprising of reference to Surveyor General.* 22 *February*, 1854.]

No. 3.

SURVEYOR GENERAL'S REPORT.

This application is in accordance with the notice of 10th October, 1851, but it has not yet been decided, I apprehend, in what form the privilege is to be accorded. In my blank cover Report, No. 53, of 11th March, 1853, I pointed out that an ordinary letter from applicants in these cases might not be considered sufficient, and that a bond or guarantee should, perhaps, be prepared by the Civil Crown Solicitor. I enclose a tracing shewing the manner in which the extensions contempleted by Mr. Brady will interfere with the Domain; and, I think, it would be expedient to refer this matter in the first instance for the consideration and Report of Mr. Charles Moore, Director of the Botanic Gardens, and who has charge of the Domain. It was not apprehended that extension in this direction was likely to take place for years, and consequently that there would be time to mature any plans for securing the Domain from intrusion; even now, it will not perhaps be expedient to entertain fully Mr. Brady's application, at least not until the Government is prepared to make some permanent alteration in the Domain. At the same time, as Mr. Brady is to forego the little water frontage to the use of which he was entitled, his right of extension, as far as it goes, cannot but be eventually entertained

(For the Surveyor General),
JOHN THOMPSON.

Surveyor General's Office,
Sydney, 29 *April*, 1854.

No. 4.

THE COLONIAL SECRETARY *to* THE DIRECTOR OF THE BOTANIC GARDENS.

Colonial Secretary's Office,
Sydney, 26 *May*, 1854.

SIR,

In transmitting to you the accompanying papers, respecting an application made by Messrs. Burton & Pownall, on behalf of Mr. Joseph Brady, for permission to fill up from the original high water mark, in front of two allotments of land at Wooloomooloo Bay to the proposed new sea line, I do myself the honor, by the direction of the Governor General, to request that you will have the goodness to report, for His Excellency's information, as to the interference which the required extension will make with the Domain, as stated by the Surveyor General, and that you will also favor me with any suggestions which you may wish to offer on the subject.

I have, &c.,
W. ELYARD.

THE DIRECTOR OF
THE BOTANIC GARDENS.

No. 5.

THE COLONIAL SECRETARY *to* MESSRS. BURTON & POWNALL.

Colonial Secretary's Office,
Sydney, 27 *May*, 1854.

GENTLEMEN,

In reference to my letter to you of the 22nd February last, respecting your application, on behalf of Mr. Joseph Brady, for permission to fill up from the original high water mark, to the proposed new sea line in front of two allotments of land held by him at Wooloomooloo Bay, I do myself the honor, by the direction of the Governor General, to inform you, that under a report received from the Surveyor General, by which it appears that the required extension will interfere with the Domain, His Excellency considers it expedient, in the first instance, to refer the matter for the report of the Director of the Botanic Gardens, who has also the Domain under his charge, upon the receipt of which a further communication will be addressed to you on the subject.

I have, &c.,
W. ELYARD.

MESSRS. BURTON & POWNALL,
555, George-street, Sydney.

No. 6.

THE DIRECTOR OF THE BOTANIC GARDENS *to* THE COLONIAL SECRETARY.

Botanic Gardens,
Sydney, 3 *July*, 1854.

SIR,

In returning the enclosed papers concerning the applications made by Messrs. Burton & Pownall, on behalf of Mr. Joseph Brady, and by Mr. M. W. Lewis, on behalf of Mr. F. Callaghan, for permission to fill up from the original high water mark in front of their allotments of land at Wooloomooloo Bay, to the proposed new sea line,—I do myself the honor to to state, for the information of His Excellency the Governor General, that so far as I can judge at present, the only inconvenience that will arise from the proposed plan being carried out, will be that of laying open a considerable length of frontage of the lower part of the Domain, and in order to obviate the inconvenience and injury to the Domain that this might occasion, it will be desirable to erect a permanent fence between the Domain and the land reclaimed from the sea to a distance as the filling up in the Bay is intended to proceed. I would, therefore, most respectfully suggest the propriety of a sum—say two hundred pounds (£200)—being placed upon the Estimates to meet the expense.

I would beg to add that Mr. Brady has already fenced out his ground, and commenced the operation of filling up, and had slightly encroached upon a point of the Domain before I was informed of it.

I have, &c.,
CHARLES MOORE.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 7.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 31 *July*, 1854.

SIR,

Application has been made by Messrs. Burton and Pownall, on behalf of Mr. Joseph Brady, in pursuance of the notice in the *Government Gazette*, dated 10th October, 1851, for permission to fill up from the original high-water mark in front of his property at Woolloomooloo Bay to the proposed new sea line, a compliance with which would involve the erection of a fence estimated at the cost of £200.

2. I do myself the honor to forward to you the papers in the case, and at the same time to request that you will be so good as to state, for the information of His Excellency the Governor General, whether, under the Act of Council, 9 Geo. 4, No. 12, "An Act to "regulate the dividing Fences of adjoining Lands," Mr. Brady might not be called upon to contribute his share of the cost of the fence in question.

I have, &c.,
W. ELYARD.

THE CIVIL CROWN SOLICITOR.

No. 8.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL SECRETARY.

Civil Crown Solicitor's Office,
Sydney, 1 *August,* 1854.

SIR,

Referring to your letter to me of the 31st July last, No. 54-625, enclosing an application made on behalf of Mr. Joseph Brady for permission to fill up from the original high-water mark in front of his property at Woolloomooloo Bay to the proposed new sea line, and stating that a compliance therewith would involve the erection of a fence estimated at the cost of £200, and requesting my opinion whether, under the Act of Council 9 Geo. 4, No. 12, Mr. Brady might not be called upon to contribute his share of the cost of the fence in question,—I do myself the honor to state, that I am of opinion that the Act of Council above referred to only applies to dividing fences of adjoining lands belonging to subjects, and was not intended to apply to cases between the Crown and a subject.

2. I think it would be very prejudicial to the Government if any other construction were put upon the Act, as one consequence would be, that in all cases of Crown grants the grantee would immediately call upon the Government to pay half the expense of the dividing fence between the land so granted and the adjacent Crown land.

The second section of the Act clearly supports the opinion I have above given.

His Excellency the Governor General, in his Minute upon Mr. Moore's letter, has pointed out that the Government has its remedy in its own hands in the present instance.

I have, &c.,
W. W. BILLYARD,
Civil Crown Solicitor.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 9.

THE COLONIAL SECRETARY *to* MESSRS. BURTON & POWNALL.

Colonial Secretary's Office,
Sydney, 14 *August,* 1854.

GENTLEMEN,

With reference to my letter of the 27th May last, respecting your application, on behalf of Mr. Joseph Brady, for permission to fill up from the original high water mark in front of his property at Woolloomooloo Bay to the proposed new sea line, I have the honor, by the direction of the Governor General, to inform you, that as it will be necessary to erect a permanent fence between the Domain and the land to be reclaimed from the sea to such distance as the filling up in the Bay is intended to proceed, it appears to His Excellency that Mr. Brady, who will be so greatly benefited by the permission given him to reclaim this land, should put up this fence in such a substantial manner as may be approved of by the Director of the Botanic Gardens, and the permission asked for will not be granted until this condition is agreed to, and proper security given for its fulfilment.

I have, &c.,
W. ELYARD.

MESSRS. BURTON & POWNALL,
Solicitors,
555, George-street, Sydney.

No. 10.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 25 *August,* 1854.

SIR,

With reference to your Report of the 29th April last, No. 54-120, respecting Messrs. Burton and Pownall's application, on behalf of Mr. Joseph Brady, for permission to fill up from the original high water mark in front of his property at Woolloomooloo Bay to the proposed new sea line, I have the honor to inform you, that His Excellency the Governor General

General has been pleased to approve of a compliance with this application, subject, however, to the condition of a permanent fence being erected by Mr. Brady between the Domain and the land to be reclaimed from the sea, in such a substantial manner as may be approved of by the Director of the Botanic Gardens; and that the permission asked for will not be conceded to Mr. Brady until this condition is agreed to, and proper security given for its fulfilment.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 11.

MESSRS. BURTON & POWNALL *to* THE COLONIAL SECRETARY.

43, *Elizabeth-street,*
26 *August,* 1854.

SIR,

We are instructed by Mr. Joseph Brady to signify his assent to the terms prescribed by your letter of 14th instant in reference to filling up in front of his property in Woolloomooloo Bay, and erecting a fence between the Domain and the land thus to be reclaimed.

Mr. Brady is also prepared to enter into the proper security, so soon as you will inform us of the nature thereof.

We have, &c.,
BURTON & POWNALL.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 12.

THE COLONIAL SECRETARY *to* MESSRS. BURTON & POWNALL.

Colonial Secretary's Office,
Sydney, 26 *September,* 1854.

GENTLEMEN,

In reference to your letter of the 26th ultimo, signifying, on behalf of Mr. Joseph Brady, his assent to the conditions upon which it is proposed to give him permission to fill in from high water mark in front of his land to the line of the contemplated wharf at Wooloomooloo Bay, I have the honor to inform you, that it will be necessary for Mr. Brady to wait upon the Civil Crown Solicitor, to whom the necessary instructions in this matter have been addressed, in order that a bond may be entered into by him and his sureties for the due fulfilment of the general conditions set forth in the notice of the 10th October, 1851, respecting the reclaiming of land at the head of Wooloomooloo Bay, and of the special conditions of erecting a permanent fence, to be approved of by the Director of the Botanic Gardens, between the Domain and the land to be reclaimed, to such distance as the filling up in the Bay is intended to proceed.

I have, &c.,
W. ELYARD.

MESSRS. BURTON & POWNALL,
Solicitors, Sydney.

No. 13.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 26 *September,* 1854.

SIR,

Referring to my letter to you of the *4th instant, I have the honor to transmit to you the enclosed letter which has been received from Messrs. Burton and Pownall, on behalf of Mr. Joseph Brady, signifying his assent to the conditions upon which it is proposed to give him permission to fill in from high water mark in front of his land to the line of the contemplated wharf at Wooloomooloo Bay, together with the former papers on the subject;

*Not traceable

subject; and I beg to apprise you for your guidance, that Messrs. Burton and Pownall have been informed that it will be necessary for Mr. Brady to wait upon you, in order that the necessary bond may be entered into by him and his sureties for the due fulfilment of the general conditions set forth in the notice of the 10th October, 1851, respecting the reclaiming of land at the head of Wooloomooloo Bay, and of the special condition of erecting a permanent fence, to be approved of by the Director of the Botanic Gardens, between the Domain and the land to be reclaimed, to such distance as the filling up in the Bay is intended to proceed.

2. When executed, you will have the goodness to forward the bond to me, together with the other papers in the case, for the purpose of being deposited in this Office.

I have, &c.,

THE CIVIL CROWN SOLICITOR. W. ELYARD.

No. 14.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 23 *November,* 1854.

SIR,

Referring to my letter of the 26th September last, respecting Mr. Joseph Brady's assent to terms for filling up his property at Wooloomooloo Bay, I beg to draw your attention thereto, and to request the favor of your early reply.

I have, &c.,

THE CIVIL CROWN SOLICITOR. W. ELYARD.

No. 15.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL SECRETARY.

Civil Crown Solicitor's Office,
Sydney, 13 *December,* 1854.

SIR,

In reply to your letter of the 23rd November last, No. 1025, respecting Mr. Joseph Brady's assent to terms for filling up his property at Wooloomooloo Bay, and requesting my reply thereto, I have the honor to state, that I submitted a case in this matter for the consideration of the Crown Law Officers, and that the Solicitor General has written upon the subject, but as the Attorney General does not coincide in his opinion, he has requested that the matter should be allowed to stand over until he returns from Melbourne.

I have, &c.,

W. W. BILLYARD,
Civil Crown Solicitor.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 16.

THE CROWN LAW OFFICERS *to* THE COLONIAL SECRETARY.

Attorney General's Office,
Sydney, 5 *January,* 1855.

SIR,

With reference to your letter of the 26th of last September, No. 780, transmitting letter from Messrs. Burton and Pownall, on behalf of Joseph Brady, to the Civil Crown Solicitor, signifying his assent to the conditions upon which it was proposed to give him permission to fill in from high water mark in front of his land to the line of the contemplated wharf at Wooloomooloo Bay,—

2. We have the honor to request that we may be furnished with all correspondence, papers, and documents, which are in your Office, or that of the Surveyor General, relating to the plan for reclaiming Wooloomooloo Bay to high water mark.

We have, &c.,

J. H. PLUNKETT,
Attorney General.

W. M. MANNING,
Solicitor General.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 17.

THE COLONIAL SECRETARY *to* THE CROWN LAW OFFICERS.

Colonial Secretary's Office,
Sydney, 19 *January,* 1855.

GENTLEMEN,

In compliance with the request contained in your letter of the 5th instant, No. 5, relative to the application of Mr. Joseph Brady to fill in from high water mark in front of his land to the line of the contemplated wharf at Wooloomooloo Bay, I have the honor, by the direction of the Governor General, to enclose to you all correspondence and documents in this Office relating to the plan for reclaiming Wooloomooloo Bay to high water mark.

2. I beg at the same time to add, that the Surveyor General has been requested to forward to you any papers which may be in his Department connected with this subject.

I have, &c.,
W. ELYARD.

THE HONORABLE
THE ATTORNEY GENERAL, and
THE SOLICITOR GENERAL.

No. 18.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 19 *January,* 1855.

SIR,

Application having been made by the Law Officers of the Crown to be furnished with all correspondence, papers, and documents, which may be either in this or your Department relating to the plan for reclaiming Wooloomooloo Bay to high water mark, I have the honor, by the direction of the Governor General, to request, that you will be good enough to forward to those officers any papers in your office connected with the subject.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 19.

THE CROWN LAW OFFICERS *to* THE COLONIAL SECRETARY.

Attorney General's Office,
Sydney 21 *March,* 1855.

SIR,

In reference to your letter of the 26th of last September, to the Civil Crown Solicitor, transmitting a letter from Messrs. Burton and Pownall, on behalf of Joseph Brady, signifying his assent to the conditions upon which it was proposed to give him permission to fill in from high water mark in front of his land to the line of the contemplated wharf at Wooloomooloo Bay,—We have now the honor to state, that having carefully considered all the accompanying papers upon the subject of the proposed extension into Woolloomooloo Bay, (some of which papers have only been with us for a short time,) we find that we are not in a position to prepare the form of bonds proposed to be required of the persons undertaking to reclaim the lands between high water mark and the contemplated wharf, by reason of our uncertainty upon many points which appear to require consideration and settlement.

2. In a separate paper, we have noted the various points which have occurred to us, as demanding attention. These we beg respectfully to submit for the consideration of His Excellency the Governor General.

We have, &c.,
J. H. PLUNKETT,
Attorney General.
W. M. MANNING,
Solicitor General.

THE HONORABLE
THE COLONIAL SECRETARY.

[*Enclosure*

[*Enclosure in No.* 19.]

Various points which have occurred to the Honorable the Attorney General, and the Solicitor General, respecting conditions regarding permission to fill in to high water mark, to line contemplated wharf at Wooloomooloo Bay, demanding attention.

We do not find ourselves in a position to settle the draft bond to be entered into by Mr. Joseph Brady, and others,* for securing the due observance of the terms upon which land to be reclaimed from Wooloomooloo Bay appears to have been conceded to him and them.

1. In the first place, we do not see very clearly that the concession has been regularly made, inasmuch as the notice issued on 10th October, 1851, *under the authority of the Governor and Executive Council,* gave three months only for parties to come in and accept the offer of the Government, whereas the application made on behalf of Mr. Brady was not made until 26th August, 1854, by which time circumstances had led to an enormous enhancement of the value of the land to be reclaimed.

2. Then, next, we think that before the land is absolutely conceded, and the bonds given, the plan of drainage should be distinctly laid down; and perhaps it should be provided that no building shall be erected until the drains shall have been made. It would be a question also, whether the parties should not make the drains themselves, or at least leave the ground as it is in the lines of such drains, so that the Government, or City Authorities, may not have to throw out again the materials used for filling up.

3. In connection with the subject of drainage, we would suggest that some plan should be adopted, and the means of executing it retained in the hands of the Government, for protecting the Bay from being filled in by the very great quantities of land that are washed down from the gritty streets of Wooloomooloo, in all heavy rains, such as the formation of a reservoir, for collecting the surface drainage and giving the sand time to settle.

4. Further, we find that no provision is made as to the materials to be used in filling in the land to be reclaimed, nor as to the foundations and cellarage of houses on it. Perhaps it may not be thought necessary or expedient to make any terms in these respects but as the public health of the locality may depend materially upon them, we think it as well to call attention to the subject.

5. We do not observe that any condition is imposed as to the depth to which the land is to be filled in. This should be fixed with reference to the height of the wharf, which is not yet stated, and to the health of the locality when inhabited.

6. It is not stated whether the streets are to be *made* by the parties who are to receive the frontages to them, or at the public expense, nor in the former case, how, and of what materials they are to be made.

7. It may be important to take the opportunity of absolutely prohibiting the formation of narrow lanes, courts, or alleys, as is now being done, to the manifest injury of the City in many parts.

8. It does not appear whether the parties are to form, or contribute to form, the *wharf.*

9. The rights of the Crown and public in reference to the wharf are not expressed. Is it intended to be a wharf at which wharfage rates may be established, and which may be leased? or is it to be an open public road and wharf, to which every one is to have equal access?

10. It seems not to be intended to reserve any land at the back of the wharf for sale, or for any Customs or other public buildings—was this considered?

11. Should not the parties be bound to accept the land proposed to be conceded to them, with the full understanding that they relinquish all claim to water frontage, and even wharf frontage? so that if it should be found expedient, either from the further filling in of the Bay, or for the accommodation of shipping of greater draught, to extend farther into the Bay, the Government shall be free to do so, and to dispose of the intervening land, without impediment on the part of the holders of then existing frontages.

12. Should not some time be fixed within which every thing to be done by the parties shall be completed?

13. Before the land is allowed to vest in the parties, (*i. e.* so far as they can be said to vest under the somewhat doubtful title that can be conferred,) should not some officer of the Government inspect and certify to the sufficiency of the works required to be done?

14. Probably it is now too late to consider the general question of the expediency of leaving the contemplated improvements to the disjointed, and it may be the not very faithful execution of the various holders of the present frontages to the Bay; but we may remark, that there is much force in the arguments put forward in the letter, now first seen by us, which was addressed to the Colonial Secretary, by Sir Charles Nicholson, on the 5th of June, 1852.

J. H. PLUNKETT,
Attorney General.
W. M. MANNING,
Solicitor General.

Attorney General's Office,
Sydney, 21 *March,* 1855.

No. 20.

* The case of Joseph Brady's application was the only one specifically referred to us.

No. 20.

E. BURTON, ESQ., *to* THE COLONIAL SECRETARY.

39, *Elizabeth-street,*
18 *June,* 1855.

SIR,

Referring to your letter of 26th September last, addressed to myself and my then partner Mr. Pownall, stating that instructions had been given to the Civil Crown Solicitor in the matter of a bond required by Government to secure the performance of certain conditions relating to the permission of our client, Mr. Joseph Brady, to reclaim land at the head of Wooloomooloo Bay,—I have the honor to inform you that the Civil Crown Solicitor is said by Mr. Brady to have told him that those instructions had been suspended.

On 25th November last, Mr. Pownall and I wrote to the Civil Crown Solicitor, enquiring as to the correctness of this report, but we did not receive any written reply until that gentleman's letter of the 14th instant informed me that the case had been for some time under the consideration of the Attorney and Solicitor General; that those officers had advised what course, in their opinion, ought to be pursued, and that the subject was then under the consideration of Government.

Neither Mr. Brady nor his Solicitors having received any communication from your office since the date of the letter first above referred to, I beg leave to request, on behalf of my client, such information as the Government may see fit to afford.

I have, &c.,
E. BURTON.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 21.

THE COLONIAL SECRETARY *to* E. BURTON, ESQ.

Colonial Secretary's Office,
Sydney, 13 *July,* 1855.

SIR,

With reference to your letter of the 18th ultimo, I do myself the honor, by the direction of the Governor General, to inform you, in reply to the inquiry therein contained, relative to the application of Mr. Joseph Brady to reclaim land at the head of Wooloomooloo Bay, that this matter is still under the consideration of the Government.

I have, &c.,
W. ELYARD.

E. BURTON, ESQ.,
39, Elizabeth-street, Sydney.

MESSRS. ARTHUR, VINSON, ROWLEY, AND YATES' APPLICATIONS.

No. 1.

MESSRS. ROWLEY & HOLDSWORTH *to* THE COLONIAL SECRETARY.

Elizabeth-street, Sydney,
10 *April,* 1854.

SIR,

We have been instructed by Messrs. F. and E. Arthur, George Vinson, John Rowley, and James Yates, who are the proprietors of four several allotments of land possessing water frontages to Wooloomooloo Bay, to request the permission of the Government to their filling out their land from high to low water mark.

The allotments in question are portions of an original grant of eleven acres to John Wylde, Esq.

We transmit herewith a plan of the several lots, giving an approximation of the proposed extension, and shall be happy to afford the Government any further information they may require.

We have, &c.,
ROWLEY & HOLDSWORTH.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 2.

[*Usual printed letter apprising of reference to Surveyor General.* 11 *April*, 1854.]

No. 3.

SURVEYOR GENERAL'S REPORT.

I do not perceive any objection to the filling out of their lands by these parties from high water mark to low water mark, as shewn by the accompanying tracing.

T. L. M.

14 *August*, 1854.

No. 4.

MESSRS. ROWLEY & HOLDSWORTH *to* THE COLONIAL SECRETARY.

49, *Elizabeth-street, Sydney,*
9 *August*, 1854.

SIR,

Referring to our letter to you of the 10th April last, and to your reply thereto of the 11th of the same month, stating that it had been found necessary to refer to the Acting Surveyor General our letter, we have the honor to request that we may be informed whether the Report of that officer has been received.

We have, &c.,

ROWLEY & HOLDSWORTH.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 5.

THE COLONIAL SECRETARY *to* MESSRS. ROWLEY & HOLDSWORTH.

Colonial Secretary's Office,
Sydney, 5 *December*, 1854.

GENTLEMEN,

F. & E. Arthur, George Vinson, John Rowley, & James Yates.

With reference to my letter of the 11th April, 1854, respecting the application made by you, on behalf of the parties named in the margin, for permission to fill out certain allotments of land held by them at Wooloomooloo Bay, from high to low water mark, I now do myself the honor, by the direction of the Governor General, to inform you, that it will be necessary for the applicants to wait upon the Civil Crown Solicitor, to whom the papers in the case have been forwarded, in order that a bond, if necessary, may be entered into by them and their sureties for a compliance with the conditions set forth in the notice of 10th October, 1851.

I have, &c.,

W. ELYARD.

MESSRS. ROWLEY & HOLDSWORTH,
194, Elizabeth-street, Sydney.

No. 6.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 5 *December*, 1854.

SIR,

Messrs. F. and E. Arthur, George Vinson, John Rowley, and James Yates.

In transmitting the accompanying papers respecting the application of the parties named in the margin, for permission to fill out certain allotments of land occupied by them at Wooloomooloo Bay, from high to low water mark, I do myself the honor to inform you, that the applicants have been requested to wait upon you, in order that, if necessary, a bond may be entered into by them and their sureties for a compliance with the conditions set forth in the notice of the 10th October, 1851.

I have, &c.,

W. ELYARD.

THE CIVIL CROWN SOLICITOR.

No. 7.

[*Printed reminder to Civil Crown Solicitor*, 19 *January*, 1855.]

No. 8.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL SECRETARY.

Civil Crown Solicitor's Office,
Sydney, 29 *January*, 1855.

SIR,

In reply to your letter of the 19th January, No 75, referring to yours of the 5th December, respecting applications made by Arthur, Vinson, and others, to extend their water frontage into Wooloomooloo Bay, and requesting an answer thereto, I have the honor to state, that a case has been for some considerable time before the Attorney General for his opinion; and that I am unable to take any steps in those cases until that officer advises on this matter.

I have, &c,
W. W. BILLYARD,
Civil Crown Solicitor

THE HONORABLE
THE COLONIAL SECRETARY.

No. 9.

THE COLONIAL SECRETARY *to* THE ATTORNEY GENERAL.

Colonial Secretary's Office,
Sydney, 10 *February*, 1855.

SIR,

The Civil Crown Solicitor having represented, in reply to a letter from this Office on the subject of the applications of Arthur, Vinson, and others, to extend their water frontage into Wooloomooloo Bay, that he is unable to take any steps in the matter until he has obtained your opinion on one of the cases now under your consideration,—I have the honor, by direction of the Governor General, to inform you, that His Excellency is desirous of having these cases disposed of as early as possible.

I have, &c.,
C. D. RIDDELL.

THE HONORABLE
THE ATTORNEY GENERAL.

MR. W. HEATON'S APPLICATION.

No. 1.

E. DAINTREY, ESQ., *to* THE COLONIAL SECRETARY.

235, *Elizabeth-street, Sydney,*
26 *June*, 1854.

SIR,

I have been instructed by Mr. William Heaton, the owner of the land situate in Wooloomooloo Bay described in the annexure hereto, to lay before you his application for leave to fill in, from high water mark to the line of the contemplated wharf, in conformity with the plan in the Surveyor General's Office, and subject to the usual regulations.

I beg to enclose a sketch shewing the locality, and shall be obliged by your addressing your reply to me.

I have, &c.,
EDWIN DAINTREY.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 2.

[*Usual printed letter apprising of reference to the Surveyor General*, 30 *June*, 1854]

No. 3.

No. 3.

SURVEYOR GENERAL'S REPORT.

This application is in accordance with the notice of the 10th October, 1851; but it has not yet been decided, I believe, in what form the privilege is to be accorded. In the blank cover report of 11th March, 1853, it was pointed out that an ordinary letter from applicants in these cases might not be considered sufficient, and that a bond or guarantee should, perhaps, be prepared by the Civil Crown Solicitor. The extension will command a very valuable frontage on Dowling-street, as will be seen by the sketch enclosed; still it cannot be objected to, and, indeed, ought to be encouraged.

T. L. MITCHELL.

Surveyor General's Office,
Sydney, 26 *July,* 1854.

No. 4.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 4 *September,* 1854.

SIR,

In transmitting to you the accompanying communication received from Mr. E. Daintrey, applying, on behalf of Mr. William Heaton, for permission to fill in from high water mark, in front of his land, to the line of the contemplated wharf at Wooloomooloo Bay, I have the honor, by the direction of His Excellency the Governor General, to request that you will have the goodness to advise whether it would not be practicable and advisable to have bonds for the parties conditioned to comply with the regulations under which the extension is prayed for.

I have, &c.,

W. ELYARD.

THE CIVIL CROWN SOLICITOR.

No. 5.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL SECRETARY.

Civil Crown Solicitor's Office,
Sydney, 13 *September,* 1854.

SIR,

With reference to your letter of the 4th instant, No. 727, transmitting the accompanying communication from Mr. E. Daintrey, applying, on behalf of Mr. William Heaton, for permission to fill in from high water mark in front of his land to the line of the contemplated wharf, at Wooloomooloo Bay, and requesting me to advise whether it would not be practicable and desirable to have bonds for the parties conditioned to comply with the regulations under which the extension is prayed for,—I have the honor to state, for the information of His Excellency the Governor General, that I am of opinion that it would be very desirable that regulations should be prepared and published in the *Government Gazette,* setting forth the terms and conditions to be observed by parties applying for permission to fill in, from high water mark in front of their land, to the line of the contemplated wharf.

2. I presume that the Surveyor General will be instructed to prepare this notice, and I may observe, that the notice for the formation of wharves into the Harbour of Port Jackson will be a good guide to observe in preparing the notice in question.

I have, &c.,

W. W. BILLYARD,
Civil Crown Solicitor.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 6.

No. 6.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 10 *October,* 1854.

SIR,

In acknowledging the receipt of your letter of the 13th ultimo, on the sub of the bonds to be entered into by persons obtaining permission to fill in, from high water mark, in front of their property to the line of the contemplated wharf at Wooloomooloo Bay, I do myself the honor, by direction of His Excellency the Governor General, to point out to you, that, from the tenor of your communication, it would appear that you have lost sight of the fact, that a notice has already appeared in the *Government Gazette* of the nature of the one which you recommend. I beg to draw your attention to this notice, which is dated 10th October, 1851, and to request your further report on the reference made to you on the 4th September last.

2. The case which was then more particularly alluded to (Mr. Heaton's) is herewith transmitted to you.

I have, &c.,

THE CIVIL CROWN SOLICITOR. W. ELYARD.

No. 7.

MR. MICHAEL SHEEHY *to* THE COLONIAL SECRETARY.

Sydney, 14 *October,* 1854.

SIR,

Having become a purchaser of a portion of the Tusculum Estate, having water frontage to Wooloomooloo Bay, but lately intersected by the north end of Dowling-street, and being informed that Mr. William Heaton has solicited permission to occupy by filling in such portion of Wooloomooloo Bay as cuts off my access to the water, or rights belonging thereto,—I have, therefore, most humbly to protest against any such permission being granted, as his usurpation of such land must lead to unnecessary litigation.

I have, &c.,

THE HONORABLE MICHAEL SHEEHY.
THE COLONIAL SECRETARY.

No. 8.

MR. R. HARNETT *to* THE COLONIAL SECRETAEY.

Sydney, 14 *October,* 1854.

SIR,

I am informed that Mr. William Heaton has applied for permission to reclaim ground by filling in that portion of Wooloomooloo Bay adjoining the north-western boundary of Dowling-street, as far as the intended line of the new quay, thus crossing that portion of the original boundary of James Busby's grant of which I am at present the proprietor. The carrying out of the proposal made by Mr. Heaton will deprive me of a portion of the land I hold, and most seriously injure me by cutting off my access to the water of Wooloomooloo Bay; and I therefore respectfully, but most strenuously, protest against such permission being given to him. I am satisfied that Heaton, by carrying out his proposal, will be liable to an action at law. I am unwilling, however, to have recourse to such a step, if it can be avoided, and desire that he should not acquire any colorable right in the acquiescence of the Government to deprive me of my property, and the right of water frontage of the most valuable portion of it.

I have, &c.,

THE HONORABLE R. HARNETT.
THE COLONIAL SECRETARY.

No. 9.

[*Usual printed letter, apprising of reference to Civil Crown Solicitor.* 31 *October,* 1854.]

No. 10.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 31 *October,* 1854.

SIR,

With reference to my letter of the 10th instant, respecting the application of Mr. W. Heaton for permission to fill in from high water mark in front of his property at Wooloomooloo Bay, I now do myself the honor to inform you, that a communication has been received from Mr. R. Harnett objecting to such permission being given, and to request, therefore, that you will return to me such papers connected with the case as are in your department, in order that the further report of the Surveyor General may be obtained in the matter.

I have, &c.,
W. ELYARD.

THE CIVIL CROWN SOLICITOR.

No. 11.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL SECRETARY.

Civil Crown Solicitor's Office,
Sydney, 13 *November,* 1854.

SIR,

In compliance with the request contained in your communication of the 31st October last, No. 904, I have the honor to return the papers respecting the application of Mr. Heaton for permission to fill in from high water mark in front of his property at Wooloomooloo Bay.

2. I may observe, that I have submitted a draft bond to the Solicitor General for his approval, and also requested him to advise whether it is desirable that parties who obtain permission to fill in to the line of the contemplated wharf at Wooloomooloo Bay should enter into a bond conditioned to observe the conditions contained in the notice of the 10th October, 1851, and that so soon as I receive that officer's opinion I shall forward it for your perusal.

I have, &c.,
W. W. BILLYARD,
Civil Crown Solicitor.

THE HONORABLE
THE COLONIAL SECRETARY.

[Objections, Nos. 7 and 8 in Schedule, forwarded for report of Surveyor General, 20th November, 1854.]

No. 12.

SURVEYOR GENERAL'S REPORT.

I do not consider that either of these objections are of any weight. The principle upon which the design for extension at the head of Wooloomooloo Bay was made, was in right lines in the direction of the course of the water, and of the streets, so that the extensions should not cross each other. Mr. Harnett has exercised his right to a very great extent, in a northerly direction, and now he would extend laterally in a westerly direction, in front of Heaton and others; but, apart from this, the ground on which any extension at all was authorised, was in conformity with the design, and, in opposing the extension of Heaton, Mr. Harnett would break the design, and render the concession of permission by the Government inexpedient, and liable to be withheld.

The opposition of Sheehy, because he has a frontage to Dowling-street, shews that these persons would abuse this concession, and I understand that Mr. Rogers, who was the proprietor of Tusculum, sold with a frontage to that street only, and not with any right of frontage to the land on the other side of it, as is now claimed by Sheehy.

The possibility of such claims crossing each other requires some principle to be established, whereby they may be, on fair grounds, set at rest. Fortunately the origin of the flats to be taken in supplies one. The head of the Bay commands a double claim to any one side, in reclaiming from the sea, inasmuch as the course of water receding or advancing is directly to or from it, whereas either side is affected thereby only partially.

T. L. M.

Surveyor General's Office,
Sydney, 8 *December,* 1854.

No. 13.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 19 *December,* 1854.

SIR,

With reference to your Report of the 8th instant, No. 360, respecting the objections raised by certain parties to Mr. W. Heaton's application to fill in from high water mark in front of his land to the line of the contemplated Wharf at Wooloomooloo Bay, I do myself the honor to request that you will have the goodness to furnish a tracing illustrative of the subject alluded to.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 14.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 7 *February,* 1855.

SIR,

I have to acknowledge the receipt of your letter of the 19th December last, No. 54-1042, in which you refer to my Report of the 8th December, respecting the objections raised by certain parties to Mr. W. Heaton's application to fill in from high water mark in front of his land to the line of the contemplated wharf at Wooloomooloo Bay, and request that I will furnish you with a tracing illustrative of the subject alluded to; and I have the honor accordingly to transmit herewith the tracing as desired.

I have, &c.,
T. L. MITCHELL.

THE HONORABLE
THE COLONIAL SECRETARY.

MR. P. J. ELLIOTT'S APPLICATION.

No. 1.

P. J. ELLIOTT, ESQ., *to* THE COLONIAL SECRETARY.

Australian Library, Bent-street,
22 *September,* 1854.

SIR,

Being desirous of carrying out a jetty, or landing stage, from the wharf at the south-eastern side of Wooloomooloo Bay, sixty feet, I beg to request the permission of His Excellency the Governor General for so doing. A sketch of the proposed addition is herewith submitted for the inspection of His Excellency.

The proposed jetty will be a great public convenience, and, being only a temporary structure, will in no way interfere with any general plan of future improvement.

I have, &c.,
P. J ELLIOTT.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 2.

[*Usual printed letter informing Mr. Elliott of reference to the Surveyor General and Port Master.* 27 *September,* 1854.]

No. 3.

No. 3.

SURVEYOR GENERAL'S REPORT.

As Mr. Elliott does not require that his jetty shall interfere with any future improvement which the Government might be anxious to carry out, and is willing that his interest shall terminate, there can be no objection to a compliance with this request, care being taken to insert this condition in the bond.

JOHN THOMPSON,
(For the Surveyor General.)
20 *October*, 1854. MERION MORIARTY.

No. 4.

[*Usual notice inviting objections (if any.)—See Gazette* 21 *November*, 1854.]

No. 5.

MESSRS. BUCKLAND & NORTHWOOD *to* THE COLONIAL SECRETARY.

Sydney 12 *December*, 1854.

SIR,

With reference to the application of Mr. P. J. Elliott for permission to extend a wharf in a westerly direction across the proposed continuation of Dowling-street, we, the undersigned proprietors of water frontages in Wooloomooloo Bay, object to the said jetty extending beyond the west side of the said proposed street; also, we protest against the said jetty being held as a private wharf, to the permanent obstruction of the said proposed street.

We have, &c.,
JOHN BUCKLAND,
(for self and)
WM. NORTHWOOD.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 6.

[*Usual printed letter informing Messrs. Buckland and Northwood of reference to Surveyor General.* 21 *December*, 1854.]

No 7.

THE SURVEYOR GENERAL'S REPORT.

If the extension is confined to 60 feet, as provided for by the notices, it will be within the west side of Dowling-street, as proposed herein. The other objection, it appears to me, is met also by the notice which provided that the wharf is not to interfere with any general plan for future improvement, and consequently ought not to be a permanent obstruction of the proposed extension of Dowling-street.

T. L. M.

Surveyor General's Office,
Sydney, 3 *January*, 1855.

No. 8.

THE COLONIAL SECRETARY *to* MESSRS. BUCKLAND & NORTHWOOD.

Colonial Secretary's Office,
Sydney, 19 *January*, 1855.

GENTLEMEN,

With reference to my letter to you of the 21st ultimo, on the subject of your protest against Mr. P. J. Elliott being permitted to extend a jetty from his wharf in Wooloomooloo Bay, I do myself the honor to enclose for your information a copy of a Report received from the Surveyor General on the subject, by which you will perceive that the permission about to be given to Mr. Elliott will not interfere with any general arrangement for the improvement of the locality in question.

I have, &c,
W. ELYARD.

MESSRS. BUCKLAND & NORTHWOOD,
Sydney.

[*See foregoing Report.*]

No. 9.

THE COLONIAL SECRETARY *to* MR. P. J. ELLIOTT.

Colonial Secretary's Office,
Sydney 19 *January*, 1855.

SIR,

With reference to my letter to you of the 27th September last, I have now the honor to draw your attention to the notice in the *Government Gazette* of the 21st November, 1854, relative to your application for permission to extend a jetty from the north-west corner of your wharf, in Wooloomooloo Bay, for 60 feet in a westerly direction, and to inform you that it will be necessary for you to communicate with the Civil Crown Solicitor, (to whom the papers in the case have been forwarded,) in order that the necessary Bond may be entered into for the due fulfilment of the conditions set forth in the notice of the 21st June, 1848.

2. I beg at the same time to enclose for your information a copy of a Report received from the Surveyor General, on certain objections, lodged by Messrs. Buckland and Northwood, to the extension in question, which will clearly shew the conditions under which this permission is granted.

I have, &c.,
W. ELYARD.

MR. P. J. ELLIOTT,
Australian Library, Bent-street.

No. 10.

THE COLONIAL SECRETARY *to* THE CIVIL CROWN SOLICITOR.

Colonial Secretary's Office,
Sydney, 19 *January*, 1855.

SIR,

In transmitting to you the enclosed documents relative to an application made by Mr. P. J. Elliott, for permission to carry out a jetty from his wharf, in Wooloomooloo Bay, for 60 feet in a westerly direction, I have the honor to inform you, that Mr. Elliott has been requested to communicate with you, in order that the necessary bond may be entered into by himself and sureties for the due fulfilment of the conditions set forth in the notice of the 21st June, 1848, respecting the formation of wharves.

2. When executed you will have the goodness to forward the bond to me, together with the original papers, for the purpose of being deposited in the this office.

3. I beg at the same time to draw your attention to the conditions on which this permission has been granted, namely, that the structure be only temporary, and not to interfere with any general plan for the future improvement of that portion of the Bay.

I have, &c.,
W. ELYARD.

THE CIVIL CROWN SOLICITOR.

No. 11.

THE CIVIL CROWN SOLICITOR *to* THE COLONIAL SECRETARY.

Civil Crown Solicitor's Office,
16 *February*, 1855.

SIR,

In compliance with the instructions contained in your letter of the 19th January, last, I have the honor to transmit herewith the necessary Bond, executed by Mr. Elliott and his sureties to Her Majesty, for the due fulfilment of the conditions set forth in the notice of the 21st June, 1848, respecting the formation of wharves.

I may add, that a special clause is inserted in this bond that the jetty shall be considered only as a temporary structure, and is not to interfere with any general plan for the future improvement of Wooloomooloo Bay.

I have, &c.,
W. W. BILLYARD.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 12.

THE COLONIAL SECRETARY *to* P. J. ELLIOTT, ESQ.

Colonial Secretary's Office,
Sydney, 16 *March,* 1855.

SIR,

The Civil Crown Solicitor having forwarded to this office the bond entered into by you and your sureties, for a compliance with the Regulations of the 21st June, 1848, relative to the formation of wharves, I do myself the honor, by the direction of the Governor General, to inform you, that His Excellency has been pleased to authorize a compliance with your request to extend a jetty from your wharf, at Wooloomooloo Bay, into the waters of Port Jackson, to the extent and in the manner delineated in the plan to the said bond annexed, subject to a special condition that the jetty shall be considered only as a temporary structure, and is not to interfere with any general plan for the future improvement of Wooloomooloo Bay.

I have, &c.,
W. ELYARD.

P. J. ELLIOTT, ESQ.,
Australian Library.

MESSRS. BUCKLAND AND NORTHWOOD'S APPLICATION.

No. 1.

MESSRS. W. FAIRFAX, SIR C. NICHOLSON, *and* P. J. ELLIOTT, *drawing attention to the fact of* MESSRS. BUCKLAND *and* NORTHWOOD *being engaged in reclaiming land at the head of Wooloomooloo Bay,* 17 *January,* 1856.

Wooloomooloo Bay,
17 *January,* 1856.

We, the undersigned proprietors and occupiers of land in Wooloomooloo Bay, beg to bring before the notice of His Excellency the Governor General that two persons, named Northwood and Buckland, are preparing and have actually commenced carrying out a wharf in Wooloomooloo Bay, between Dowling and Forbes-street, contrary to the notice published by His Excellency's command in the *Government Gazette* of the 18th December last, to the injury of the neighbouring property and the public improvements in contemplation. We pray that your Excellency will give immediate orders for the stopping of such works, the above individuals having no claim to the reservation in the notice aforesaid, not having done a single thing towards reclaiming the land previous to the publication of the notice.

WILLIAM FAIRFAX,
Saw Mills, Dowling-street.
C. NICHOLSON.
P. J. ELLIOTT & Co.,
Wharf, Dowling-street.

No. 2.

[*Usual printed letter apprising these gentlemen of the reference to the Surveyor General,* 21 *January,* 1856.]

No. 3.

SURVEYOR GENERAL'S REPORT.

By Colonial Secretary's letter of the *23rd December, 1853, No. 8318, the Deputy-Surveyor General was informed that Messrs. Buckland and Northwood had been authorized to reclaim the land in front of their property at Wooloomooloo Bay; and Mr. Assistant

*The previous correspondence respecting Messrs. Buckland and Northwood's application to fill in at at Wooloomooloo Bay cannot, at the present time, be traced.

Surveyor Burrowes now reports, that they are going on with their works strictly in accordance with the plan which was sanctioned; and that they have not in any way encroached or exceeded their authority.

GEO. BARNEY,
Surveyor General.

Surveyor General's Office,
Sydney, 13 *February*, 1856.

GOVERNOR GENERAL'S REMARKS.

Refer back. What is *the authority* alluded to?

W. D.
25 *February*, 1856.

No. 4.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 18 *February*, 1856.

SIR,

I am directed by the Governor General to inform you, that Messrs. William Northwood and Thomas Buckland have called on His Excellency relative to the filling in by them of certain land at Wooloomooloo Bay, in which work it appears they have largely engaged. An order, however, having been issued, that the permission granted in 1851 to people to reclaim land should be withdrawn, I am to request that you will have the goodness to employ a Surveyor to put himself in communication with Messrs. Buckland and Northwood, in order to ascertain what they have done up to the present time, and the extent of their claims.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 5.

MESSRS. BUCKLAND & NORTHWOOD *to* THE COLONIAL SECRETARY

Sydney, 1 *March*, 1856.

SIR,

We, the undersigned proprietors of land at Wooloomooloo Bay, respectfully request you will bring under the notice of the Government the accompanying statement of the position in which we are placed by the order of the Governor General to stop our improvements in reclaiming the mud flat in front of our allotments.

On the faith of the Government notice, 10th October, 1851, we bought, in August 1853, the water frontage we now hold; on the 12th September, 1853, we applied for permission to fill in; we laid our piles on the ground and made contracts for driving and carrying out; on the 28th December, permission was granted us to reclaim according to a certain plan—the sudden rise in labor and materials compelled us to suspend operations; recently, as labor became more reasonable, we have been enabled to resume operations, and have expended a considerable amount, the which, added to the original purchase money, forms a large portion of our means.

Having been informed that the proprietors of the Tarmons Estate—who have already filled in—had petitioned against our being allowed to do so, we obtained an interview with His Excellency the Governor General, who informed us that the said Petition had been referred to the Surveyor General, also that the original plan by which we were filling out in accordance with the permission granted to us was to be altered; subsequently we addressed His Excellency respecting the necessity we were under of completing our work according to the original permission granted, in order to make productive the outlay already incurred. In reply we were informed, "His Excellency cannot allow any work to go on beyond the line "up to which it is at present filled in."

In deference to His Excellency we have stopped the works, reserving our right thereto.

This has the effect of leaving us with the very large amount sunk in the purchase and improvement of this property totally unproductive.

We

We, therefore, respectfully request we may be informed, at your earliest convenience, whether the Government have definitely decided that we shall not complete according to the permission originally granted in December, 1853.

We have, &c.,
THOS. BUCKLAND,
(for self and)
WM. NORTHWOOD.

THE HONORABLE
THE COLONIAL SECRETARY.

[*Messrs. Buckland and Northwood informed that the matter is under reference to the Surveyor General.*]

No. 6.

FURTHER REPORT OF SURVEYOR GENERAL.

The authority was to reclaim the land in front of their property at Wooloomooloo Bay, intimated in Colonial Secretary's letter of the 23rd December, 1853, 53-898, 53-8318, and under the requirements of the Government Notice of the 10th October, 1851, the matter has been detained, that the original papers and plan might be referred to. Messrs. Buckland & Northwood come within the exception in the concluding part of the notice of 18th December, 1855, herein referred to.

GEO. BARNEY,
Surveyor General.

Surveyor General's Office,
15 *March*, 1856.

[*Enclosure in No.* 6.]

Colonial Secretary's Office,
Sydney, 23 *December*, 1853.

SIR,

I have the honor, by the direction of the Governor General, to inform you that His Excellency has been pleased to sanction a compliance with Messrs. Buckland & Northwood's application for permission to reclaim the land in front of their property at Wooloomooloo Bay, provided the requirements of the Government Notice of the 10th October, 1851, having reference to the formation of a wharf across the head of Wooloomooloo Bay, for the convenience of the public, be duly fulfilled, of which those gentlemen have been informed.

I have, &c.,
W. ELYARD.

No. 7.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 20 *March*, 1856.

SIR,

In reference to a former correspondence, I do myself the honor to transmit herewith a letter from Messrs. Buckland & Northwood, respecting the extension of their wharf at Wooloomooloo Bay, and to request that you will have the goodness to expedite your Report on the matter.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 8.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 31 *March*, 1856

SIR,

With reference to your letter of the 18th ultimo, No. 56-106, wherein you inform me that Messrs. William Northwood and Thomas Buckland have called on His Excellency, relative to the filling in by them of certain land at Wooloomooloo Bay, and request, by the Governor General's direction, that I will employ a Surveyor to ascertain what they have done up to the present time, and the extent of their claims; with reference also to your subsequent letter of the 20th instant, No. 56-194, forwarding a communication

from

from Messrs. Buckland & Northwood on the same subject, and requesting me to expedite my Report, I have now the honor to forward herewith a sketch illustrative of the matter, received from the Assistant Surveyor instructed in the matter, shewing the extent to which they were authorized, and the extent to which they have, up to this time, reclaimed land from the waters of Wooloomooloo Bay, as also the copy of a Report, from which it will appear, that Messrs. Buckland & Northwood claim to complete the extension originally authorised, a claim which, I apprehend, they will be able to maintain, as no period for its completion was contained in the original authority.

I have, &c.,
GEO. BARNEY,
Surveyor General.

THE HONORABLE
THE COLONIAL SECRETARY.

[*Enclosure in No.* 8.]

Sydney, 26 *March*, 1856.

SIR,

With reference to your letter No. 56-378, dated 25th ultimo, relative to Messrs. Buckland & Northwood reclaiming land from the waters of Wooloomooloo Bay in front of their property there, I have now the honor to report that they are no longer doing so, having ceased some time since, in obedience to His Excellency the Governor General's orders.

2. I beg to enclose a sketch shewing the land they have already reclaimed, and also the extent of land they were formerly authorised to fill up under the sanction of the Government, forwarded to them under the Honorable the Colonial Secretary's letter No. 53-838, No. 53-885, dated 23rd December, 1853.

3. With reference to the extent of their claims, I have communicated with those gentlemen, who inform me that their only claim is to be allowed to carry out the permission given to them in the letter alluded to above. They state that they have expended a large amount of money from which no return can be had, owing to the stoppage of their work; and also, that they gave a much larger sum for their property than they otherwise would have done, owing to the permission given in the *Government Gazette* of the 10th October, 1851, having in fact given twenty pounds per foot for land that they could previously have bought for fifteen shillings per foot.

I have, &c.,
M. E. L. BURROWES,
Assistant Surveyor.

THE SURVEYOR GENERAL.

No. 9.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 19 *April*, 1856.

SIR,

In reference to your letter of the 31st ultimo, No. 202, transmitting a copy of a communication received by you from Mr. Assistant Surveyor Burrowes, relative to the filling in by Messrs. Buckland & Northwood of certain land in front of their property at Wooloomooloo Bay, together with a tracing illustrative of the matter,—I do myself the honor, by the direction of the Governor General, to inform you, that His Excellency differs altogether from the opinion expressed by you, that they can maintain their claim to fill up to the extent originally authorised on account of no period having been fixed in the original authority for the completion of the work. The view taken by His Excellency of the case is this: A right was given to Messrs. Northwood & Buckland to have such land as they filled in, in front of their allotments, in consideration of their filling the ground for the streets as well as for their private property, and they state their intention to fill in accordingly up to a certain point. This, however, they have not done; and it would appear to His Excellency that, if your view is the correct one, the Government has no power to withdraw the permission given, as any man might state it was his intention to fill in at some time or another. His Excellency also observes that he would have no objection to give them the land up to Nicholson-street, without asking them to fill in the street, but that in his opinion they are not entitled to one inch beyond it.

2. The papers have, however, been forwarded for the opinion of the Law Officers of the Crown.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 10.

THE SURVEYOR GENERAL *to* THE COLONIAL SECRETARY.

Surveyor General's Office,
Sydney, 23 *April,* 1856.

SIR,

In reference to your letter of the 19th instant, No. 56-281, wherein you acknowledge the receipt of my letter of the 31st ultimo, No. 56-202, transmitting a copy of a communication from Mr. Assistant Surveyor Burrowes, relative to the filling up by Messrs. Buckland and Northwood of certain land in front of their property at Wooloomooloo Bay, and inform me that His Excellency differs altogether from the opinion expressed by me that they can maintain their claim to fill up, to the extent originally authorized, on account of no period having been fixed in the original authority for the completion of the work, but that the papers have been forwarded for the opinion of the Crown Law Officers,—I have the honor to state that, believing that the completion of the work would rest more satisfactorily in the hands of the Government than in any others, I shall be exceedingly glad to find that the Crown Law Officers dissent from the opinion I incidentally expressed, and to which I was led by the consideration that, as no specific period had been originally stated, a reasonable period was to be understood, and that the reasonableness of the period being measured by the extent of the work, and by its being not of an urgent character, could not be summarily limited while the parties were proceeding with the work which they had undertaken to perform.

2. In conclusion, I have the honor to request that I may be informed whether, by His Excellency's observation, that he has no objection to give Messrs. Buckland and Northwood the land up to Nicholson-street without asking them to fill in the street, it is intended that I should communicate the circumstance, and obtain their reply.

I have, &c.,

THE HONORABLE
THE COLONIAL SECRETARY.

GEO. BARNEY,
Surveyor General.

No. 11.

THE CROWN LAW OFFICERS *to* THE COLONIAL SECRETARY.

Attorney General's Office,
Sydney, 15 *May,* 1856.

SIR,

In reference to the Minute of His Excellency the Governor General upon the accompanying letter from the Surveyor General, under date of 31st March last, transmitted to us, with other papers, under blank cover 19th ultimo, we have the honor to report that, in our opinion, Messrs. Northwood and Buckland have acquired no *legal* right to the land they desire to reclaim.

2. We conceive that the permission given in September, 1853, would not be sufficient to confer such a right, even upon the assumption that such permission was given strictly in pursuance of the Government notice of October, 1851, and that when granted it had been acted upon with reasonable promptitude.

3. It may be desirable that we should add some remarks which occur to us, in reference to the claim, as affecting the *honor* of the Government. Messrs. Northwood and Buckland base their claim mainly upon the notice of October, 1851, and state that they purchased frontage land, at an excessive price, on the faith of that notice. Now, the fact is, if we recollect rightly, that the notice in question offered the privilege of reclaiming the mud bank in the Bay for a period of three months only, which period had expired eighteen months before the purchase of these gentlemen. Their purchase cannot, therefore, have been *legitimately* influenced by this notice.

4. For nearly two years the privilege offered was not claimed by the holders for the time being of the frontage, probably because the then value of the land to be reclaimed was not sufficient to induce persons to undertake the expense of reclaiming. But in September, 1853, when the market value of building land had—as it is well known—reached an extravagant pitch, these gentlemen put in their claim, and it is conceded to them on certain conditions, which the Government regarded as its equivalent for the privilege granted. Having thus,

thus, as they supposed, secured the right to take the land whenever—if at all—it should suit them to do so, without in any way binding themselves to perform the conditions within any given time, or even to take the land at all, if it should turn out a disadvantageous arrangement, they, therefore, postponed indefinitely the performance of the conditions, on the ground that laborers' wages were high, and that the expense of such performance would be very great. Thus, according to this view, the advantage of the arrangement was entirely on one side, and the land was to be locked up in their hands without any compensating advantage to the public.

This would be a most unfair position for the Government to be placed in, and we cannot think that such was its actual position; on the contrary, we think that the proper construction of the arrangement is such as to have made it incumbent on Messrs. Northwood and Buckland to perform the conditions with reasonable promptitude, and to leave the Government the right of withdrawing the privilege if long neglected to be acted upon, as seems to have been the case with Messrs. Northwood and Buckland.

We have, &c.,

J. H. PLUNKETT,
Attorney General.

W. M. MANNING,
Solicitor General.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 12.

THE COLONIAL SECRETARY *to* THE SURVEYOR GENERAL.

Colonial Secretary's Office,
Sydney, 31 *May,* 1856.

SIR,

Referring to your letter of the 23rd ultimo, No. 56-258, on the subject of the claim of Messrs. Buckland and Northwood, to fill up or reclaim certain land at the head of Wooloomooloo Bay, I have the honor, by the direction of the Governor General, to forward to you for your information, a copy of the opinion given by the Crown Law Officers, and to acquaint you that their view concurs entirely with that of His Excellency.

2. His Excellency is quite willing to allow Messrs. Buckland and Northwood the benefit of the land they have reclaimed, but His Excellency cannot permit them to extend a claim which he considers most disadvantageous to the public.

3. His Excellency has expressed a wish to have a plan of the ground as it is now, taken to him by you, in order that he may point out the amount to which His Excellency conceives the claimants are entitled.

I have, &c.,
W. ELYARD.

THE SURVEYOR GENERAL.

No. 13.

MR. THOMAS BUCKLAND *to* THE COLONIAL SECRETARY.

Sydney, 20 *August,* 1856.

SIR,

On the 1st March last, in consequence of a letter I received from the Governor General, I addressed the Government respecting the improvements I was making in Wooloomooloo Bay, and for which we hold a special permission from the late Governor General, Sir Charles Fitz Roy.

The reply I received stated that my letter was referred to the Surveyor General for a report, on the receipt of which I should have an answer.

In the first week of June last I obtained an interview with the Colonial Secretary, Mr. Thomson, and shewed him the reply I had received; he asked me to leave it, and promised me an immediate answer—none reached me. In the first week in July, I again attended at the Colonial Secretary's Office, and asked for an interview; the messenger brought directions to apply to Mr. Scott; I told Mr. Scott I wanted an answer from the Government to my letter of the 1st March, 1856. I have as yet received none, except from the Surveyor General, which,

which, I respectfully submit, cannot be taken to affect our rights under a special permission from the late Governor General, on the faith of which we have expended a large sum, which is now lying totally unproductive.

We have already lost the opportunity of establishing a coal and coasting business this winter, which was our principal object in purchasing the water frontage.

I have also the honor to request you will cause to be returned to me the reply I gave the late Colonial Secretary.

I have, &c.,
THOS. BUCKLAND.

THE HONORABLE,
THE COLONIAL SECRETARY.

No. 14.

[*Usual printed letter apprising of reference to Board of Works, 25th August* 1857.]

No. 15.

Sydney, 8 *January*, 1857.

To His Excellency SIR W. T. DENISON, K. C. B., Governor General, &c.

Your Excellency may remember that you desired me not to address you again *directly* in respect to certain matters connected with the water frontage at Wooloomooloo Bay—that you referred me to the Colonial Secretary. This occurred eleven months ago; passing over the fact that I am still without redress, or even a definite answer, I come to my reasons for again presuming to trouble you. I find, while I am allowing my property to remain idle, and become very much deteriorated in obedience to your orders, holders of water frontage in other portions of the harbour are allowed to fill out, and, in one instance, use the mud from the steam-dredge for that purpose.

Smarting as I do under a sense of injustice, I can no longer remain silent, and I call upon your Excellency to do equal justice to all men.

I am, &c., &c.,
THOS. BUCKLAND.

No. 16.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. T. BUCKLAND.

Department of Land and Public Works,
Sydney, 16*th January*, 1857.

SIR,

In reference to your letter of the 8th instant,* in which, as regards the water frontage, Wooloomooloo Bay, you complain that no definite answer has yet been received to your application to be allowed to fill out, whilst other parties are allowed this indulgence; I am directed to inform you, that the general question of the reclamation of Wooloomooloo Bay is still under the consideration of the Government, and that no definite answer can be made to your application until this question shall have been decided upon; but, in the meantime, I am to request that you will have the goodness to specify the cases alluded to in your letter as being treated differently from your own.

*Addressed to the Governor General.

I have, &c.,
MICL. FITZPATRICK.

MR. T. BUCKLAND,
Sydney.

No. 17.

MR. THOMAS BUCKLAND *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Sydney, 17 *January*, 1857.

SIR,

I am this day in receipt of a letter from your Department, in answer to mine of the 8th instant, addressed to the Governor General.

You request me to specify the case where the proprietors of water frontage are treated differently to myself.

In

In compliance, I beg to say, I allude to the proprietors of water frontage in Waterview Bay, on the south side of Mort & Co's. jetty, where I saw the mud from the dredging machine discharged into the water covering the flat.

I remain, &c.,

THOS. BUCKLAND.

THE HONORABLE
THE SECRETARY FOR LAND
AND PUBLIC WORKS.

No. 18.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. THOS. BUCKLAND.

Department of Land and Public Works,
Sydney, 6 *February,* 1857.

SIR,

In reference to your letter of the 17th ultimo, in reply to mine of the 8th of the same month, in which you were requested to specify the case where the proprietors of water frontage were treated differently to yourself, wherein you instance the case of the proprietors of water frontage in Waterview Bay, on the south side of Mort and Co.'s jetty, I am directed to inform you, that the owners of the property alluded to were duly authorized to construct a wharf in that locality, under the regulations of 21st June, 1848.

I have, &c.,

MICL. FITZPATRICK.

MR. THOS. BUCKLAND,
Sydney.

No. 19.

MR. THOS. BUCKLAND *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Sydney, 7 *February,* 1857.

SIR,

I am honored by the receipt of a letter from your department, dated 6th February, in answer to mine of 17th January. You state that the owners of water frontage in Waterview Bay were duly authorized to construct a wharf in that locality. As I have been stopped in the construction of a wharf, although duly authorized by a permission from the late Governor General, I submit I have fully made out my case that I have been treated differently from other proprietors of water frontage, and I respectfully urge my original request to His Excellency the Governor General to cause equal justice to be done to all men.

I have, &c.,

THOS. BUCKLAND.

THE HONORABLE
THE SECRETARY FOR LAND
AND PUBLIC WORKS.

No. 20.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. THOS. BUCKLAND.

Department of Land and Public Works,
Sydney, 17 *February,* 1857.

SIR,

In reference to your letter of the 7th instant, complaining that you, as proprietor of land having frontage to the waters of Wooloomooloo Bay, have been treated differently from the owners of water frontage in Waterview Bay, I am directed to inform you, that there seemed to the Government of the day to be good reasons for stopping the operations in Wooloomooloo Bay, but there do not appear to be any reasons for interfering with those of Waterview Bay. I am further to inform you, that you may be assured that the peculiar circumstances of the localities, and the peculiar position in which previous action has placed the matter, alone cause any variety in the treatment of these cases; and that the supposition of any inequality of justice to individuals can have nothing to justify it.

2. In conclusion, I am to apprise you, that the state of the question arising out of the proceedings at Wooloomooloo, is too complicated to admit of its being settled, without a more ample consideration, than in the present state of public business the Secretary for Land and Public Works has been able to devote to it.

I have, &c.,

MICL. FITZPATRICK.

MR. THOS. BUCKLAND,
Sydney.

GAS LIGHT COMPANY'S APPLICATION.

No. 1.

THE SECRETARY TO THE GAS COMPANY *to* THE COLONIAL SECRETARY.

Australian Gas Light Company's Office,
Sydney, 27 *February,* 1856.

SIR,

I am desired by the Directors of this Company to acquaint you, that in the year 1853 they purchased, as a site for one of this Company's out-stations, two several parcels of ground at Wooloomooloo Bay, which were deemed suitable for that purpose, in consequence of their having a water frontage assured, as the Directors were led to believe, by the terms of the Government Notice of 10th October, 1851.

The Directors, therefore, respectfully request that, in consideration of the premises and of the public importance of the object they have in view, His Excellency the Governor General will be pleased to allow this Company to avail themselves of the permission conceded by the above-mentioned Government Notice.

I have, &c.,
R. MANSFIELD.

THE HONORABLE
THE COLONIAL SECRETARY.

No. 2.

THE COLONIAL SECRETARY *to* THE SECRETARY TO THE GAS COMPANY.

Colonial Secretary's Office,
Sydney, 19 *March,* 1856.

SIR,

In reply to your letter of the 27th ultimo, requesting that the Gas Company may be allowed to extend the water frontage of one of their out-stations at Wooloomooloo Bay, in accordance with a permission conceded in the Government notice of 10th October, 1851, I am directed by the Governor General to inform you, that His Excellency cannot allow the Company to avail themselves of the permission to extend their frontage, this permission having been withdrawn.

2. I am also directed to state, that the claims of the Company to compensation—should any exist—will, of course, be dealt with when they arise, but at present His Excellency considers that they have received no injury.

I have, &c,
W. ELYARD.

THE SECRETARY
TO THE GAS COMPANY.

1857.

Legislative Assembly.

NEW SOUTH WALES.

WOOLOOMOOLOO BAY.

(FURTHER PAPERS IN REFERENCE TO.)

Ordered by the Legislative Assembly to be Printed, 6 November, 1857.

SCHEDULE.

(*In continuation of Papers laid before the Legislative Assembly on the 11th August, 1857.*)

PARTICULAR APPLICATIONS.

MR. F. CALLAGHAN'S APPLICATION.

MR. R. THOMPSON'S APPLICATION.

GENERAL QUESTION.

WOOLOOMOOLOO BAY.

MR. F. CALLAGHAN'S APPLICATION.

No. 1.

MR. FRANCIS CALLAGHAN *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Forbes-street, Wooloomooloo,
21 *April*, 1857.

SIR,

In reply to a letter from me concerning the intended improvements at the head of Wooloomooloo Bay, I received a communication on the 18th December last,* informing me, "That the further consideration of the proposed improvements &c., awaits the "appointment of a Commissioner of Docks and Harbours, to which Department this matter "peculiarly belongs."

No such officer having been appointed,—in reply to another letter from me, I was informed by your communication of the 11th February last,* "That the Government cannot "undertake to give this matter the attention to which it is entitled until the present "sitting of Parliament has been concluded."

Since the 13th October last, when I addressed a memorial to His Excellency the Governor General, a considerable amount of correspondence has taken place between the Colonial Secretary and myself, and latterly with the Department of Land and Public Works; and although I have been repeatedly assured that the matter should receive every attention; and although the papers connected with the case were moved for in, and directed to be placed on the Table of the Legislative Assembly, yet nothing has actually been done, and the question appears as far now from a satisfactory adjustment as ever. And while the Government are so procrastinating, the interests of myself and others in a like situation are neglected in a manner which, unless something be speedily arranged, must inevitably lead to ruin.

As the Parliament is not now sitting, and the alleged pressure of business on the Government no longer exists, I have to request some immediate decision and arrangement may be made. Trusting to receive an early communication.

I have, &c.,
FRANCIS CALLAGHAN.

THE HONORABLE
THE SECRETARY FOR LAND
AND PUBLIC WORKS.

No. 2.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. FRANCIS CALLAGHAN.

Department of Land and Public Works,
Sydney, 9 *May*, 1857.

SIR,

In reference to your letter of the 21st ultimo, pressing for a decision respecting your claim to water frontage, Wooloomooloo Bay, I am directed to inform you that the Report of the Surveyor General, with plans for the improvement of the Bay, have recently been received, and the matter will be taken into consideration with as little delay as the business of the Department will admit.

I have, &c.,
MICHL. FITZPATRICK.

MR. F. CALLAGHAN,
Wooloomooloo.

MR.

* See Correspondence ordered to be printed on 11th August, 1857.

MR. R. THOMPSON'S APPLICATION.

No. 1.

MR. R. THOMPSON *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

32 *Hunter-street,*
6 *June,* 1857.

SIR,

At the desire of the subscribers to the enclosed copy of a Petition to the Legislative Assembly, on the subject of a "Wharf across Wooloomooloo Bay," which I drew up for them in the early part of December last, and which was presented by Mr. Henry Parkes, and ordered to be printed; I do myself the honor to request, that you will be good enough to inform me if the Government contemplate taking any steps in the matter.

It had been the intention of Mr. Parkes to have moved for the appointment of a Select Committee to inquire into and report upon the statement set forth by the Petitioners; he, however, resigned a day or two after presenting the Petition. At his suggestion I requested Mr. Charles Cowper, as another of the Members for Sydney, to take the matter into his hands, which he promised to do; and he shortly afterwards informed me that he had conferred with you on the subject, and that you had expressed yourself fully sensible of its importance.

Mr. Cowper quite agreed with me, that had it not been for Mr. Robert Campbell's unnecessary and inconvenient motion for the production of all the voluminous correspondence which had taken place between the Government and the owners and lessees of property on the shores of Wooloomooloo Bay, since the date of His Excellency Sir Charles Fitz Roy's notice of the 10th of October, 1851, this question would have been decided last Session; inasmuch as all the official information required was to be found in the Petition before the Legislative Assembly, and as those owners and lessees of property who had distinct permission from the Colonial Secretary to fill up the flat in front of their allotments to the contemplated line of wharf, were ready to produce their respective written permissions.

As the ensuing Session of Parliament is on the eve of opening, my constituents are most anxious to ascertain the intentions of the Government in respect of their Petition. To the Australian Gas Light Company, the Steam Machinery Establishments, and manufactories of considerable extent in the immediate vicinity of Wooloomooloo Bay, the construction of a Public Wharf, or the renewal of their cancelled permission to fill up the flat to deep water, at their own expense, is a matter of the greatest importance.

I have, &c.,
R. THOMPSON.

THE HONORABLE
THE SECRETARY FOR LAND
AND PUBLIC WORKS.

[*Enclosure referred to.*]

To the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned, owners and lessess of property, on and near the shores of Wooloomooloo Bay, and of other residents, on the North-Eastern parts of Sydney, and owners of Coasting and other Vessels belonging to Port Jackson,—

SHEWETH:—

That on the tenth day of October, one thousand eight hundred and fifty-one, a notice, to the following effect, appeared in the *Government Gazette*:—

"It being deemed expedient that measures should be adopted for reclaiming the flat "below high-water mark at the head of Wooloomooloo Bay, and for forming a wharf across "it for the use of the public, as well as for extending the existing streets to the proposed "quay, and for proclaiming others along the bay from east to west, His Excellency the "Governor General directs it to be notified, that to the proprietors of land having frontage "to the bay it is proposed to concede portions of the reclaimed land, on condition of their "filling up, at their own cost, to the contemplated line of wharf, and of their observing such "conditions as may be imposed by the Corporate authorities of Sydney for the construction "of proper drains.

"2. Proprietors of land in the locality in question are accordingly invited to inspect "the plan, in conformity with which the land is to be reclaimed, at the office of the Surveyor "General, and to signify, in writing, to the Colonial Secretary, within three months from "this date, whether they desire to participate in the advantages arising from these measures, "and are willing to abide by the conditions on which they can be extended to them."

That,

That, in accordance with this notice, various of your Petitioners, who were owners of land having frontage to the bay, notified their desire to fill up to deep water the portions of the flat in front of their allotments, and they were allowed to commence operations accordingly. Various wharves were run out from Bay-street across the flat, no objection being raised by the Government until the twentieth of January, one thousand eight hundred and fifty-two, when a notice was proclaimed of the intention of the Executive Government to continue certain streets, and open others at the head of Wooloomooloo Bay. The landowners, who were continuing to fill up the flat, were apprised that their works, already commenced, would be regarded as encroachments, and were forbidden to proceed.

That, on the nineteenth of September, one thousand eight hundred and fifty-three, another notice was issued setting forth, that in conformity with the provisions of the Act of Council, 5 William IV., number twenty, the breadths of the carriage and footways of the streets described in the notice of the twentieth of January, one thousand eight hundred and fifty-two, should be those set forth in the Schedule which was annexed to both notices, and that it consequently would not be lawful for any person to erect any building within the said distances from the curbstone or exterior edge of the said footways, as delineated in the plan submitted by the Surveyor General to His Excellency: upon which plan the wharves and other works, either already formed or in course of formation, were marked as "encroach-"ments," whilst new purchasers were warned that they would be proceeded against, under the above recited Act, if they attempted to occupy any portion of the flat fronting their respective purchases.

That, notwithstanding this entire deviation from the spirit and letter of the notice of one thousand eight hundred and fifty-one, no steps were taken by the Government to reclaim the flat and to lay out the streets, and finding that some of the landowners still persisted in carrying out their works, under the permission granted them by the said notice, the Government, on the thirteenth of December, one thousand eight hundred and fifty-five, issued a Proclamation notifying that the permission conceded to owners of land, by the notice of one thousand eight hundred and fifty-one, to fill up the flat in the manner described, was withdrawn, except in so far as that permission had already been acted upon.

That the true meaning of this exception has not yet been explained, nor has the Government apprised the said owners of land whether it is still intended to carry out the published plan for opening new lines of streets in the flat.

That your Petitioners, under these circumstances of delay, humbly submit to your Honorable House the serious injury they suffer from the seeming abandonment of the proclaimed intention of the Government to construct a wharf across the bay: Further, that by not even taking steps to erect a suitable sea-wall or breakwater at the brink of the flat, and so prevent its extension, it is daily encroaching upon the navigable parts of the bay, by reason of the constant washing down into its waters the debris from the various roads, streets, and lanes on and near its shores.

That means for expeditiously constructing this necessary work are in immediate command, by reason of the great abundance of excellent stone on the western shore and contiguous to the work.

That the great importance of a Wharf or Semi-Circular Quay across or round the shores of Wooloomooloo Bay to the whole of the residents on the north-east side of Sydney, is earnestly submitted to your Honorable House. The population of Cook Ward, which includes Wooloomooloo, Darlinghurst, South Head Road, Surry Hills and other locales, consisted, at the date of the recent census of 15,234 persons; and buildings now rising in every direction, give promise of a speedy increase in the number of inhabitants.

That, by reason of the delay in constructing the promised wharf across the bay—which is the natural inlet for the large amount of farm produce, coals, wood, and other commodities consumed by so large a population—the coasting vessels, trading from the Hunter, Hawkesbury, and other districts, which bring up shipments, in whose consumption north-eastern Sydney so largely partakes, are now compelled to proceed to Darling Harbour, in place of unloading in the natural inlet for the reception of produce intended for the residents in Cook Ward.

That, by being thus obliged to anchor in Darling Harbour, coasters are constantly exposed to various delays by reason of light and baffling winds which so frequently impede their passage from the Heads to their respective river wharves.

That the cost of carriage of coals and wood alone from the wharves in Darling Harbour to Wooloomooloo and other parts adjacent forms an important item. On the shores of the bay are establishments whose consumption of fuel is necessarily large; thereupon are situate the new works of the Australian Gas-Light Company, Steam Machinery Establishments, either already in operation or in course of completion, and various manufactories of considerable extent.

Your Petitioners, therefore, pray your Honorable House to take the premises into consideration, and beg permission to add their hope that the decision of so important a question as they now submit will no longer be delayed, and that the serious injury accruing to this valuable navigable bay may be at once arrested, feeling assured that otherwise the future cost of removing the tonnage of sand and sullage, which now threatens to choke up the bay, will be enormous.

And your Petitioners, as in duty bound, will ever pray, &c., &c., &c.

[*Here follow* 151 *Signatures.*]

No. 2.

No. 2.

MR. R. THOMPSON *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

32, *Hunter-street,*
25 *June,* 1857.

SIR,

Upon the 6th instant I did myself the honor to address you again upon the subject of the Petition presented in the early part of December last, on the subject of the long promised erection of a wharf across Wooloomooloo Bay.

I have not yet been favored with a reply to my letter; and I will once more request your attention to the subject. The Legislature being shortly about to re-assemble, those Honorable Members who have taken an interest in the subject of the Petition, as well as the subscribers thereto, are desirous to be informed if the Executive Government contemplate taking any steps in the matter.

I have, &c.,
R. THOMPSON.

THE HONORABLE J. HAY, ESQ., M. P.,
Secretary for Land and Public Works.

No. 3.

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS *to* MR. R. THOMPSON.

Department of Land and Public Works,
Sydney, 3 *July,* 1857.

SIR,

Referring to your letter of the 25th ultimo, calling attention to a Petition presented in the early part of December last, on the subject of the erection of a wharf across Wooloomooloo Bay, I am directed to inform you, that the Secretary for Land and Public Works regrets, that although the Plan and Report of the Surveyor General has been before him for some time, the press of business has not permitted him to give this matter that consideration which would afford a satisfactory reply to you, or to the Petitioners.

2. I am, however, to add, that the matured intentions of the Government on this subject will be intimated to the Petitioners at the earliest possible period.

I have, &c.,
MICHL. FITZPATRICK.

R. THOMPSON, ESQ.,
32, Hunter-street.

GENERAL QUESTION.

No. 1.

THE SURVEYOR GENERAL *to* THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS.

Surveyor General's Office,
Sydney, 31 *March,* 1857.

SIR,

With reference to a letter which I received from the Honorable the Colonial Secretary, dated the 7th August, 1856, No. 56-539, in which, in reply to my letter of the 23rd of the previous month, on the subject of the mode by which the plan in regard to Wooloomooloo Bay, proposed by His Excellency the Governor General, could be carried into effect, I was informed, that before submitting the matter for the decision of His Excellency the Governor General in Council, it was desirable that the Plans and Estimates should first be made; and I was requested to take the necessary steps for the purpose. I have now the honor to state, that a variety of circumstances, as fortuitous as vexatious, protracted this business until a recent date, when Mr. Assistant Surveyor Millington could be spared to undertake the operations in Wooloomooloo Bay, which were necessary before an Estimate in any way to be relied upon could be prepared.

2. This having now been accomplished, I beg leave to submit, for the consideration of the Honorable the Secretary for Lands and Public Works, a survey, shewing the authorised and proposed lines of street, and likewise a Plan, Sections, and Estimate of the proposed quay at the head of Woolloomooloo Bay. The information contained in these documents will, I doubt not, be found to be all that was required by the letter of the Colonial Secretary first above alluded to; but I trust that the following observations, connected with extensions into the Bay already made, and the proposed further improvements may not be found out of place.

3. It appears that a notice was published, dated 10th October, 1851, inviting proprietors of land having frontage to the Bay to make application within, three months, to fill up, at their own cost, to a contemplated line of wharf, (see line of piles on the Plan) observing such conditions as the City Authorities of Sydney might impose for the construction of proper drains,—the right to apply being limited to three months from the date of the notice.

4. On the 13th December, 1855, it was notified in the Gazette that the general permission conceded by the notice of the 10th October, 1851, was withdrawn, except in so far as that permission had already been acted upon. Now, it seems that, under the first
28 Dec., 1853. notice, Messrs. Buckland and Northwood obtained permission to fill in according to Plan, and a certain amount of work was executed, as shewn on the Plan. Under the notice of December 1855, the parties were informed, that they could not be permitted to proceed further with the work. A question hence arose, as to whether Messrs. Buckland and Northwood could legally be prevented from carrying on the work. This was referred to the Law Officers of the Crown, and the opinion expressed was adverse to the parties, who were informed accordingly. They, however, deny the right of Government to stop them, and have stated their intention to demand compensation; they have not, however, proceeded with the work since they were warned not to do so. The question now for consideration is, whether Messrs. Buckland and Northwood, or any of the parties who have carried on work under the notice alluded to, have any claim to compensation; and here the opinion of the Crown Law Officers before quoted, is to the effect that the parties have acquired no legal right to the land they desired to reclaim. The Minute of His Excellency the Governor General upon this opinion states, that he is quite willing to allow Messrs. Buckland and Northwood the benefit of the land which they have reclaimed; and in a further Minute, His Excellency (12th April, 1856) stated, that there would be no objection to give the parties the land up to Nicholson-street, without requiring them to fill up the street, and the parties were so informed, and here this matter rests, the question of compensation being to be considered.

5. The correspondence which is in your Office is so full and clear, that but few more observations appear to be necessary from me. I would beg a reference to the accompanying Plan, which shews the work done by Messrs. Buckland and Northwood, and others similarly situated. It will be observed, that Messrs. Buckland and Northwood have effected a considerable extent of work between Nicholson-street and the Bay, and piles, to some extent, have been driven on a line to which these parties had permission to fill in, and which was intended to form the line of Quay. In the event of compensation, these works will, it is presumed, be considered in addition. It is understood that compensation will be demanded for the loss of the land between Nicholson-street and the line of piles attended to, embracing some filling in, as shewn upon the plan.

6. Presuming the subject of compensation to be decided in favor of the applicants, a question arises as to how funds can be raised to meet it, and I beg leave to refer to the accompanying list, shewing the extent of street frontage, attainable by the laying out of the space between Nicholson-street and the quay or wharf across the Bay; and here it is necessary for me to observe, that considering it advisable to obtain an area of land sufficient, if possible, not only to meet the required compensation, but likewise to afford, as large a fund as possible, to meet the expenses attending the construction of the proposed wharf. I have extended the line of frontage as proposed by the line of piles before alluded to considerably further into the Bay, which has admitted of an additional range of buildings abutting upon the wharf, the frontage altogether thus obtained is 3,866 feet, which may be safely calculated as realizing at least £10 (ten pounds) per foot, making £38,660. The Estimate (enclosed) of cost of wharf of permanent character, (see Plan) amounts to £30,529 15s. 6d, which, supposing the Estimate to be correct, leaves the sum of £8,140 4s. 6d. available for compensation.

Plan

Plan marked No. 1 is the original approved by the Executive Council; No. 2 shews a proposed alteration to the north of Quay-street, which would afford additional frontage to the extent of 428 feet

I have, &c.,

THE UNDER-SECRETARY FOR LAND AND PUBLIC WORKS.

GEORGE BARNEY,
Surveyor General.

N. B.—For the other Correspondence alluded to in this Report, see papers ordered to be printed on 11th August, 1857.

[*Enclosure in foregoing.*]

January 8, 1857.

SIR,

I have the honor to send you herewith Plans, Estimates, &c., &c., for the proposed quay at Wooloomooloo. The prices in the Estimate are drawn up on this supposition,—that the Government will allow for the work the use of the quarry in the Government Domain, free of cost, except the working; and, also, that the earth required may be obtained therefrom, free of cost.

2. I consider that it would be well worth the while of any person undertaking the construction of the quay to put a tram-road from the quarry to the back of the wall, that the carriages may descend the hill by their own impetus; and the estimate for carriage is drawn out low, upon this consideration.

3. About one-half of the earth to back the rubble wall, I understand, can be obtained from the Corporation, without cost, they wanting some obtained place for casting it.

4. The answer to my inquiries as to prices in this Colony are so various that I find it very difficult to arrive at a definite conclusion; but, I think the prices I have given will prove to be quite sufficient, and, perhaps, in some instances, more than sufficient for the work to be done.

5. The note attached to my Estimate shews the manner in which I propose to form a specification, should it be required.

I have, &c.,
EDWD. L. MILLINGTON.

COLONEL GEORGE BARNEY, R.E.,
&c., &c., &c.,
Surveyor General.

ESTIMATE of the Probable Cost of Construction of a permanent Quay across the Bay at Woolloomooloo.

* COFFERDAM.

To driving 2 rows of piles, the rows 3ft. apart in the clear; 2,340 piles driven about 16 feet—average 37,440 feet, at 1s.	£1,872	0	0			
„ 240 guide piles 1ft. x 1ft., squared timber, about 33ft.—average 8,400ft., at 2s. 6d. per foot	1,050	0	0			
„ 2,000 sheeting piles 1ft. x 6in., grooved and fitted, about 30ft. long—30,000 at 4s. per foot	6,000	0	0			
„ 4,000ft. railings, 1ft. x 6in., in 24ft lengths—2,000ft., and labor in fixing, &c., at 4s. per foot	400	0	0			
„ 920 1½in. iron tie-bolts 5ft. 2in. in length, with keys and large wooden washers, about 26lbs. weight each—23,920lbs., at 4d.	398	0	0			
„ 100 stay piles 1ft. diameter, about 35ft; average for counter posts, 3,500ft., at 2s. 6d.	437	10	0			
„ 6,000ft. of struts 12in. x 6in.—3,000ft. and labor in fixing, &c., 4s.	600	0	0			
„ 825lbs. weight of ¾in. iron bolts to secure the struts, at 4d.	13	15	0			
„ dredging and puddling between the rows of piles, 900 yards earth, at 5s.	225	0	0			
„ pumping out the water—about 56,000 yards water, at low-water, at 3d.	700	0	0			
	11,696	5	0			
„ Deduct for the value of the materials over the cost of drawing out and removing the dam	4,000	0	0	7,696	5	0

* The cofferdam is for the contractor's or constructor's convenience, and is to be formed by him so as to effectually exclude the water during the progress of the work, he being responsible for any detriment that may occur to the permanent wall in consequence of its insufficiency.

The dimensions and quantities given here are those I conceive to be sufficient for the purpose, and are entered in the Estimate as a guide to the allowance to be made to him for the building of the dam.

A sluice, 4ft. in diameter, should be made at ordinary low-water mark, for the purpose of letting the water in, in case of there being any sign of the dam giving way.

PERMANENT

† PERMANENT WALL.

To digging trench for foundation—5,144 yards earth, at 3s. 6d.	900	4	0			
„ laying good Hobart Town stone-lime concrete, 1ft. in thickness, along the trench—339 yards, at £5 per yard	1,695	0	0			
„ quarrying and hammer dressing 4,995 yards stone in block 1½ x 4½ x 2¼, or nearly these dimensions, and delivering, at £1 10s.	1,492	0	0			
„ laying of 5,400 perches masonry in good hydraulic or Roman cement, at 22s. per perch	5,940	0	0			
„ 22 iron-bark stay piles 1ft. in diameter, about 35—average 770ft., at 3s.	115	10	0			
„ driving ditto, about 25ft. each—550ft., at 1s.	27	10	0			
„ 22 wrought-iron plates 9ft. x 2in. x 1in., curved into 2 half circles in the form of an S, measuring 6ft. in height, weighing about 60lbs. each—1,320lbs, at 4d.	22	0	0			
„ 22 wrought-iron rods 2in. diameter, 22ft. long, weighing 127lbs. each—2,794lbs., at 4d.	46	11	4			
„ 4,545 yards rubble for backing wall, and delivering, at 3s. 9d.	935	10	5			
„ laying of 4,909 perches rubble in mortar, at 10s.	2,454	10	0			
„ digging and delivering 4,293 cubic yards earth to back the rubble, at 2s. per yard or load	429	6	0			
				20,058	1	9
„ 10 per cent. added for contingencies				2,775	8	9
TOTAL				£30,529	15	6

EDWD. L. MILLINGTON,
Surveyor.

FRONTAGES to new Streets in Woolloomooloo.

Griffiths-street, north side from extension of Brady's east boundary to Forbes-street	210 feet.
Nicholson-street, south side from extension of Brady's east boundary to Forbes-street	210 „
Nicholson-street, north side from Domain to Dowling-street	404 „
Quay-street, both sides from Domain to Dowling-street	760 „
Proposed Wharf, south side from Domain to Dowling-street	342 „
Bourke-street, both sides from Griffiths-street to proposed Wharf	920 „
Forbes-street, west side from Griffiths-street to the proposed Wharf	460 „
Forbes-street, east side from Nicholson-street to the proposed Wharf	280 „
Dowling-street, west side from Nicholson-street to the proposed Wharf	280 „
Total	3,866 feet.

† The rates here given are based upon the supposition that the quarry in the Government Domain (the stone in which, I find, upon inquiry, to be well suited for the purpose,) may be used without charge for the stone itself, and the carriage is placed at a low rate, because, if this quarry were used, a tram-road hence along the back of the wall would allow the loaded cars to descend by their own weight, and one horse would be sufficient to draw several empty cars up again.

I understand that about one-half of the earth to back the rubble wall can be obtained without cost from the City Commissioners, they requiring some place to deposit earth.

1857.

NEW SOUTH WALES.

Legislative Assembly.

CITY COMMISSIONERS.

THIRD YEARLY REPORT

OF THE

CITY COMMISSIONERS,

ON THE

GENERAL CITY IMPROVEMENTS, &c.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
11 *August*, 1857.

SYDNEY:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

1857.

NEW SOUTH WALES.

CITY COMMISSIONERS.

THIRD YEARLY REPORT of the City Commissioners on the General City Improvements—the Sewerage—and the Water Works—with the State of their Finances for the year 1856.

To His Excellency SIR WILLIAM THOMAS DENISON, Knight, Governor General of New South Wales and its Dependencies, &c., &c., &c.

May it please your Excellency,—

We, the undersigned, Commissioners for the City of Sydney, have the honor to submit to your Excellency a Report of our proceedings, and a statement of our Financial position, in carrying into effect the provisions of the Acts of Council specified in the margin, from 1st January to 31st December, 1856, under the following heads, viz.:— 14 Vic. No. 41. 17 Vic. Nos. 33, 34, 35.

I. GENERAL CITY IMPROVEMENTS.
II. SEWERAGE.
III. WATER.
IV. FINANCIAL.

I.—GENERAL CITY IMPROVEMENTS.

1. The extent of the works carried out under this head will be apparent by a reference to the Tabular Statement (A) appended; and by the accompanying plan (B), shewing, at a glance, the nature, extent, and situation of the works performed. Appendix A. Appendix B.

2. In our last Report we referred to the difficulty we had experienced in carrying out the extensive repairs required in the streets at Pyrmont. At the request of a number of the inhabitants we ordered plans and estimates to be prepared for a wharf at the end of Edward-street, and had some correspondence with the Government on the subject; but in consequence of some difficulties with reference to the dividing lines of the contiguous properties, and a counter petition from another portion of the inhabitants, we were induced, for the present, to abandon our intention of erecting the wharf, and have accepted a tender, amounting to £692, for carrying out improvements in three of the principal thoroughfares, viz.:—Harris, Pyrmont, and Union Streets.

3. Having upwards of 1,500 tons of blue metal on hand at the commencement of the year, we discontinued the contract for the supply of that material from Pennant Hills during 1856, on account of the large expenditure it involved; and have endeavored as far as possible, to supply the deficiency by employing, in street repairs, such quantities of ship ballast, and iron-stone gravel, as we could procure.

4. But the supply of ballast and iron-stone gravel that can be obtained is by no means sufficient for the efficient repair of the streets; nor is the latter of much use in localities where there is considerable traffic. It will, accordingly, be necessary, during the year 1857, to enter into another contract for blue metal from Pennant Hills, or some other material sufficiently hard for the purpose; and, from the experience we have had of the granite

granite from Gabo Island, we anticipate that an excellent material, not only for kerbing and guttering, but also for road metal, may be obtained from that island, to an unlimited extent, and on more reasonable terms than the metal from Pennant Hills.

Sanitary.

5. The temporary arrangements for improving the sanitary state of the City are of the same nature as detailed in our former Reports. These arrangements will be, necessarily, incomplete, until the Sewerage and the Water Works are in full operation, and provision is made by Legislative enactment for regulating common logding-houses and cellar residences, for enforcing ventilation and the prevention of over-crowding in dwellings of the poor. Our Inspectors of Nuisances have received stringent instructions to report every nuisance that can be discovered, and to take immediate steps for its removal. The dust-carts constantly traverse the streets, and remove the daily accumulations of rubbish from the dust-boxes and back lanes, and the filth from the streets and gutters; while the contractor for cleansing privies assists in the sanitary arrangement by removing, beyond the bounds of the City, the more offensive accumulations in cesspools—those necessary evils that must be allowed to exist, till the completion of the sewerage will enable the inhabitants to dispense with them entirely.

6. From the yearly abstract of our Inspectors' Returns it appears that, during the year 1856, the number of cases disposed of under the Police and other Acts, by adjudication or amicable arrangement, has been 901. The number of loads of dust and rubbish removed by the dust carts from the streets has been 42,662, and from the back premises 146 loads. The carcases of 253 animals have been disposed of, and the quantity of night-soil removed by the contractor has amounted to 27,180 cubic feet.

7. The Returns of the Inspector of Slaughter Houses and Cattle intended for Slaughter, shew that, during the year 1856, he has inspected and entered the brands and description of 33,014 head of horned cattle; that he has inspected and examined 207,405 sheep; that he has condemned, as diseased and unfit for human food, 39 carcases of beef and 101 carcases of mutton; and that he has obtained convictions in three cases at the Sydney Police Office, namely, two for exposing blown veal for sale, and one for exposing a diseased carcass of beef; and one conviction at the Parramatta Police Office for selling a quantity of diseased mutton.

Watering the Streets

8. We have considerably extended the watering of the streets during the year. In addition to George-street we have sent our water carts into York-street, Barrack-street, Wynyard-street, Pitt-street, King-street, William-street, and the South Head Road, partly for the protection of the streets, but principally for the comfort and health of the inhabitants. We have repeatedly called for tenders for this service, but have not received any which the Surveyor could recommend for acceptance. We have accordingly performed the work with the horses and carts attached to the City Commissioners' Department.

Markets.

9. We were induced during the year 1854 to go to some considerable expense in fitting up the Campbell-street Market for the sale of fruit and vegetables for the convenience of the southern portion of the City. In our last Report, however, we stated that the stalls had not been so fully occupied as we anticipated, and that, unless the inhabitants in that portion of the City made more use of the market during 1856, it might be advisable to convert a portion of it into a corn market, to increase the revenue. Only a small number of the stalls were occupied during 1856, and at the sale of the markets in December last, while a considerable advance was made on the yearly rent for the dues of the George-street Markets, no offer was received for the stalls in the Campbell-street Markets, unless on the understanding that the lessee should be permitted temporarily to enclose a portion of the stalls for his own purposes until they should be required for the sale of fruit and vegetables. Under the circumstances, and to prevent the stalls being empty, we acceded to this temporary arrangement, and have accordingly been able to let the market at £75 for 1857, while the sum

received

received for it while retained in our hands kept gradually decreasing till ultimately it was only 5s. per week. There can be no doubt that the experiment now made will have the effect of considerably increasing the market revenue in future. The building was converted into a fruit and vegetable market for the convenience of the inhabitants in the southern part of the City, but as they have neglected to take advantage of the accommodation thus provided for them at considerable cost, even after the stall rents were reduced to 5s per week, it would be highly inexpedient to leave so valuable a building untenanted, while by allowing the sale of corn and other articles a considerable revenue may be obtained from it. The permission granted to the present occupant is merely temporary, and any party may at any time obtain the use of one or more of the stalls for the sale of fruit or vegetables on merely applying for the same, and agreeing to pay a weekly rent of 5s. each, or half the rent of a stall in the George-street Market.

10. The dues of the George-street Market have been let during 1857 for £1,428. The stalls are still retained in our hands, and the total revenue from this market during 1857 may be estimated at £5,200, while the revenue during 1853 was only £1,532 5s. 5d.

Wharfs.

11. The extension into deep water of the four jetties at the Lime-street Wharf has been completed, and they are now ready for occupation. We exposed them to public competition for a yearly lease, but did not receive any tenders that we considered eligible. By extending the lease for a term of years, a much higher rental may be obtained; but, in anticipation of the early revival of the Corporation, and as the grant for this property has not yet been issued, we have deemed it advisable to leave the leasing of this valuable property to our successors in office.

Foot Pavements.

12. The notices to pave which we have issued under the Paving Act of 1855 have been very generally complied with, and from the great improvements which are already apparent in the streets comprised in the Act, we trust that the Act will, without delay, be extended to other portions of the City. Paving to the extent of 43,352 square feet has been laid, by order of the City Commissioners, during the year. We are happy to add, that the proprietors generally have cheerfully complied with the requirements of the Act, either by performing the work themselves, or authorising the Commissioners to do it at their expense.

New Buildings.

13. According to the Return of the Building Surveyor, the number of new buildings erected or in the course of erection in the City during 1856 appears to be 430, while 100 additions and alterations have been made to buildings already in existence.

Hackney Carriages.

14. The licenses issued during 1856 for hackney carriages have been 80; for omnibuses 77; and for drays 251. The revenue from this source, including fines, amounted to £1,779 1s. At our weekly Court for the disposal of cases for breaches of the By-laws for regulating hackney carriages, omnibuses, and drays, 319 cases have been disposed of during the year.

Lighting.

15. Our contract with the Gas Company having expired, we gave notice of our intention of entering into a new contract, in anticipation that the Company's charges would have been lowered. Finding, however, that, instead of lowering, the Company proposed to increase the charges to the extent of £1 per lamp, we deemed it advisable to limit the contract to one year. By the extension of the gas mains into Cook Ward, we have been enabled to increase the number of lamps in that locality, and are prepared, as the mains are extended in this and other districts, to continue adding to the number of lights in those parts of the City which are still in darkness, though contributing their portion of the general tax for lighting.

16. A Plan shewing the number and situation of the gas lamps erected at the expense of the City is appended (C). Appendix C.

II.—SEWERAGE.

Appendix D.

Appendix D. (A.)

17. The appended Report (D) from the City Engineer furnishes a full detail of the works performed under this head from 12th February last, the date of Mr. Bell's appointment, and the whole work done to the sewers in section No. 1 to the 31st December, 1856. It will be seen that Mr. Randle's contract for the new sewerage (No. 1, section No. 1,) embracing the area bounded on the west by George-street, on the east by the east side of Macquarie-street, on the south by Bathurst-street, and on the north by the waters of Sydney Cove, is nearly completed; that Messrs. Russell and Co.'s contract (No. 2, section No. 1) for brass frame and valve at the outlet is finished; that Mr, Murphy's contract (No. 3, section No. 1) for the outlet for the main sewer is hastening to completion; that Mr. Edwards' contract (No. 4, section No. 1) for a sewer in Philip-lane between Macquarie and Philip Streets is completed; and that Mr. Lacey's contract (No. 5, section No. 1) for diverting the course of the Tank Stream and making a new outlet to it, is progressing favorably.

18. It is anticipated that the whole of these works connected with section No. 1 will be completed in the early part of 1857. Every deficiency that existed has been corrected at the Contractor's expense; and we have much satisfaction in recording the opinion of Mr. Bell, which agrees with our own, "That these sewers are excellent in their gradients and "structure, and that better sewers do not exist anywhere."

19. Arrangements have been made, at the outlet, for intercepting the sewerage matter, when required for manure, and steps are being taken for putting down street gullies and gratings, for collateral and house drains, and for effectually flushing and ventilating the sewers.

Appendix D (B.)

20. Appended to the Engineer's Report is a list of old sewers that have been repaired during the year.

21. The trigonometrical survey and the plotting of the work will be completed in a few weeks, and will form a most valuable and correct survey of the City on the large scale of (40) forty feet to the inch.

Appendix D (C.)

22. A plan of the City is annexed, shewing the progress of the Sewerage Works to the 31st December, 1856.

III.—WATER.

23. Although Sydney is entirely dependant on the Lachlan Swamp for its supply of water, no pains have been spared by us in making preparations for securing a permanent supply from Botany. Fortunately for the Citizens, during the years 1855 and 1856, there has been an abundant and unusual fall of rain, which has enabled us to afford a good supply to all parts of the City where mains are laid, and considerably to extend the mains in other localities. Our preparations, too, for the extended works at Botany, and the quantity of material already received and deposited on the ground between Sydney and Botany, or soon expected from England, justify us in stating, with confidence, that the supply from Botany, so long anxiously looked for by the Citizens, may be introduced into Sydney within fourteen or eighteen months at the furthest, if sufficient means be placed at the disposal of the City authorities, and proper activity be manifested in carrying out the works.

24. We are fully alive to the necessity of completing the works at Botany with the utmost speed consistent with their stability, and the adoption of the most approved and least expensive plan. The delay that has taken place in commencing the works was unavoidable. We had to procure the pipes and machinery from England; and the works as originally designed by Mr. Rider were on too expensive a scale. We endeavoured, by altering the plans, on different occasions, to reduce the expense; and since the appointment of our present Engineer, several alterations have been introduced which will not only effect this purpose, but also, we trust, render the works more efficient.

Appendix E.

25. The latest alteration recommended to the Board by the Engineer in his Report of date 25th February, 1857, hereto appended (E.) is to dispense with the stand pipe formerly proposed, by an arrangement of air vessels and air pumps, which have been ordered to be sent with the engines from England. The only difficulty we apprehended from this arrangement was the danger of an undue pressure on so great a length of main; but Mr. Bell having satisfied us that no such danger is to be apprehended, and that the same arrangement has

been

been recently successfully adopted in different water works of the mother country, we have approved of his recommendation, as it will effect a saving of about £8,000, and as the stand pipe may be added at any future time, if it should be found necessary.

26. The appended Report from the City Engineer enters into full details of the progress made by us in our preparations for the permanent supply of water from Botany. It must be gratifying to the Citizens to see so near an approach to the completion of these important works, equally necessary for rendering the sewerage complete, as for affording an abundant supply of water for domestic, manufacturing, and sanitary purposes, and for rendering us independent of the seasons.

27. The necessity of completing these works without delay may be estimated from the fact, that even during a year of such unusual rain as 1856, the engine at Lachlan Swamp had to be worked during 9 months out of the 12 to supplement the supply by gravitation by an addition of 65,340,000 gallons.

28. Although we never had any doubt of the abundant supply to be obtained from Botany, we are now enabled to speak with greater certainty on the subject. Having instructed our Engineer, as a necessary preliminary step, to take every means to test, with accuracy, the daily escape of water into the sea, at Lord's Mills, at different seasons of the year, he is now enabled, with confidence, to assure us that the average supply from Botany and Lachlan Swamp will be 4,097,685 gallons per day, or 25 gallons per day per head for a population of 163,907, or double the present population of Sydney and its suburbs. We may add that when the proposed arrangements for storing the supply of wet seasons to provide for seasons of drought are completed, this average of upwards of 4,000,000 may be converted into a constant supply during all parts of the year.

29. It will be seen that, with a view to economy in the working expense of the Water Works, it is proposed to retain the supply from Lachlan Swamp for the low levels of Wooloomooloo, to have a high service reservoir at Paddington for supplying the highest levels in and around Sydney, and a low service reservoir in Crown-street, for supplying localities of less elevation. It is calculated that Lachlan Swamp will afford two-fifteenths, the high service reservoirs two-fifteenths, and the low service reservoir the remaining eleven-fifteenths of the supply; and as there is a difference of 73 feet between the high and the low service reservoirs, and only two-fifteenths of the water will be raised the full height, a considerable saving in the working expenses will be the result.

30. Appended to the Engineer's Report is a list of the service mains laid in the City during the year, extending to 22,296 feet, chiefly in the low levels of Wooloomooloo. Appendix E (A.)

31. A Plan of the City is also appended, showing the water mains laid in the City to the 31st December, 1855, and those added during 1856. From this plan it will be seen, at a glance, how large a portion of the City is now supplied with mains, and how necessary it is not only to extend the mains until no portion of the City is unsupplied, but to complete the works at Botany to ensure a supply from an unfailing source. To show the great increase that has taken place in the Water Revenue since we entered on office, we may state that the total amount from this source for the year 1853 was only £4,538 15s. 4d., while during last year it had risen to £10,372 10s.; and, judging from the fresh applications that have been received since 31st December last, the Water Revenue for the present year may be estimated at £12,000. Appendix E (B.)

IV.—FINANCIAL.

32. The actual receipts and payments under the City, the Sewerage, and the Water Accounts, respectively, during 1856, are shewn by the appended statement of the City Treasurer; but as this does not include the sums outstanding at the end of the year, nor make a complete distribution of the salaries and office expenditure under their proper head, its does not shew the real position of our financial affairs for the year 1856. Appendix F.

33. According to the Treasurer's statement, the aggregate balance on the different accounts, at 31st December, 1856, will be as follows:—

City.	Balance Dr.	£13,059	5	7
Water.	Balance Dr.	166	0	2
		£13,225	5	9
Sewerage.	Balance Cr.	9,967	1	11
	Aggregate Balance Dr.	£3,258	3	10
Appendix G.	Which being deducted from the sums outstanding at 31st December, 1856, (Appendix G.)	17,143	12	5
	Makes the actual aggregate Balance in favour of the Commissioners, 31st December, 1856	£13,885	8	7

Appendix H. 34. The details of the distribution of salaries and office expenditure during 1856 are shewn in Appendix H, and the statement of the aggregate amount of Revenue and Appendix I. Expenditure, on the different accounts properly belonging to the year, forms Appendix I.

35. According to this statement the aggregate balance is as under:—

City.	Balance Cr.	£2,923	16	10
Sewerage.	Balance Cr.	10,837	1	11
Water.	Balance Cr.	108	9	10
	Aggregate Balance in favour of the Commissioners as above	£13,885	8	7

36. The Liabilities of the Commissioners on the different accounts, at the 31st December, 1856, are as follows:—

City Fund.						
Debentures	£10,500	0	0			
Less Sinking Fund	200	0	0			
Total Liabilities, City Fund				£10,300	0	0
Sewerage.						
Debt to Colonial Government				164,425	0	0
Water.						
Debt to Colonial Government	£106,587	0	0			
Debentures	7,600	0	0			
Total Liabilities, Water Fund				114,187	0	0
Total Liabilities, 31st December, 1856				£288,912	0	0

Appendix K. 37. We have appended an Abstract shewing the total amounts received and paid by us on the City, Sewerage, and Water Accounts, from 1st January, 1854, to 31st December, Appendix L. 1856; and a Plan shewing the extent and locality of the general improvements in the City during the same period, which, with the other documents in the Appendix, will give a general idea of the works carried out by us from the period of our appointment to the end of last year.

38. We are now in a position to report that Mr. Randle's Contract for Sewerage (Section No. 1), is completed. The Engineer has certified to us that the whole work has been done to his satisfaction. The accounts furnished by Mr. Randle's agents are signed by them on his behalf; and, on the certificate of the Engineer, we have passed an order for the whole balance due to Mr. Randle to be paid; but for greater security we have retained the sum of £2,673 1s. 11d. in hand, until, in addition to the names of his agents, the signature of Mr. Randle himself, who is now in Melbourne, can be obtained.

39. A copy of the final measurement of the Sewerage Works, and the Engineer's certificate that they have been completed to his satisfaction, is appended (M) Appendix M.

40. We have also the satisfaction to add, that the trigonometrical survey of the City is finished, and plotted on twenty-five sheets or sections, marked from A to Y inclusively, and adopted by us as complete, (with the exception of the plotting of part of section A) in accordance with the certificates of the City Surveyor, under whose direction the survey has been carried out, and of the City Engineer, who was requested to take the necessary steps for testing the accuracy of so important a work. The preparation of this survey has involved much time and labour; and its completion in so satisfactory a manner reflects the greatest credit on the skill, assiduity, and care of Mr. Baron, the City Surveyor, who has superintended the whole work from the measurement of the base line to the minutest details of the plotting.

GILB. ELLIOTT, Chief Commissioner.
JOHN RAE, Commissioner.

Signed by the Commissioners for the City of Sydney, and sealed with their Seal, this seventh day of April, A.D., 1857.

CHAS. H. WOOLCOTT,
Secretary.

LIST OF DOCUMENTS FORMING THE APPENDIX.

A. City Works, 1856, day labour and contract.

B. Plan shewing City Works during 1856.

C. List of Gas Lamps erected at the public expense.

D. Engineer's Report on Sewerage.

D. (A.) Quantities and cost of Sewerage Works. Section No. 1.

D. (B.) List of old Sewers repaired, 1856.

D. (C.) Plan shewing the progress of the Sewerage Works, 31st December, 1856.

E. Engineer's Report on Water Works.

E. (A.) List of Service Mains laid 1856.

E. (B.) Plan shewing Water Mains laid in the City to 31st December, 1856.

F. Treasurer's statement of Receipts and Payments during 1856.

G. Sums outstanding in favor of the Commissioners 31st December, 1856.

H. Distribution of Salaries and Office Expenditure, 1856.

I. Aggregate amount of Receipts and Payments properly belonging to 1856.

K. Abstract of the total amount of Receipts and Payments for three years ending 31st December, 1856.

L. Plan shewing the nature and extent of the general works carried out in the City by the Commissioners for three years to 31st December, 1856.

M. Total measurement and cost of Sewerage Works completed by Mr. Randle.

APPENDIX A.

EXPENDITURE in WAGES during the Year 1856, distributed among the following Works and Improvements.

Name and Locality.	Nature of Work.	Excavation Cubic Feet.	Filling in Cubic Feet.	Ballast, &c., Tons.	Gravel, &c., Tons.	Blue Metal, Tons.	Rough Guttering, Lineal Feet.	Water Channels, Lineal Feet.	Amount. £ s. d.
Argyle-street	Repairing, clearing away 30 loads stone, &c	..	..	6	..	9	..	..	8 16 0
Abercrombie-street	Removing bridge	..	..	..	..	..	..	..	1 1 0
Alfred-street	156 feet of 9 inch pipe drain.	..	..	..	..	..	..	..	9 2 0
Bridge-street	Repairing, backing kerb, opening channels	..	..	155	30	..	..	90	17 1 3
Bent-street	Removing obstructions to channels, repairing gutter	..	..	5	..	..	..	..	7 17 6
Brisbane-street	Opening channels	..	..	..	..	..	..	150	0 10 6
Botany-st., Chippendale	Repairing with metal	..	..	26	.	29	..	..	3 10 0
Botany Road, Chippendale	Metalling, gravelling, repairing, opening channels, erecting 22 yards fence	..	..	152	58	46	..	180	28 10 0
Botany Road, Surry Hills	Repairing	..	..	..	90	..	..	..	10 3 0
Buckingham-street	Filling in well	..	..	..	..	..	..	..	1 8 0
Boomerang-street	Metalling, gravelling	..	..	..	210	10	..	..	10 3 0
Bourke-street	Forming 200 feet foot path, opening channels, repairing	..	..	..	..	..	..	1,719	11 4 0
Bathurst street	Gravelling, rough guttering, Repairing foot path	..	..	..	114	..	351	..	4 7 6
Bay-street	Erecting alignment post	..	..	.	..	..	..	..	0 7 0
Brown's-lane	Backing gutters, (labor only)	..	..	..	..	..	.	..	0 14 0
Cumberland-street	Repairing, erecting 50 feet of fence, repairing bridge.	..	..	..	..	..	..	..	22 10 6
Crown-street	Repairing, (labor only), repairing drain	..	..	..	..	..	..	..	2 3 9
Charlotte-place	Repairing, (labor only)	..	..	..	.	..	..	..	1 15 0
Clarence-street	Repairing, repairing crossing.	..	..	..	..	7	..	..	8 8 0
College-street	Cutting down, gravelling, repairing, opening chanels	974	..	96	254	..	..	1,179	23 16 0
Castlereagh-street	Repairing, metalling, repairing kerb	..	..	..	6	4	..	..	3 10 0
Cleveland Paddock	Opening trench 100 yards	510	..	..	..	..	..	..	1 15 0
Cleveland-street	Repairing, opening channels.	..	..	..	30	10	..	150	5 5 0
Charles-street	Rough crossing, 150 sup. feet.	..	.	..	..	..	..	..	4 4 0
Cooper-street	Opening channels	..	..	..	..	..	..	210	0 14 0
Cleansing streets	Removing 3024 loads	..	..	..	..	..	..	..	580 5 6
Depot, Carter's Barracks	Wages of two stable men, white-washing, &c	..	..	..	..	..	..	..	221 4 0
Darlinghurst Road	Forming, gravelling, repairing	..	..	3,907	346	.	..	..	294 13 0
Devonshire street	Repairing	..	..	6	..	..	..	..	2 5 6
Druitt-street	Repairing, repairing crossing.	..	..	4	..	53	..	..	8 6 3
Dixon-street	Opening channels, repairing (labor only)	..	..	.	..	..	..	150	0 14 0
Dale-street	Repairing	..	..	16	..	..	..	..	1 8 0
Elizabeth-street	Repairing, opening channels.		..	..	100	13	..	90	11 11 0
Erskine-street	Repairing (labor only)	..	..	..	13	..	..	..	0 14 0
Exchange, The New	Carting stone for kerb & gutter	..	..	..	..	..	..	..	7 10 6
Francis-street	Repairing (labor only)	..	..	..	..	..	..	..	0 7 0
Fitzroy-street	Repairing drain (labor only).	..	..	..	..	..	..	..	1 1 0
General City Works	Wages of overseer & storekeeper, miscellaneous and petty expenses	..	..	..	..	..	..	..	415 11 2
Gravel	Filling in pits at Domain, and repairs at do.	..	..	..	62	..	..	..	37 2 0
Gas Company	Forming and repairing where pipes have been laid	..	..	..	..	..	..	..	3 4 6
Gloucester-street	Repairing, opening channels, posts erected	..	..	5	..	..	..	150	2 2 0
Goulburn-street	Opening channels, repairing (labor only)	..	..	..	..	..	..	300	1 8 0
Gipps-street	Spreading stone	..	..	..	..	..	..	..	0 3 6
George-street	Repairing, metalling	..	..	116	299	607	..	..	105 10 0
George-street Markets	Constable and watchman, forming road between the sheds	..	..	..	143	..	..	..	251 4 4
Do. do.	Constructing urinals	..	..	..	..	..	..	..	16 4 6
Do. do.	Pipe drains	..	..	50	15	27	..	..	15 17 0
Haymarket Weighbridge.	Foundation and approaches.	..	..	24	12	7	..	..	31 6 6
Hunter-street	Repairing shaft and drain, repairing	..	..	..	..	18	..	..	2 3 0
Harrington-street	Repairing (labor only)	..	.	..	..	..	..	..	0 10 6
Haymarket	Forming, repairing	..	..	..	212	4	..	.	22 16 9
Harris-street	Forming, repairing, opening channels	..	..	296	..	..	..	250	49 17 6
Hay-street	Opening channels, forming, repairing (labor only)	..	..	..	..	..	..	480	10 3 0
Harbour-street	Forming	..	..	..	24	..	..	..	1 15 0
Jamison-street	Gravelling, repairing	..	..	..	250	..	..	..	11 18 0
Kensington-street	Repairing	..	..	24	..	..	..	..	4 4 0
Kent-street	Forming, metalling, gravelling, repairing	..	..	3,740	756	18	..	..	134 11 6
	Carried forward	1,484	..	8,628	3,024	862	351	5,098	2,436 8 6

EXPENDITURE in WAGES—*continued.*

Name and Locality.	Nature of Work.	Excavation, Cubic Feet.	Filling, in Cubic Feet.	Ballast, &c., Tons.	Gravel, &c., Tons.	Blue Metal, Tons.	Rough Guttering, Lineal Feet.	Water Channels, Lineal Feet.	Amount. £ s. d.
	Brought forward	1484	..	8,628	3,024	862	351	5,098	2,436 8 6
Kent-street	Constructing steps, erecting 446 yards of fence and guard rails (labor only)	..	..	..	..	..	..	..	68 15 0
King-street	Repairing	..	..	..	5	5	..	..	1 1 0
Liverpool-street	Filling in, forming, gravelling, repairing, opening channels	..	..	374	24	1	..	1,284	70 14 0
Lime-street	Forming	..	..	560	..	..	..	..	5 17 3
Metal-stone	Breaking 1573 tons, stacking do	..	..	..	..	..	..	..	205 8 0
Miller's Road	Repairing gutter (labor only.)	..	..	..	..	..	..	..	0 7 0
Macquarie-street	Forming, gravelling, repairing	..		394	586	20	..	..	37 10 9
Macquarie-place	Cleansing drain, opening channels, backing kerb	..	..	..	..	..	..	930	11 14 6
Margaret-street	Carting granite for crossing	..	..	..	..	..	..	..	1 3 0
Margaret-place	Repairing gutter, repairing (labor only)	..	..	..	..	..	..	..	0 15 9
Market-street	Repairing	..	..	..	..	4	..	..	1 10 0
Market-lane	Opening channels	..	..	..	.	..	..	115	0 7 0
Macleay-street	Forming, gravelling, repairing foot paths, opening channels	..	..	1122	131	..	..	2,340	73 1 9
Market Wharf	Repairing	..	..	36	..	..	..	..	2 2 0
Newtown Road	Repairing	..	..	..	..	10	..	..	3 1 3
Nichols-street	Clearing away obstructions, &c	..	..	..	..	..	..	..	1 3 0
Pitt-street	Forming, gravelling, repairing	..	..	234	167	52	..	..	54 2 3
Do. (New)	Backing kerb, repairing	..	..	2,075	..	..	..	..	120 13 9
Princes-street	Opening channels, repairing (labor only)	..	..	..	..	..	..	930	4 9 3
Park-street	Rough guttering, building rough wall, repairing, erecting 22 posts	..	..	34	110	10	1,698	..	42 16 6
Parramatta-street	Repairing	..	..	..	2	10	..	..	1 1 0
Pavement	Laying 1711 feet prior to Act, wages of overseer under Paving Act	.	..	..	..	..	..	..	166 2 5
Palmer-street	Repairing, erecting post	..	..	104	..	..	..	..	6 6 0
Pottinger-street	Repairing	..	..	145	30	..	..	..	7 17 6
Phillip-street	Repairing with gravel, taking up and relaying gutter, placing cap over shaft, laying 9 ft. kerbing	..	..	..	65	..	..	..	3 17 0
Riley-street	Sixty feet of drain repaired	..	..	..	..	..	..	..	9 2 0
Sussex street	Forming 35,550 cubic feet, backing kerb, forming drain, repairing	..	..	1977	322	814	..	..	195 2 9
South Head Road	Forming, gravelling, repairing	..	..	..	1,368	..	..	..	26 1 6
Stanley-street	Repairing	..	,	40	..	..	..	..	2 19 6
Stone, ballast	Breaking 483 tons	..	..	..	..	..	..	..	60 7 6
Swan-street	Opening channels	..	..	..	..	..	..	90	0 7 0
Short-street	Laying 396 ft. gutter crossing	..	..	..	..	..	..	..	4 11 0
Slip-street	Opening channels	..	..	..	..	..	..	360	0 14 0
Tank Stream	Filling in, backing wall	..	20,280	..	..	..	..	..	56 10 0
Union-street	Repairing (labor only)	..	..	.	..	..	..	..	0 7 0
Union-lane	Repairing (labor only)	..	..	..	..	..	..	..	0 7 0
Ultimo Road	Filling in, repairing	..	9,580	..	..	..	..	..	32 18 6
Victoria-street	Forming, gravelling, repairing, opening channels	..	..	1,346	386	..	..	725	111 2 6
Valentine-lane	Repairing (labor only)	..	..	..	..	..	..	..	0 7 0
William-street	Forming, gravelling, backing kerb, rough guttering, building wall, opening channels, quarrying, repairing, laying 72 feet of pipe drain	..	..	255	430	..	1,128	..	333 7 3
William-street East		..	..	2,023	567	..	2,076	450	
William-st. upper North		..	..	..	108	..	998	..	
William-st. upper South									
Wynyard-street	Metalling, opening channels	..	..	..	..	55	..	110	4 4 0
Wynyard-square	Opening channels, forming (labor only)	..	..	..	..	..	..	900	1 1 0
Woolloomooloo-street	Repairing, repairing fence	..	..	59	..	..	..	..	4 4 0
Windmill-street	Forming, metalling, repairing, opening channels	..	..	472	..	96	..	320	23 19 6
Wilton-street	Repairing	..	..	12	..	.	..	..	0 14 0
Waterloo-street	Repairing	..	..	160	..	..	..	..	9 16 0
Wharf at Lime-street	Clearing, levelling, forming (labor only)	..	..	..	..	..	..	..	10 16 0
Watering Streets	George, 13,483 tons of water; York, Wynyard & Barrack, 911 tons; Pitt, 920 tons; Pitt and King, 169 tons; South Head Rd, 1569 tons; William-street, 1537 tons; erection of pumps	..	..	..	..	..	..	..	745 9 6
York-street	Forming, gravelling, repairing	..	..	..	230	..	..	..	27 18 3
	Totals	1484	29,860	20,050	7,555	1,939	6,251	13,702	4,990 12 2

APPENDIX A.—*Continued.*

GENERAL CITY IMPROVEMENTS PERFORMED BY CONTRACT DURING THE YEAR 1856.

STREET WORKS.

LOCALITY.	Excavation, cubic feet.	Ballast, Tons.	Gravel, Tons.	Water Channels, lineal feet.	Drains, lineal feet.	Pipe Drains, lineal feet.	Paved crossings, superficial feet.	Stone steps.	Fencing, lineal yards.	Masonry, Walls, &c., cubic feet.	AMOUNT. £	s.	d.
Argyle-street, (including £11 balance on Contract for walls)	Rock 1,160	....	....	....	..	..	..	....	..	....	51	19	3
Bridge-street	.....	....	....	....	..	108	..	....	..	....	26	0	0
Burton-street	1,620	....	....	....	..	..	..	....	..	....	8	0	0
Cleansing Streets and removing contents of Dust Boxes, 42,662 loads	.....	....	....	....	..	..	..	....	..	....	4,586	0	8
Cleansing Water Clolsets, 42,240 cubic feet	.....	....	....	....	..	..	..	....	..	....	1,057	9	0
Clarence-street, (including balance of Contract for 1855)	189	....	....	....	..	48	..	....	..	....	617	2	4
College-street	3,600	....	....	....	..	..	..	....	..	....	197	0	0
Crown-street	Rock 12,360	1,584	....	....	..	..	..	....	..	....	201	12	0
Charlotte-place	Rock 8,991	....	....	....	..	..	..	....	..	....	166	10	0
Cumberland-street, (including Timber for Bridge)	.....	....	....	....	..	..	..	6	30	90	39	11	4
Crown-lane	.....	28	....	....	..	..	..	....	..	....	5	0	0
Depôt, Carter's Barracks, Forage and Farriery	.....	....	....	....	..	..	..	....	..	....	620	18	11
Dowling-street	.....	3,837	..	....	60½	..	..	....	..	....	453	2	0
Darlinghurst Gaol Road	.....	620	1,250	1,500	..	..	..	....	..	...	200	0	0
Erskine-street, (including 704 feet timber)	.....	....	....	....	..	42	..	....	..	....	65	15	9
Elizabeth-street	.....	2,334	4,665	....	60½	..	..	....	..	....	262	15	0
Forbes-street	.....	5,381	....	....	..	69	..	....	..	....	240	11	1
General Works	.....	....	....	....	..	..	.	....	..	....	609	1	0
George-street	.....	....	....	....	..	252	..	....	..	....	115	5	0
George-street Markets	.....	....	....	....	..	....	..	....	..	....	1,038	9	8
Gravel, 5,009 tons	.....	....	....	....	..	..	..	....	..	....	1,432	9	0
Granite, 1,408 cubic feet	.....	....	....	....	..	..	..	....	..	....	266	0	0
do. from Gabo Island, 937 cubic feet	.....	....	....	....	..	..	..	....	..	....	219	4	6
Harbour-street	.....	....	....	....	25	..	..	....	..	....	10	13	0
Hay Market, new Weigh-bridge and adjusting, &c.	.....	....	....	....	.	..	..	...	..	70	310	13	6
Judge-street	.....	958	....	....	..	..	..	....	..	....	270	18	0
Jamison-street	Rock 8,100	....	....	....	..	..	..	....	..	....	90	0	0
Kent-street	Rock 90,720	....	....	....	..	..	204	....	..	....	3,978	18	8
Liverpool-street	.....	....	....	....	..	91	..	....	..	....	46	0	6
Macquarie-place	.....	....	....	....	..	..	..	32	..	....	9	5	10
Metal and Stone, 896½ tons	.....	....	....	....	.	..	..	....	..	....	513	15	8
Pennant Hills Quarry, (including balance due, 1855)	.....	..	....	....	..	..	..	....	..	....	1,308	12	4
Park-street	.....	....	....	....	..	184	..	....	..	....	42	0	0
do. steps, (including 144 feet timber)	.....	....	....	....	..	18	..	20	..	....	135	1	7
Pavement:—													
Laid under Act, 37,195 feet	.....	....	....	....	..	..	..	....	..	....	3,522	12	4
George-street Markets, 4,572 feet	.....	....	....	....	..	..	212	3 steps, each 27 feet long	..	....	543	12	0
Post Office and Police Office, 1,785 feet	.....	....	....	....	..	..	371	....	..	....	85	19	10
Prior to Act	.....	....	....	....	..	..	..	....	..	....	4	0	0
St. James' Church Road	.....	700	....	....	..	..	..	....	..	....	17	10	0
Stone for flagging, 1,334 feet, and cartage	.....	....	....	....	..	..	..	....	..	....	91	16	8
Victoria-street	11,500	....	....	....	..	..	..	....	..	....	50	0	0
Tank-stream, (including 765 feet of iron bark beams, 4,030 feet, do. do. planking	6,200	1,292	....	....	..	..	..	....	..	4,650	668	0	0
William-street	42,286	2,625	1,067	....	..	..	..	....	..	....	557	0	0
Watering-streets, new carts, spreaders, &c., and repairs	.....	....	....	....	..	..	..	....	..	....	226	8	0
Wharf, Soldiers' Point	.....	....	....	....	..	..	..	....	..	....	2,522	17	8
	186,726	19,359	6,982	1,500	146	812	787	61	30	4,810	27,485	12	1

GENERAL

GENERAL CITY IMPROVEMENTS PERFORMED BY CONTRACT DURING THE YEAR 1856.

KERBING AND GUTTERING.

LOCALITY.	Kerb, Lineal feet.	Gutter, Superficial feet.	Granite Gutter, Superficial feet.	Kerb, re-dressed and re-set, Lineal feet.	Gutter re-dressed and re-set, Superficial feet.	Rough Gutter, Lineal feet.	Gutter Crossings, Superficial feet.	Drains, in lieu of Gutter Crossings, Lineal feet.	Grating Shafts.	Grating Shaft Caps.	AMOUNT. £ s. d.
Alfred-street	....	....	..	....	....	88½	..	....	..	..	3 16 8
Argyle-street	27	88	..	....	....	....	..	....	..	..	12 12 0
Barker-street	....	....	120	....	....	....	..	....	..	..	18 0 0
Bridge-street	105¼	351	..	....	....	....	..	....	1	..	39 18 7
Brown's lane	....	....	..	....	....	420	..	....	..	..	21 10 0
Crown-street	....	....	..	....	....	1,514	238	....	..	..	227 13 9
Crown-lane	....	....	..	....	....	330	..	....	..	..	25 0 0
Cleveland-street	....	....	..	....	....	....	345	....	..	..	11 10 0
Cumberland-street	73	238	..	....	....	....	..	....	..	..	23 6 8
Dowling-street	....	....	..	....	....	2,925	510	60½	1	..	379 14 4
Elizabeth-street	....	....	..	....	....	1,260	..	....	..	..	77 5 0
Forbes-street	....	....	..	....	....	2,376	616	....	..	..	203 18 8
Fort-street	81	76	..	....	....	....	..	....	..	..	35 9 3
George-street Markets	915	2,925	..	....	....	....	150	....	3	..	241 3 6
Harbour-street	....	....	..	....	....	18	..	....	..	..	1 7 0
Judge-street	....	2,046	..	....	....	393	..	....	..	..	223 18 9
Kerbing and Guttering minor works	176¾	56	..	40½	11	....	..	....	..	..	52 9 6
Ditto laid in connection with pavement, under Act	993½	....	..	1,115½	268	....	121	....	..	..	181 11 2
King-street	....	....	..	....	....	....	..	12½	..	..	6 0 0
Liverpool-street	....	....	..	....	....	....	420	....	..	..	59 10 0
Macquarie-place	360	1,347	..	....	....	....	..	....	1	..	137 4 4
Margaret-street	....	....	300	....	....	....	..	....	..	..	32 0 0
Pitt-street	....	....	..	....	....	605½	..	....	..	..	99 13 3
Ditto New	1,866	4,800	..	....	....	....	..	....	..	..	449 12 0
Phillip-street	10	56	..	....	....	....	..	....	..	..	6 10 6
Sussex-street	511	6,371	..	....	....	....	..	....	21	17	1,904 13 0
South Head Road	....	....	72	....	....	....	..	....	..	..	10 0 0
William-street	727	2,918	840	....	....	....	..	....	6	3	700 12 2
Wynyard-lane	....	....	18	....	....	....	..	....	..	..	3 0 0
York-street	88½	288	..	....	....	....	..	....	..	..	42 0 9
	5,934	21,560	1350	1,156	279	9,930	2400	73	33	26	5,231 0 10

APPENDIX D.

Engineer's Department,
City Commission,
Sydney, 26 January, 1857.

GENTLEMEN,

I have now the honor to present to you my Annual Report upon Section No. 1 of the new Sewerage Works, which have been carried out in this City by me for your Board since the 12th February last.

MAIN SEWER.

Mr. William Randle's Contract.

2. The driving of the tunnel for this sewer has been carried to the extent of 350 lineal feet through solid rock, and the necessary alterations in two places, to the extent of 280 lineal feet, have been made to bring the tunnel into a correct line, where I found the driving had been carried in wrong directions.

3. The brickwork has been executed throughout nearly the whole length of this sewer—a distance of 2,900 lineal feet; and, in order to close the work at the several shafts, complete the rendering, and properly finish this sewer, I deemed it indispensable to introduce a sub-drain under the main sewer in the tunnel, a length of 1,968 feet, of sufficient capacity to carry off the soakage water.

4. The shafts have all been closed and filled in; the superfluous earth and materials have been removed, and the fences of the Domain, where injured by the workpeople, properly repaired by the contractor.

5. The works in this sewer having been executed under my own direction, I can confidently state that they have been done with the greatest care, and that they are all in excellent order. They are all complete, excepting a very small portion of rendering in the bottom of invert south of Phillip-street, open cutting, which is now being done.

Mr. Hugh Murphy's Contract.

6. The works under this contract are for the outlet to the main sewer, and extend from the northern face of the main tunnel at Fort Macquarie, about 450 feet northward, nto the harbour.

7. The brass frame and valve at the extreme north end have been fixed, and the walls and arch protecting the end of the sewer have been built of solid masonry; the greater part of the puddled walls and stone pitching which flank the sewer are made; the tidal water has been excluded to a length of 150 lineal feet from the outer end, and 120 lineal feet of invert of sewer, formed of brickwork and cement, rendered on the internal surface to the springing of the arch with the best Portland cement, and on the external surface with the best Roman cement, are complete. About 2,000 invert blocks are also prepared, from bricks and Roman cement, for the remainder of the sewer.

8. In forming the outlet for this sewer I am making suitable provision for intercepting the sewage matter when required, and constructing a well, from which it may be drawn by machinery, and raised to any convenient height.

PHILLIP STREET.

Mr. William Randle's Contract.

9. The driving and excavation for this sewer, and 112 lineal feet of brickwork at the northern end, for connecting with the main sewer, have been completed, also the rendering is complete, and in good condition, excepting about 567 feet near the Infirmary drain, and at the northern end, near its connection with the main sewer. Cast-iron trapped junctions are set for all the house connections. This sewer, so far as it is completed, is in excellent order.

Mr. Joseph Edwards' Contract

10. For a sewer in Phillip-lane, between Macquarie and Phillip Streets, which is to discharge itself into and is connected with the Phillip-street sewer. This sewer is oviform, and is about 845 feet in length, 18 inches deep by 12 inches broad; has a 6-inch junction pipe, 2 feet long, fixed for the connection of every house. The base of the invert of this sewer is made of sandstone, in 3 feet lengths, formed to the proper mould. The brickwork for the invert and crown is 4½ inches in thickness, set in Portland cement, and rendered with the same material. This sewer is of about the same capacity as 15 inches diameter earthenware circular pipes. It has cost considerably less than if made with those pipes; its form renders it far more efficient, and its strength is greatly superior. This contract was completed within the time specified, and in a most excellent manner.

PITT STREET.

Mr. William Randle's Contract.

11. The works in this street remain nearly in the same state as last year, with the exception of 2 new manholes, which have been constructed to facilitate the completion of the rendering. In other respects this sewer is complete, excepting in three places, where other drains cross it, viz.:—one at Market-street, one between Hunter and Bridge Streets, and one at the Union Bank; their completion can only be effected when the outlet to the main sewer is complete and in operation.

CASTLEREAGH STREET.

Mr. William Randle's Contract.

12. The driving of the tunnel for this sewer has been carried out to the extent of 1763 lineal feet, and open cutting to the extent of 1,201 lineal feet, and the brickwork has been completed to the extent of 3,243 lineal feet. I also found it necessary to construct under this sewer a small sub-drain, to carry off the soakage water, and this has been done to the extent of 3,255 lineal feet.

13. The works connected with this sewer are nearly complete; nearly all the shafts and openings in the street are filled up, five only remaining open.

14. The rendering from the main tunnel to King-street, and from Park to Market-street, is complete, and in good condition; the rendering south of Park-street has yet to be completed in the base of invert.

15. Cast-iron trapped junctions are inserted between Park and Bathurst Streets; in the remainder of the sewer suitable provision has been made for inserting them when the house drainage is connected.

ELIZABETH STREET.

Mr. William Randle's Contract.

16. The driving in this sewer has been completed, and carried through to the extent of 340 lineal feet; this, together with 20 feet of open cutting, makes, in all, 4,378 lineal feet of excavation. The brickwork now extends over a length of 2,040 feet, and a small sub-drain, extending 2,840 lineal feet, is just completed for carrying off the soakage water, in like manner to the main tunnel and Castlereagh-street sewers. The number of hands upon this sewer has been considerably increased of late, and thus the brickwork will, very shortly, be completed.

17. 1,500 lineal feet of the southern end of this sewer has been provided with cast-iron trapped junctions, for connecting the house drainage. In the other parts of the sewer suitable provision has been made for inserting trapped junctions, when the house drainage is connected.

MACQUARIE STREET.

Mr. William Randle's Contract.

18. The whole of the tunnelling and open cutting for this sewer is complete, and its junction is made with the main sewer. The rendering has been completed in the northern end of the street, and also in the southern, excepting about 200 lineal feet in the base of the invert. Three new man-holes have been made to facilitate the rendering, and the sewer throughout has been properly completed.

19. This sewer is provided, at the southern end, with 56 collars, to receive pipes for house drainage; and in the northern part, there is, in addition to one pipe, suitable provision made for the insertion of other pipes and trapped junctions for connecting the house and street drainage.

BRIDGE STREET.

Mr William Randle's Contract.

20. No work has been done in this street since my last report, until lately. The 60 lineal feet of sewer between the Tank Stream and the junction with the main, is being brought to the proper level. The cast-iron culvert for crossing the Tank Stream is making, under contract, and the rendering of the western part is being brought into good order.

21. The whole of the sewers in Section No. 1 are now nearly ready for use, and will, if the weather be favorable, be completed in the month of February next. I have used the greatest vigilance to secure the use only of the best materials, and it affords me much gratification to be able to state to your Board, that these sewers are excellent in their gradients and structure, and that better sewers do not exist anywhere.

22. Now that the sewers in this section are approaching towards completion, it is necessary, in order to utilize them, that street gullies and gratings should be put down, and connections made from them to the sewers; also, that collateral drains from the cross streets should be forthwith constructed, and the house drainage connected throughout the whole section. It is necessary, also, in order that the sewers may be kept perfectly free, and operate to the greatest advantage in a sanitary point of view, that proper arrangements be carried out for effectually flushing them when necessary, and ventilating them constantly. The plans which I have prepared for these important objects may be executed at a very moderate outlay, and within the amount of the estimate under this head, which I had the honor to lay before you in my estimates for this year. The works comprised in them will, from the position they occupy, serve also for the flushing and ventilating of that section, which lies to the southward of Bathurst-street, and also for part of the section westward of George-street, and will not only ensure the salubrity of those sections of the City, but also contribute to the general improvement of the locality in which they lie.

NEW PITT STREET.

Mr. Matthew Lacy's Contract

23. For diverting the course of and making a new outlet for the Tank Stream, will afford suitable drainage for the block of houses lying between the northern end of New Pitt-street and Lower George-street, and will be the means of abolishing a great nuisance which now exists from the accumulation of mud, filth, and decomposed matter lying in the present outlet.

24. The works for forming the new culvert are commenced, and will, I have no doubt, with favorable weather, be completed by the period named in the contract, viz., four months.

25. Annexed is a statement of the quantities of work done to the new sewers in Section No. 1, to the 31st December, 1856, and the cost of it, and forms Appendix A to this Report.

26. Also a list of old City Sewers which have been repaired during the past year, with the cost to each, and forms Appendix B to this Report.

27. The filling-in of the Trigonometrical Survey of the City is fast approaching completion, and I hope the whole will be completed by the end of February next.

I have, &c.,

EDWARD BELL, M. Inst. C. E.,
City Engineer.

To

The Commissioners for the City of Sydney.

APPENDIX D (A.)

City Commission,
Engineer's Department,
30 *January*, 1857.

SYDNEY SEWERAGE WORKS.

Section No. 1.

MEMORANDUM of Work executed by Mr. Wm. Randle.
To 2nd January, 1857. No. 43.

18ft. 7in. length x 5ft. 8in. width x 3ft. 11in. depth = 15yds. 7ft. 5in. + 26ft. length x 6ft. depth x 5ft. 10in. width = 31 cub. yds. 3ft. + 44ft. length x 6ft x 1ft. 9in. = 17 cub. yds. 3ft.

44ft. length x 6ft. width x 1ft. 7in. depth
113ft. length x 13ft. depth x 7ft. 4in. width
20ft. 9in. depth x 5ft. 8in. length x 5ft. 8in width
6ft. depth x 7ft. width x 7ft. length
64ft. length x 12ft. 6in. depth x 7ft. 4in. width
67ft. 3in. length x 6ft. 9in. depth x 7ft. 4in. width
67ft. 3in. length x 4ft. depth x 7ft. 4in. width
18ft. length x 10ft. 2in. depth x 9ft. 4in. width

17ft. length x 10ft. 6in. width x 1ft. depth = 6 cub. yds. 16ft. + 37ft. length x 7ft. 4in. width x 1ft. depth, 10 cub. yds. 2ft.

25ft. length x 7ft. width x 2ft. 6in. depth.

25ft. x 7ft. x 15ft. = 97ft. 6in. less 25ft. x 41·235 (area of tunnel) = 38 cub. yds. 5ft. 3in. and E. street manhole 11ft. depth x 7ft. width x 7ft. length = 19 cub. yds. 26ft.

19ft 6in. length x 7ft. width x 4ft 0½in. depth.

19ft. 6in. length x 7ft. width 7ft. 10in. depth less 19ft. 6in. x 41·235 = 29 cub. yds. 21ft. area of main sewer.

7ft. length x 11ft. depth x 7t. width.

2,710ft. 10in. tunnel.
113ft. 0in. open cutting.
149ft. 3in. do. in Macquarie-place.

2,973ft. 1in. total length of main sewer

968ft. length x 19·5 area = 69rds. 27ft. 4in. x 1,918ft. length x 12ft. 2in. area = 85rds. 215ft. 8in. 5 junctions, Pitt, Elizabeth, Castlereagh, Phillip and Macquarie Streets.

Under sewer 37ft. length x 7ft. 4in. width x 1ft. depth = $10\frac{1}{27}$ cub. yds., under junction 17ft. length x 10ft. 6in. width x 1ft. = $6\frac{16}{27}$.

17ft. 6in. length x 9ft. width x 3ft. depth

Total length of 13½in. work 967ft. 6in. x 1·53 cub. yds. area = 1,480·27 cub. yds. extra for junctions of Pitt, Elizabeth, and Castlereagh Streets, also for concrete and manholes 110 30 cub. yds. + 27ft. of sewer x 1·53 area = 41·31 cub. yds.

1,767ft. length x 32ft. 1½in. area = 2,102·20 cub. yds. extra for junctions Phillip and Macquarie Streets.

45 cub yds. 25ft.—shafts 1, 2, 3, 160 cub. yds. Macquarie-street manhole 12 cub. yds. less 240 cub. yds not removed from shafts Nos. 4, 5, 6, 7, 8, and 9.

2,973ft. 4in. length x 9ft. 7 in. constant + faces of 5 junctions 125ft + 11ft. x 5ft. 7½in.

30ft. 3in. length of invert, 22ft. 6in. length of ½ do., and 22ft. 6in. length x 9in. x 9in.

No. 1—$97\frac{1924}{1728}$, 2—$115\frac{1934}{1728}$, 3—$166\frac{246}{1728}$, 4—$64\frac{448}{1728}$, 5—$97\frac{232}{1728}$, 6—$100\frac{494}{1728}$, 7—90, 8—$74\frac{986}{1728}$.

Length from Bridge-street to heading at Hunter-street 782ft. 6in. less length of Hunter-street junction, 26ft. = 756ft. 6in. x 10ft. 9in. depth x 6ft. 4in width = 1,907 cub. yds. 17ft. ½ soil ½ rock.

85ft. length x 11ft. 6in. width x 12ft. depth = 11,730 length 56ft. x 5ft. x 12ft. = 3360ft.

26 ft. length x 14ft. 2in. width x 11ft. depth = 150 cub. yds. 2ft. ½ soil ½ rock.

East Branch 20ft. length x 11ft. depth by 4ft. 6in. width = 990ft.

West Branch 32ft 5in. length x 11ft. depth x 4ft. 6in. width = 1,604ft. 8in. = $96\frac{3}{27}$ cub. yds ½ and ½.

3 junctions each 26ft. long x 14ft. 5in. depth x 19ft. 2in. = $798\frac{7}{9}$ cub. yds., ½ and ½.

No. 2—12 ft, No. 3—12½ ft., No. 4—9 ft., No. 5—7ft., No. 6—8ft. 6in. = 49ft depth 5ft x 5ft. = 45 cub. yds. 10ft. ⅓ rock ⅔ soil.

2,790ft. 2in. length
315ft. 4in. length

King-street E. branch 16ft. W. branch 15ft. 8in. Market-street E. branch 10ft. W. branch 10 ft.

Park-street E. branch 20ft. W. branch 20ft. = 91ft. 8in. less 13ft. 4in. soil = 78ft. 4in.

Park-street 40ft. ⅔ rock and ⅓ soil.

13½—1,870ft. x 15·429 area = 28,852·23 st. ft. 9in. — 1,997ft. x 9ft. 6in., area 18,971ft. 6in., barrel brain 52ft., 2 shafts 2ft. 8in. x 14in. x 14in. = 49ft. 9in., 4 junctions and branches (3–24ft. x 26ft.) 7,317ft. 10in., stank 14 less 62ft. sewer unfinished.

Nos. 2 and 3, 2 plates each. Nos. 1, 4, 5 and 6, 1 plate each.

13½in.—1,870·44ft. length x 1·056 cub. yds. 9in. — 1,997ft. x ·780 cub. yds. area = 1,558·4 cub. yds., junctions 233·26 cub. yds., branches = 96·34 cub. yds., manholes 33·74 cub. yds., and junction holes, &c. 27·50 cub. yds.

Sewer 3,099ft. 7in. length x 6ft. = 18,597sup. ft. 6in. + 39ft. length x 7·4ft = 286 sup. ft. 3in. junctions 24ft. x 13ft. 2in. = 948 sup. ft. in junction 26ft. x 12ft. 8in. = 329ft. 4in. — 4ft. 6in. x 3ft. 6in. = 31ft. 6in. + faces of 2 junctions 57ft. 5in.

2,244ft 3in. length.
675ft. 6in. „
222ft. 2in. „

3,563ft. 3in. length x 7ft. 9in. area = 27,615ft. 2in. and 112ft. 3in. invert x 4ft. 8in. = 523ft. 10in.

18ft. length x 9ft. 3in. depth x 4ft. 7in. width = 28cub. yds. 7ft. 1in. + 13ft. 7in. length x 7ft. 2in. depth x 2ft width = 7 cub. yds. 5ft.

18ft. length x 3ft. 7in. depth 4ft. 7in, width = 10·25 cub. yds. 7ft. + 13ft. 7in. length x 4ft. 4in. depth x 2ft. width = 4 cub. yds. 9ft.

200ft. length x 3ft. 1in. depth x 4ft. 7in. width = 104 cub. yds. 18ft. 204 cub. yds. 6ft. length x 3ft. 1in. depth x 4ft. 9½in. width = 111cub. yds. 24ft.

200ft length x 9ft. 1in. depth x 4ft. 1in. width = 274 cub. yds. 21ft. + 204 cub. yds. 6ft. length x 11ft. 3in. depth x 4ft. 2in. width = 355 cub. yds.

778ft. 6in. length x 10ft. 9½in. depth x 4ft. 2in. width = 129 cub. yds. 6½ft deduct mixed 778ft. 6in. x 6ft. x 4ft. = 692 cub. yds.

778ft. 6in. length x 6ft. depth x 4ft. width = 692 cub. yds. deduct 100 length x 3ft. 6in. depth x 3ft. 11in width = 50 cub. yds. 21ft.

100ft. x 3ft. 6in. x 3ft. 11in. = 50 cub. yds. 21ft.

3,093ft. 9in. x 5ft. 7½in.

447ft. 6in. length x 5ft 7½in. = 2,517ft. 2in.

8ft.

8ft. 3in. x 5ft. x 5 ft. = 7 cub. yds. 18ft. $\frac{1}{3}$ soil and $\frac{2}{3}$ rock, Bathurst-street.
3,696ft 11in. length x 15ft. area.
528ft. length x 15ft. area.
12ft. x 3ft. 9in. x 3ft. 9in.
10ft. x 3ft. 9in. x 3ft. 9in.
3ft. deep x 3ft. 9in. x 3ft. 9in.
14ft. 1in. deep x 3ft. 9in. x 3ft. 9in.
15ft. 3in. deep x 3ft 9in. x 3ft. 9in.
3ft. deep x 3ft. 9in. x 3ft. 9in.
14ft. 9in. deep x 3ft. 9in. x 3ft 9in.
16ft. deep x 3ft. 9in. x 3ft. 9in.
3ft. deep x 3ft. 9in. x 3ft. 9in.
17ft. 2in. deep x 3ft. 9in. x 3ft. 9in.
18ft. 6in. deep x 3ft. 9in. x 3ft. 9in.
6ft. 9in. x 3ft. 9in. x 3ft. 9in.
20ft. length x 11ft. 4in. width x 6ft. depth.
80ft. length x 2ft. x 1ft. 3in. = 7 cub. yds. 11ft. + (25ft. length x 5ft. x 5ft = 23 cub. yds. 4ft.) done wrong by Rider's direction, and should be paid for.
16ft. 10in. length x 9ft. depth x 6ft. width open cutting at junction.
79ft. length x 12ft. depth x 5ft. width, $\frac{1}{2}$ rock $\frac{1}{2}$ soil.
2,545ft. 8in. length.
252ft. length.
2,749ft. 6in. length x 7ft. 9in. area = 21,307ft. 7in. 27 shafts = 189ft. length x 12ft 9$\frac{1}{2}$in. area.
depth 13ft. 6in. x 5ft. x 5ft.
depth 8ft. 8in. x 5ft. x 5ft.
No. 1, or King-street manhole, 6ft. x 5ft. x 5ft = 5 cub. yds. 15ft., No. 2, or Bent-street manhole, 12ft. x 5ft. x 5ft. = 11 cub. yds. 2ft.
2,678ft. 4in. length x 15ft. area = 40,175ft. 189ft. length x 21ft. 4in. area = 4,032ft. manholes 23 cub yds.
72ft. 6in. length x 15ft. constant.
length 2,427ft. 8in. x 5ft. 7$\frac{1}{2}$in.
22ft. 6in. length.
22ft. 6in. length.
64ft. 4in. length.
3,170ft. 11in. „
387ft. 4in „
735ft. 9in. length x 9ft. depth x 5ft. width = 1,226 cub. yds. 6ft. 9in., $\frac{1}{2}$ rock $\frac{1}{2}$ soil, between King and Park Streets.
10ft. depth x 5ft. x 5ft.
13ft. 6in. length x 2ft. 2in. width x 2ft. 6in. depth = 2·19 cub. yds. 1ft. x 20ft. length x 2ft. 10in. depth x 4ft. 6in. width = 9·12 cub. yds.
13ft. 6in. length x 2ft 2in. width x 14ft. 6in. depth = 15·10 cub. yds. 1ft. x 20ft. length x 14ft. depth x 4ft. 6in. width = 46 cub. yds 18in.
2,037·5 x 7ft. 9in. area x 284 feet invert x 4ft. 8in. area.
3,141ft 8in. length x 15ft. area = 1,745$\frac{1}{4}$ft.
743ft. 7in. x 5ft. 7$\frac{1}{2}$in. =4,182ft. 8in.
353ft. 6in. x 5ft. 7$\frac{1}{2}$in.
884ft. x 15ft.
2,306ft. length.

For Branch, Bridge-street.

198ft. length x 12ft. 6in. depth x 5ft. width = 458cub. yds. 9ft., $\frac{1}{2}$ rock $\frac{1}{2}$ soil.
2,325ft. 9in. length x 7ft. 9in. area = 66rds. 72ft. junction Bridge-street 1 rod 38ft. branch for Bridge-street 53·4.
2,490ft. 9in. length x 15ft. area = 1,384 cub. yds. manholes 13 cub. yds. 18in. junctions 4 cub. yds. 22ft.
40ft. length x 4ft. 7in. x 4ft. 7in. = 31cub. yds. 6ft. 8in, $\frac{1}{2}$ rock $\frac{1}{2}$ soil.
16ft. length x 11ft. 9in. depth x 7ft. width less area of tunnel = 42·24 cub. yds., $\frac{1}{2}$ rock $\frac{1}{2}$ soil.
1,938ft. 2in. x 5ft. 7$\frac{1}{2}$in.
60ft. 6in. length x 8ft. 3in. depth x 4ft. 6in. width = 85 cub. yds. 10in. and 199ft length x 9 ft. depth x 4ft. 6in. width = 298 cub. yds. 13ft.
41ft. length x 10ft. depth x 4ft. 10 in. width = 73ft. 11in.
46ft. 10in. length.
335ft. 6in. length x 7ft. 9in. area.
348ft. 10in. length x 15ft. area = 193$\frac{3}{4}$ cub. yds. junction pipes 2$\frac{1}{2}$ cub. yds.

ABSTRACT.

2nd. January, 1857.

Main Sewer, length 2,973 ft. 1in.

yds.	ft.	in.			PRICE. £	s.	d.	£	s.	d.
63	13	5	cube excavation	in Fort Macquarie, 6ft.... ...	0	8	0	25	8	0
15	13	6	„	in soil „	0	4	0	3	2	0
398	26	8	„	in rock, at quarry, 15ft. ...	0	9	0	179	10	11
24	18	0	„	in rock, manhole, Macquarie-st.	0	10	6	12	19	0
10	24	0	„	in soil, „	0	6	6	3	10	9
217	7	8	„	in rock, Star Hotel	0	9	0	97	15	6

Main

Main Sewer—continued.

yds.	ft.	in.		PRICE. £	s.	d.	£	s.	d.
123	7	10	cube excavation in rock, Star Hotel	0	8	9	53	18	9
73	1	8	„ in soil, „	0	4	9	17	7	1
63	7	0	„ in soil, junction, Pitt-street ...	0	4	9	15	0	6
16	17	10	„ in soil, for concrete	0	4	9	3	19	1
16	5	0	„ in soil, Elizabeth-st. junction, 12ft.	0	4	9	3	16	10
39	3	0	„ in rock, „ ...	0	9	6	18	11	6
20	11	8	„ in soil, Castlereagh-street ...	0	4	9	4	17	0
9	22	2	„ in rock, „ ...	0	8	9	4	5	11
19	26	0	„ in rock, Elizabeth-street manhole	0	8	9	8	14	8
57	0	0	„ raising gas and water mains ...	0	4	0	11	8	0
2710	10		lineal of tunnelling, from Fort to Macquarie-place, in rock	5	0	0	13,554	3	4
			163 rods 69 ft. reduced brickwork in cement ...	42	0	0	6,856	13	1
16	17	10	cube concrete, for main sewers and junctions ...	0	15	0	12	9	11
17	13	6	„ asphalte, on crown of junction	1	15	0	30	12	6
1454¼	0	0	„ lead, ¼ mile } to end of 13½-inch brick-work.	0	3	0	218	2	9
150¼	0	0	„ „ 1¼ „ }	0	6	0	45	1	6
28	0	0	„ „ 1¾ „ }	0	6	9	9	9	0
377	5	0	„ „ ¼ „	0	3	0	56	11	7
1111	1	0	„ „ ½ „	0	4	6	249	19	8
181	15	0	„ „ ¾ „	0	5	0	45	7	9
211	15	0	„ „ 1 „	0	5	6	58	3	7
199	9	0	„ „ 1½ „	0	6	6	64	15	8
			1 manhole, 8ft. deep, Elizabeth-street	.....			4	3	0
			1 manhole, 4½ft. deep, Castlereagh-street ...	.....			2	11	6
			1 manhole, 2ft. 2in., Star Hotel	.....			1	10	6
			1 manhole, 22ft., Macquarie-street	.....			10	9	0
			Fixing 4 plates to manholes	2	0	0	8	0	0
			8 cast iron junction pipes fixing, in Macquarie-place	2	5	6	18	4	0
			8 holes excavated for do. in rock, do.	0	8	0	3	4	0
28681	3		of rendering with cement	0	0	9	1,075	10	10
17	4		lineal of tunnelling, 3ft. 6in. sewer in rock; junction of Phillip and Macquarie Streets ...	4	0	0	69	6	8
1 rod 55ft.			reduced brickwork in cement at Fort taken up	30	0	0	36	1	4
			Making sub-drain in main sewer	.....			650	0	0
29yds. 23ft.			cube concrete (cement) in shafts Nos. 1, 2, 3, 4, 5, 6, 7, and 8	1	0	0	29	17	0

Pitt-street.

yds.	ft.	in.							
953	22	0	cube excavation in rock from Bridge to Hunter Streets, 12ft	0	8	9	417	5	10
953	22	0	cube excavation in soil, from Bridge to Hunter Streets, 12ft....	0	4	9	226	10	7
558	24	0	cube excavation in soil, outlet to Tank Stm. 12ft.	0	4	9	132	14	8
75	1	0	„ in rock, Hunter-st junction 12ft.	0	8	9	32	16	7
75	1	0	„ in soil, „ „ 12ft.	0	4	9	17	16	5
48	2	0	„ in rock, branches Hunter-st. 12ft.	0	8	9	21	0	7
48	2	0	„ in soil, „ „ 12ft.	0	4	9	11	8	4
399	4	0	„ in rock } junction of King, 15ft.	0	9	0	179	12	4
399	4	0	„ in soil } Market & Park-sts. „	0	5	0	99	15	9
30	7	0	„ in soil } 5 manholes do. 12ft.	0	4	9	7	3	8
15	3	0	„ in rock } ⅓ rock ⅔ soil „	0	8	9	6	12	2
2790	2		lineal tunnelling in rock	4	10	0	12,555	15	0
315	4		„ in soil	2	0	0	630	13	4
78	4		„ in rock for King, Market, and Park-street junctions...	3	10	0	274	3	4
13	4		lineal tunnelling in soil for do. do.	1	16	0	24	0	0
202 rods. 251ft. 5in.			reduced brickwork in cement	42	0	0	8,522	16	5
12ft. 0in.			lineal of 9in. pipes in cement, Spring-street ..	0	0	6	0	6	0
234	0		lineal of 12in. pipes for outlet to Tank Stream	0	0	4	3	18	0
			6 manholes, average depth 11ft.	5	10	0	33	0	0
			8 iron plates fixed	2	0	0	16	0	0
7yds. 21ft.			cube asphalte	1	15	0	13	12	1
3,924	10		cube lead, ½ mile	0	4	6	882	19	8
			11 clay junction pipes 12in. fixed	0	13	0	7	3	0
			88 iron junction pipes 12in. fixed	2	5	6	200	4	0
			99 holes excavated in rock for junctions ...	0	8	0	39	12	0
20,249ft.			sup. rendering with cement	0	0	4	337	9	8

Castlereagh-street.

yds.	ft	in.							
2,244	3		lineal tunnelling in rock	4	0	0	8,977	0	0
675	6		„ „ not packed	3	10	0	2,364	5	0
222	2		„ in soil	1	18	0	422	2	4
103 rods 123ft.			reduced brickwork in cement	42	0	0	4,344	19	10

Castlereagh-

Castlereagh-street—continued.

yds.	ft.	in.		PRICE. £	s.	d.	£	s.	d.
35	12	9	cube excavation in rock junction of main sewer 15ft.	0	9	0	15	19	3
15	2	7	„ in soil „ 15ft.	0	5	0	3	15	6
216	15	0	„ „ N. of No. 4 shaft 15ft.	0	5	0	54	2	9
629	21	0	„ in rock „ 15ft.	0	9	0	283	8	0
604½	0	0	„ in soil between Park and Market-streets 12ft.	0	4	9	143	11	4
641	6	0	„ mixed material „ 12ft.	0	6	9	216	8	1
50	21	0	„ rock „ 12ft.	0	8	9	22	4	3
17402ft.	4in.		sup. rendering in cement	0	9	0	652	11	9
2517ft.	2in.		„ „	0	0	4	41	19	1
			15 cast iron junction pipes	2	5	6	34	2	6
			15 holes for „	0	6	8	5	0	0
			4 manholes 4ft. 4in. 50s., 7ft. 9in. 80s. 9d., 8ft. 3in. 85s 3d., 3ft. 6in. 42s. 6d.	.....			12	18	6
			Fixing 9 plates	2	0	0	18	0	0
5	4	0	cube excavation in rock for manhole 10ft. ...	0	8	6	2	3	9
2	14	0	„ in soil „ 10ft. ...	0	4	6	0	11	4
604½	0	0	cube lead, 1½ mile	0	6	6	196	9	3
150	0	0	„ 1¼ „	0	6	0	45	0	0
791	0	0	„ 1 „	0	5	6	217	10	6
283	22	0	„ ¾ „	0	5	0	70	19	0
224¾	0	0	„ ½ „	0	4	6	50	11	4
293⅓	0	0	„ ¼ „	0	3	0	44	0	0
	100	0	of sub-drain in rock open cutting 3s., less pipe 1s. 3d.	0	1	9	8	15	0
	639	4	lineal of pipes laid under sewer in open cutting	0	0	4	10	13	1
	2067	0	„ chase in tunnel	0	3	6	361	14	6
	406	10	„ „ open cutting	0	3	0	61	0	6
			4 manholes 10ft. 6in. £5 5s. 6d., 6ft. £3 5s., 5ft. 1in. £7 6s. 9d., 15ft. 9in. £7 12s. 9d..	.....			23	10	0
			1 manhole 18ft. 2in.	.....			8	14	6
	43	0	of 4in. pipe laid in tunnel	0	0	6	1	1	6
6	7	0	cube excavation in rock for O'Connel-street manhole...	0	9	6	2	19	5
5	5½	0	„ lead, 1 m. for ditto	0	5	6	1	8	7
1	15	0	„ excavation in soil } No. 3. {	0	5	6	0	8	6
7	9	0	„ „ rock } No. 3. {	0	9	6	3	9	8
7	25	0	„ lead, 1 mile } No. 3. {	0	5	6	2	3	7
1	15	0	„ excavation in soil } No. 4. {	0	5	6	0	8	6
7	18	0	„ „ rock } No. 4. {	0	9	6	3	12	10
8	9	0	„ lead, 1 mile } No. 4. {	0	5	6	2	5	10
1	15	0	„ excavation in soil } No. 5. {	0	6	0	0	9	4
8	25½	0	„ „ rock } No. 5. {	0	10	0	4	9	5
9	17	0	„ lead, 1 mile } No. 5. {	0	5	6	2	13	0
3	14	0	„ ¾ „ Bathurst-street manhole ...	0	5	0	0	17	7

Macquarie-street.

yds.	ft.	in.							
50	10	0	cube excavation in soil, 15ft.	0	5	0	12	11	10
30	15	0	„ „ for outlet, 6ft.	0	4	0	6	2	2
33⅔	0	0	„ in rock, 15ft.	0	9	0	15	3	0
87	21	0	„ in rock, 12ft.	0	8	9	38	8	1
87	21	0	„ in soil, „	0	4	9	20	16	10
	2545	8	lin. of tunnelling in rock...	4	0	0	10,182	13	4
252	0	0	„ in soil	1	18	0	478	16	0
80	0	0	„ 12 pipes for outlet	0	0	4	1	6	8
			87 rods 62ft. reduced brickwork in cement ...	42	0	0	3,663	11	5
			2 manholes, 11ft. 6in.	5	14	6	11	9	0
			2 manholes, £3 11s. 9d.—£3 18s. 6d. ...	.....			7	10	3
			Fixing 4 plates	2	0	0	8	0	0
0	13	0	lin. of curbing to manhole	0	1	0	0	13	0
12½	0	0	cube excavation in soil, for 1 manhole, 12½ft. ...	0	5	0	3	2	6
8	0	0	„ „ „ 8ft. ...	0	4	6	1	16	0
11	2	4	„ „	0	4	3	2	9	10
5	10	8	„ in rock	0	9	0	2	8	6
			56 12-inch collars	0	4	0	11	4	0
			1 „ clay junction-pipe, 8s.; hole for do. 4s.	.....			0	12	0
1423	8	0	cube lead, ¼ mile	0	3	0	213	9	10
237	0	0	„ ½ „	0	4	6	53	6	6
40¼	0	0	„ ¾ „	0	5	0	10	1	3
			13,655ft. 10in. of rendering with cement ...	0	0	9	512	1	10
			22ft. 6in. tunnelling in rock ...	4	0	0	90	0	0
			22ft. 6in. tunnelling in soil	1	18	0	42	15	0

yds.	ft.	in.		£	s.	d.	£	s	d.
			Elizabeth-street.						
				PRICE.					
	64	4	lineal tunnelling in rock, not packed	3	10	0	225	3	4
	3170	11	„ „	4	0	0	12,683	13	4
	387	4	„ soil	1	18	0	735	18	8
613	3	4	cube excavation in rock...	0	8	6	260	11	6
613	3	5	„ soil	0	4	6	137	19	0
9	7	0	„ manhole	0	4	6	2	1	8
12	4	0	„ soil at junction	0	5	6	3	6	10
62	10	0	„ rock ditto	0	9	6	29	12	6
62rds.	252ft.		reduced brickwork in cement	42	0	0	2,642	18	2
			1 manhole, 14ft.	.....			6	17	0
			1 „ 9ft.	.....			4	12	0
			1 „ 5½ft.	.....			3	0	6
			12 iron pipes for junctions	2	5	6	27	6	0
			3 manhole plates fixed	2	0	0	6	0	0
170	0	0	cube lead ¼ mile } From crossing of Hunter-street to south end of sewer	0	3	0	25	10	0
1467	0	0	„ ½ „	0	4	6	330	1	6
108¼	0	0	„ 1 „	0	5	6	29	15	4
			9 clay collars for junctions, 12-inch	0	4	0	1	16	0
			12 holes for junctions in rock	0	8	0	4	16	0
4182	8		rendering with cement	0	0	4	69	14	2
1988	6		„	0	0	9	74	11	4
54¾	0	0	lead, 1¼ mile } From No. 5 to No. 10 shaft.	0	6	0	16	8	6
99	0	0	„ ½ „	0	4	6	22	5	6
332½	0	0	„ ¼ „	0	3	0	49	17	6
5	0	0	„ ¾ „	0	5	0	1	5	0
			Phillip-street.						
yds.	ft.	in.							
	2306	0	lineal tunnelling in rock...	4	0	0	9,224	0	0
	11	3	„ „ 3ft. sewer, Bridge-street	3	10	0	39	7	6
229	5	0	cube excavation in rock, 15ft.	0	9	0	103	2	8
229	5	0	„ in soil, 15ft.	0	5	0	57	5	11
67 rods	163ft.		9in. reduced brickwork in cement	42	0	0	2,839	5	8
			61 cast iron junctions	2	5	6	138	15	6
1373	19	0	cube lead, ¼ mile...	0	3	0	206	1	1
28	21	0	„ „	0	6	0	8	12	8
			1 manhole, 6ft. 6in.	.....			3	9	6
			1 „ 8ft.	.....			4	3	0
			1 „ 11ft....	.....			5	10	0
			1 „ 6ft. 6in.	.....			3	9	6
			4 plates fixed	2	0	0	8	0	0
15	16	10	cube excavation in rock for manholes, 10ft. ...	0	8	6	6	12	9
15	16	10	„ in soil „ „ ...	0	4	6	3	10	4
21	12	0	„ in rock, Bridge-st. junction, 12ft.	0	8	9	9	7	6
21	12	0	„ in soil, „ „	0	4	9	5	1	10
			61 holes for junction pipes in rock	0	8	0	24	8	0
	10966	0	superficial rendering	0	0	9	411	4	6
			Bridge-street.						
yds.	ft.	in.							
383¾	0	0	cube excavation in soil, 10ft.	0	4	6	86	6	10
73	11	0	„ in rock	0	8	6	31	3	11
	46	10	lineal tunnelling	4	0	0	187	6	8
9 rods	152ft.		brickwork in cement	42	0	0	401	9	5
			5 clay junctions	0	13	0	3	5	0
196¼	0	0	cube lead ¼ mile including portion next main sewer	0	3	0	29	8	9
			5 holes excavated for junctions in soil	0	4	0	1	0	0
							£113,636	10	6
			The levels of part of the work done in Bridge-street were wrong, and are not yet corrected; the amount to withhold until it is corrected is ...				91	12	0
							£113,544	18	6

The above is correct for work done since I have been here, and for that done previously, so far as I have been able to discover.

EDWARD BELL, C.E.,
City Engineer.

JAS. COWLISHAW.
EDWD. CANNING.

APPENDIX D (A.)

City Commission,
Engineer's Department,
24 *January*, 1857.

SYDNEY SEWERAGE WORKS.

Section No. 1.

MEMORANDUM of Work executed by Mr. H. Murphy.
To 24th January, 1857.

Amount of advance on account of Contract No. 3 as per specification, being 40 per cent. on account of the contract price (£3,000) ...						1,200	0	0
Less amounts received, viz:—								
19 December, 1856	70	0	0					
31 „ „	50	0	0					
9 January, 1857	100	0	0					
16 „ „	100	0	0					
						320	0	0
						£880	0	0

I hereby certify that the half value of Mr. Hugh Murphy's Contract is complete, and that he is entitled to recive the above amount.

EDWARD BELL,
City Engineer.

City Commission,
Engineer's Department,
15 *December*, 1856.

SYDNEY SEWERAGE WORKS.

No. 4.

MEMORANDUM of Work executed by Mr. Joseph Edwards.
To 15th December, 1856.

Two subsidiary Drains or Sewers, 18in. x 12in., about 835 feet in length, constructed as per specification.

ABSTRACT.

Amount of Contract, No 4				720	0	0
Extras to Ditto.						
3 clay junction pipes, fixed, each 7s. 8d.	1	3	0			
3 holes for do., in soil, at 4s...	0	12	0			
Taking out and re-fixing iron junction pipe in Phillip-street, including bricks and cement	2	8	0			
Fixing cast iron junction pipe, Macquarie-street ...	1	0	0			
40 wooden plugs, at 9d.	1	10	0			
				6	13	0
Mr. D. Cooper's drain.						
1 clay junction pipe, fixed, at 7s. 8d.	0	7	8			
1 hole for do., in rock, at 12s.	0	12	0			
1 wooden plug for junction, at 9d.	0	0	9			
15 ft. lineal stone invert, at 3s. 6d.	2	12	6			
20 ft. reduced brickwork in cement, at £44... ...	3	4	8			
3 cub. yds. 3½ ft. excavation in soil, at 8s. 6d. ...	1	6	7			
19 ft. excavation in mixed material, ⅔ rock and ⅓ soil, at 19s. 10d.	0	14	0			
				8	18	2
Mr. S. D. Gordon's drain.						
22 lengths of 6-in. piping, laid, at 7s. 8d.	8	8	8			
15 cube yds. 15 ft. excavation in soil, at 8s. 6d. ...	6	12	2			
2 „ 7 „ do. in mixed material, ⅔ rock and ⅓ soil, at 19s. 10d.	2	4	9			
2 wooden plugs for junctions, at 9d...	0	1	6			
1 branch, at 13s.	0	13	0			
				18	0	1

Mr.

Mr. J. B. Darvall's drain.			
30 lengths of piping, laid, at 7s. 8d.	11 10 0		
4 wooden plugs, for junctions, at 9d.	0 3 0		
6 branches, at 13s.	3 18 0		
17 cube yds. 23 ft. excavation in soil, at 8s. 6d. ...	7 11 9		
2 „ 5 „ do. in mixed material, ⅔ rock and ⅓ soil, at 19s. 10d.	2 3 4		
Removing and re-laying pipes	2 0 0		
		27 6 1	
		781 14 4	
Deduct 15 per cent.		117 5 1	
		664 9 3	
By cash advance No. 1	140 0 0		
do. No. 2	140 0 0		
do. No. 3	140 0 0		
	420 0 0		
By 4250 radiated bricks, at 95s.	20 3 9		
125 6-inch pipes, at 5s. 4d.	33 6 8		
Amount paid Cooper for glazing at Denison House	0 4 0		
		473 14 5	
		£190 14 10	

Measurements correct,

JAS. COWLISHAW,
18 *December*, 1856.

EDWARD BELL,
City Engineer.

Correct— WILLIAM C. BENNETT,
Assistant Engineer,
18 *December*, 1856.

APPENDIX D. (B.)

STATEMENT shewing the various Works done in the Repairs of the old City Sewers, from the 1st January, 1856, to the 31st December, 1856.

Date.	By whom.	Natute of Work.	Amount. £ s. d.
1856.			
Jan. 25	Thos. Donohoe.	Drain, George-street South	20 0 0
June 3	„	Sussex-street	2 8 0
„ 24	„	King-street	2 11 0
July 1	„	Ditto	0 8 6
Aug. 5	„	Castlereagh-street	2 8 0
July 29	„	Ditto	0 16 0
Aug. 19	„	Pitt-street	0 8 0
„ 26	„	Ditto	2 0 0
Sept. 12	T. H. Mathews.	Rebuilding 30 feet of sewer, corner of George and Goulburn Streets	30 0 0
Oct. 3	Mathew Lacy.	Sewer between Dawson's Yard and the Tank Stream, Pitt-street	10 0 0
Nov. 11	„	George-street	1 2 6
„ 18	„	Ditto	3 16 6
„ 25	„	Sussex-street	1 8 3
Dec. 2	„	Ditto	5 11 6
„ 9	„	Ditto	5 11 6
„ 16	„	Ditto	3 17 0
„ 31	„	George-street	0 7 6
April ..	Orford	Bridge-street	21 19 7
„ ..	T. H. Mathews.	Culvert across Sussex-street	55 0 0
		£	169 13 10

EDWARD BELL, C.E.,
City Engineer.

APPENDIX

APPENDIX E.

Engineer's Department,
City Commission,
Sydney, 25 February, 1857.

SYDNEY WATER WORKS.

GENTLEMEN,

I had the honor to submit to your Board on the 28th March last, shortly after entering upon the duties of the office of City Engineer, my Report upon the state of progress in which I found the Water Works establishing at Botany for supplying from that place the City of Sydney with water.

2. I have now the honor to report to your Board—

That the contract entered into with Messrs. P. N. Russell and Co. on the 18th December, 1854, for the supplying of 2,200 thirty-inch water pipes has been completed to the extent of 2,174 pipes.

3 Also that a contract has been let to Mr John Stone for the removal of 1,074 of the 30-inch mains from the Botany Road to the line on which they are intended to be laid, at 8s. per pipe; 750 are already placed by him on the line, and the remainder will be done within the next month.

4. Previous to the removal of the 30-inch mains, each pipe is being carefully weighed, numbered, and the proved weight painted upon it. This is rendered necessary on account of the invoiced weights and the weights marked upon them in Scotland being in excess of the actual weights.

5. Another contract for a further quantity of 30-inch mains, for the completion of the line to the reservoirs in Sydney, and for 20-inch and 12-inch pipes, for mains from the reservoirs to the town, has been let to Messrs. P. N. Russell and Co., which pipes are to be delivered in Sydney by them, at their risk, sound and in good order, before 22nd of January next.

6. I have made trial sections and surveys for the purpose of ascertaining the best direction for the line of 30-inch mains, and on the line which your Board has adopted upon my recommendation, I have had borings made at every half chain distance, to discover the nature of the substrata, and I have no hesitation in stating to you, that the line adopted is in every respect that best adapted for the purpose, it being a perfectly straight line from Botany to within a few chains distance from the foot of Crown-street, having easy upward gradients throughout the whole distance, without a single down cast, and with very favorable ground for laying the pipes at the lowest cost.

7. Permanent sections have been made of the works on the adopted line from Botany to Crown-street, and detailed drawings of the method I have adopted for carrying the mains across the swamps. A contract has been let to Mr. Joseph Edwards for laying a portion of the 30-inch mains, which extends over a distance of 76 chains in a northern by easterly direction from the intended site of the engine-house at Botany. This contract is progressing very satisfactorily. The piles for supporting the 30-inch mains are driven across Lord's Swamp, and the trenches are at the same time being opened to receive the mains.

8. Detailed drawings have been made for the reverse and air valves, locks, branches, and bends that will be required for the line of mains and for the reservoirs.

9. I have found it necessary, with a view to economy in the future working expenses of these water works, to divide the supply to the town into a high and low service, and have had surveys made, and the necessary levels taken, to guide me in the selection of a site for a suitable reservoir for each service, and have recommended as the most convenient site for the high level reservoir a piece of land on the top of the sand hill situate between the City boundary and the western wall of the military barracks at Paddington. The bottom of this reservoir will be about 193 feet above Botany high water mark, whilst the highest part of the City is 180 feet. It will be capable of containing 723,280 gallons of water.

10. For the low level reservoir, I have recommended to your Board the purchase of a plot of land lying between Crown-street on the east, Riley-street on the west, Campbell-street on the north, and Gipps-street on the south. The bottom of this reservoir will be about 122 feet above high-water mark, will contain three and a half millions of gallons of water, and will be sufficiently elevated to supply thirteen-fifteenths of the whole City,—in fact all parts of the town of less elevation than 125 feet above high-water mark. The water from Lachlan will continue to flow into the City, and will be used to supply the lower levels of Woolloomooloo, and thus the low level reservoir and Lachlan together will supply thirteen-fifteenths of the whole City, whilst the high level reservoir will supply the other two-fifteenths, and thus a very considerable saving will be effected in the annual working expenses, inasmuch as eleven-fifteenths of the water for the City will have to be raised 73 feet less height than if one service were adapted throughout, and the service mains in the lowest levels of the Town will be subject to less severe pressure and destruction. I have prepared designs and working drawings for both the high and low service reservoirs, and am prepared to proceed with their construction when the means for so doing are at your disposal.

11. I have also prepared fresh designs, plans, and working drawings for the engine and boiler houses, chimney stack, and stand pipe, but by an arrangement of air vessels and air pumps, which I received permission from your Board to order to be sent with the engines from England, I shall, I am sure, be able to dispense with the necessity for a stand pipe while pumping six millions of gallons of water per day through the mains; and I have no doubt that the stand pipe may be dispensed with entirely should the engine be required to send in double that quantity per diem. The stand pipe has, therefore, not been ordered, and I do not recommend that it should be, believing, as I do, that it will prove unnecessary.

12. The six boilers for the engines, their furniture, and the chief of the heavy parts of the engines contracted for by Mr. Randle have arrived in Sydney, and are being removed

to

to Botany; but in consequence of the letter I addressed to Mr. Homersham, by permission of your Board, on the 19th March, 1856, he found it necessary to detain the cylinder, slides, air pumps, and condenser of each engine, that they might be altered to the most approved construction for pumping engines. He also found that the makers were constructing the engines in such manner that it would not be possible to work any of them separately without considerable trouble in disconnecting them, expense, and delay. This is being altered and made so that two engines will work together with one fly wheel, and the third will be disconnected from them and have a fly wheel to itself, that it may work quite independently.

13. When my letter of the 19th of March last to Mr. Homersham reached England, the makers of the engines, having already discovered the disproportion of the pumps to the engines, were constructing them upon a different principle and of much smaller size than those shewn upon the drawing which accompanied the specification. They were, it appears, constructing them of much smaller capacity than 75 horse power engines of the present day ought to work, and therefore Mr. Homersham gave instructions that larger pumps, constructed entirely on the same principle as those which were making, should be constructed and furnished with the engines. The cylinders, nozzles, air pumps, condensers, and lifting pumps have consequently not arrived yet, but will doubtlessly be here in three or four months.

14. In the mean time I have had the detailed working drawings for the brickwork and masonry of the foundations prepared, and this work should now be commenced forthwith, that no unnecessary delay be incurred.

15. Indeed I feel I cannot too strongly impress upon your Board the importance of obtaining the funds necessary for proceeding with the whole of the water works in Botany and in Sydney, as soon as they can be had. The past year has been one of abundant and unusual rain fall, and should the next year be one of drought, the inhabitants of this City, after enjoying the abundance you have been able to afford them during the past year, in those parts of the City where mains are laid, will feel most severely the want of a sufficient supply.

16. During the past year the discharge of water into the sea at Botany, from the watershed lying between Sydney and Botany, has, amongst other important matters connected with the water works, received my most careful and anxious attention, with the view not only to ascertain the minimum quantity of water available from that source, but also to enable me to determine the nature and extent of the works required for the purpose.

17. Early in March last, I gauged the water passing over the sill of the mill race at Botany, and found the discharge to be over 4,609,000 gallons per diem. From that time, the water passing over the sill was frequently gauged, at short intervals, until the beginning of July, when the discharge after two months perfectly dry weather, had been gradually reduced to 2,390,000 gallons per day, which in addition to 600,000 gallons per diem, running into the City through the tunnel, gave a total quantity of 2,990,000 gallons per diem, or 25 gallons per diem for each person of a population of 119,600

18. After presenting you my report upon the foregoing, I made immediate preparation, in accordance with your instructions, for more completely gauging the escape of water into the sea at Lord's Mill, by cutting off as effectually as possible, every escape excepting that at the mill race, having previously constructed and fixed in the race a new sill, or waste board, at an elevation of 16½ inches above the old one, in order to prevent the possibility of the sea water running over it into the mill pond at high spring tides, but, it is necessary to observe that, when the waste board was erected, and the head of water in the pond raised 16½ inches higher than before, the soakage or filtration through the present embankment into the sea was not less than 90,000 gallons per day. This shews the necessity for a new embankment, containing a core of puddled clay sufficient, at least, to cut off communication between the engine pond and the sea, as shewn in the plans I have prepared and submitted to your Board. Probably at some future time, when the population of this City has increased fourfold, the embankment may, with advantage, be extended along the out-crop of the rock, some distance to the eastward of the City Reserve.

19. On the 18th July, the gauging commenced again, and was continued daily at 10 a. m., and 3 p. m., until the end of November, with the following result.

20. The average discharge per diem was:—

From.	To.	Botany.	Lachlan.	
July 18	July 31	2,972,072	600,000	Dry weather.
July 31	August 31	2,179,528	600,000	"
September 1 ..	September 30...	2,041,087	600,000	"
October 1	October 31.....	1,811,995	600,000	"
November 1 ..	November 30...	8,473,745	600,000	Wet weather.

21. The foregoing results shew a discharge at Botany alone, during 4½ months, of 3,497,685 gallons per day on the average, 3½ months of which and the two previous months being dry weather. Had the experiments been continued through December, January, and February, (all wet months), the average would have been much larger, but the commencement of the new permanent works in December necessarily terminated the experiments. They also confirm the report I had the honor to present to you, after my first series of experiments on the 4th July last, which was to the following effect: "I have taken considerable pains to learn the nature of the Botany Swamp, and have made borings more particularly in that part selected for the water works, and although my operations in this respect

"respect are not yet complete, I am of opinion, from what I have already learnt, that the "average supply will not be less than 3½ millions of gallons per diem, and that this swamp "will afford a permanent supply to that extent."

22. I am now able to state, with confidence, that the average supply will be greater than I then stated, and that the quantity of 3,497,685 gallons added to 600,000 gallons, coming into the City daily from Lachlan Swamp, gives 4,097,685 gallons per diem, or 25 gallons per diem for each person of a population of 163,907, or double the present population of this City and its suburbs.

23. It is also to be seen by the daily returns of the gauging at Botany, from which the foregoing results are drawn, that, under present circumstances, the supply into the intended engine pond at that place varies in quantity from 1,750,000 gallons to 64,000,000 of gallons per diem of twenty-four hours. Now, one of the engines about to be erected, should be capable of sending into the Town the smaller quantity in twelve hours, but the three engines combined cannot be expected to send into the Town more than 12,000,000 of gallons in twenty-four hours, hence means must eventually be applied to reduce the maximum flow of water into the pond, in any one day, below 12,000,000 of gallons, in order to avoid waste, and make the whole of the water available to the City. This may be effected simply and cheaply as follows.

24. The water course which passes through the several swamps between Lachlan and Botany is about 3½ miles in length, with a fall or inclination of about 110 feet in that distance, or nearly 31½ feet to the mile. This excessive fall or inclination is the cause of the great variation in the daily discharge of water, as the rain which falls upon the swamps is carried away from them with too great rapidity along the water course to Botany.

25. To prevent this rapid drainage, and equalize the daily flow of water into the engine pond at Botany, it will be necessary, as soon as convenient after the water works are completed, to place at the gorge or outlet of every swamp, or wherever it may seem best, some cheap but effective obstruction to the passage of the water down the water course, and wherever such obstructions are placed, it will be necessary to attach to each a small sluice, to allow the water to pass down the course, occasionally, as required. The brushwood and long grass which cover the swamps, will shield the water thus retained within them from the rays of the sun, and prevent much evaporation, which would under other circumstances take place.

26. From the nature of the substrata of the swamps, I am of opinion that the greater part of the water thus held back in the swamps would reach Botany by filtration, for it would appear from such borings as I have been able to make, that the whole country lying between Lachlan and Botany is one large filter bed of sand, formed by nature on a stratum of clay, which over lies and rests upon a bed of solid sandstone, which crops out at Botany on the southern margin of the land taken by your Board for the erection of the works.

27. It will also be necessary at some future period to make reservoirs within the City, into which water may be pumped in seasons of heavy rains, for the supply of the inhabitants and as a reserve in seasons of excessive drought. At present these reservoirs may not be necessary, but as the population of this City increases additional reservoirs must be built, of similar construction to those which I have designed for the high and low service reservoirs, covered with arches, and these again by soil and turf. The best site which could be selected for the reservoirs is Hyde Park, and I have prepared a plan shewing how storage reservoirs, capable of containing one hundred and fifty millions of gallons, may be constructed beneath it, and in such manner as not to interfere in the slightest degree with its present use as a place of recreation for the inhabitants.

28. It is highly expedient that a sufficient reserve of water should always be kept within the town, and exceedingly important, as a sanitary measure, that all reservoirs, whether within or contiguous to a City, should be so covered as to protect the water from the atmosphere, as it is well known that when open reservoirs are used, all the impurities contained in the atmosphere are absorbed by the water and distributed again with it amongst the inhabitants. This fact alone has been traced as a source of some of the most violent epidemics that have visited the cities and towns of Europe, and consequently the reservoirs of water works in Europe are now invariably covered with bricks and soil, in like manner to those which I have designed for this City.

29. In conclusion, I beg to thank your Board for the prompt and great facilities you have at all times afforded, and which have enabled me to ascertain and lay before you the quantity of water which can, beyond a doubt, be obtained from the source selected for the supply of this City with water, and to obtain a tolerably correct knowledge of the geological formation of the watershed between Waverly and Botany, and to assure you that I have left no means in my power untried to fulfil faithfully the confidence you have placed in me to design and establish these works, and that they are being carried out in the most economical manner possible consistent with efficiency and durability.

City Service.

30. During the past year new mains to the extent of 7,432 yards have been laid in Woolloomoolo and other parts of the City where no mains previously existed.

31. I had drawings of various pipes, bends, branches, and various castings used for the distributing mains of the City, together with specification prepared, which were submitted to public tender, and the contract for one year was let to Messrs. Bubb and Son.

32. Also for 9, 6, and 4-inch water-locks, which were submitted to public tender, and the contract for one year, was let to Messrs. Halliday and Co.

33. Also for the supply of 1,000 lengths of 3-inch cast iron pipes, the contract for which was let to Messrs. P. N. Russell and Co.

34. Also for the supply of Newcastle coals to Lachlan Swamp for one year, the contract for which was let to Mr. Robert King.

35. I have annexed hereto a plan of the piping laid down in the City; those laid previous to the end of 1855 are described by a blue line, and those during the past year (1856) by a red line.

36. I have appended also a list of the mains laid down in the City during the past year.

I have, &c.,
EDWARD BELL, C.E,
City Engineer.

To
The Commissioners for the
City of Sydney.

APPENDIX E (A).

RETURN of all Water Mains laid down in the year 1856, with their sizes and localities.

	Pipes.	*Yards.*
9-Inch Pipes.		
George-street South and Parramatta-street, between Hay and Kensington-streets	112	340
William, Yurong, Stanley, and College-streets	370	1176
6-Inch Pipes.		
Kensington and Botany-streets	148	441
Parramatta-street, from Kensington-street to the Sugar Works	178	534
Bank-street	89	272
Francis-street, College to Charles-street	30	98
Charles-street, Francis to Liverpool-street	38	116
Liverpool-street, Charles to Palmer-street	120	371
4-Inch Pipes.		
Circular Quay extension of Macquarie-place Main	37	112
Parramatta-street and Newtown Road, Sugar Works to Mr. Shepherd's	91	270
Parramatta-street (north side), from Sugar Works to City boundary	38	112
Abercrombie-street (north end)	34	102
Athlone-place	102	312
Botany-street, Bank to Cleveland-street	43	130
Francis-street, Charles to Yurong-street	26	82
Bourke-street, Stanley to William-street	56	170
Ditto William to Woolloomooloo-street	75	230
Palmer-street, Liverpool to William-street	120	365
Ditto William to Woolloomooloo-street	75	230
Crown-street, do. do.	75	230
Stanley-street, Palmer to Bourke-street	30	93
Wellington-street, Chippendale	62	188
Phillip-street, with branches up Hunter and Bent-streets in course of execution	175	580
3-Inch Pipes.		
Elizabeth-street, south of Campbell-street	57	167
James-street	20	66
Circular Quay	220	645
		7,432

Besides the pipes which have been laid down in the different localities above stated, the following portions of mains have been lowered, &c.:—

Portion of the 3-inch main in Kent-street, from the street having been lowered by the City Surveyor.

3-inch main in Pitt-street south, from Carter's Barracks to old Watch House, lowered in consequence of the roadway being partially worn away.

3-inch main in Erskine-street, from Sussex-street to Union-street, taken up, cleaned, and re-laid.

EDWARD BELL, C.E.,
City Engineer.

APPENDIX F.

STATEMENT of the RECEIPTS and EXPENDITURE of the Commissioners of the City of Sydney, for the Year ending 31st December, 1856.

RECEIPTS ON ACCOUNT OF THE CITY FUND.	30 JUNE.	31 DECEMBER.	TOTAL AMOUNT.
	£ s. d.	£ s. d.	£ s. d.
CITY RATE.			
Raised by Assessment under the authority of the Act of Council 18 Victoria, No. 31	22 4 0	30 10 3	52 14 3
Raised by Assessment under the authority of the Act of Council 19 Victoria, No. 37	16,308 12 7	6,799 14 5	23,108 7 0
	16,330 16 7	6,830 4 8	23,161 1 3
WATERING STREET RATE.			
Raised by Assessment under the authority of the Act of Council 18 Victoria, No. 30	31 9 0	820 19 0	852 8 0
FEES AND FINES.			
Under Building and Police Acts	424 11 0	367 6 0	791 17 0
Slaughter Houses	209 16 0	212 6 0	422 2 0
Hackney Carriage Licenses	969 10 0	93 10 0	1,063 0 0
Carters' Licenses	524 10 0	17 10 0	542 0 0
Breach of By-laws	104 1 6	90 7 0	194 8 6
Distress Warrants	... .	35 6 0	35 6 0
	2,232 8 6	816 5 0	3,048 13 6
CITY MARKETS.			
George and Campbell Streets	2,679 7 0	2,669 5 6	5,348 12 6
Hay Market	557 10 0	557 10 0	1,115 0 0
Market Wharf	134 11 8	303 15 0	438 6 8
	3,371 8 8	3,530 10 6	6,901 19 2
Cleansing Water Closets	704 1 4	551 13 8	1,255 15 0
Removal of Rubbish	3 15 0	20 0 0	23 15 0
Endowment from the Colonial Government	5,000 0 0	5,000 0 0	10,000 0 0
Repayment of Advances to Water and Sewerage Funds	2,258 5 6	2,670 13 10	4,928 19 4
Repayment for forming streets, &c.	14 12 0	130 17 8	145 9 8
Repayment for Removal of Diseased Animals	24 0 0	.....	24 0 0
Proceeds of Sale of Old Stores	51 15 4	10 7 0	62 2 4
Rent of Soldiers' Point Wharf	116 8 0	28 4 4	144 12 4
Repayment for Paving Streets	.....	2,466 12 4	2,466 12 4
Repayment from Water Fund for Debentures	7,600 0 0	.....	7,600 0 0
TOTAL AMOUNT OF RECEIPTS	37,738 19 11	22,876 8 0	60,615 7 11

EXPENDITURE ON ACCOUNT OF THE CITY FUND.	30 June.	31 December.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.
Salaries of Commissioners	1,300 0 0	1,121 10 1	2,421 10 1
Salaries of Officers.			
Office of Secretary	320 0 0	320 0 0	640 0 0
" Treasurer	537 10 0	537 10 0	1,075 0 0
" Surveyor	567 3 0	565 0 0	1,132 3 0
" Solicitor	200 0 0	.....	200 0 0
" Inspector of Nuisances	193 5 0	193 5 0	386 10 0
" Inspector of Slaughter Houses	175 0 0	175 0 0	350 0 0
" Clerk of George-street Market	110 0 0	110 0 0	220 0 0
" Office Keeper and Messenger	88 0 0	88 0 0	176 0 0
	2,190 18 0	1,988 15 0	4,179 13 0
Office Expenses.			
Rent	250 0 0	250 0 0	500 0 0
Stationery	57 8 6	93 16 1	151 4 7
Printing	82 16 6	85 2 0	167 18 6
Advertising and Newspapers	47 13 6	61 11 6	109 5 0
Fees to Auditors	31 10 0	31 10 0	63 0 0
Fuel and Light	11 17 5	15 16 0	27 13 5
Sundries	.....	60 19 2	60 19 2
Extra Services	48 17 4	35 6 0	84 3 4
	530 3 3	634 0 9	1,164 4 0
General City Works.			
Wages	1,831 0 2	2,800 11 11	4,631 12 1
Street Works	7,175 18 2	7,873 18 6	15,049 16 8
Tools and Repairs	83 6 6	586 6 5	669 12 11
Cleansing Streets and Removal of Rubbish	2,121 4 8	2,464 16 0	4,586 0 8
Metal and Cartage	1,903 9 5	1,821 14 7	3,725 4 0
	13,114 18 11	15,547 7 5	28,662 6 4
Cleansing Water Closets.			
Wages of Inspector	97 11 8	83 6 8	180 18 4
Contractor for Cleansing Closets	564 2 0	491 18 0	1,056 0 0
Tools, &c.	21 8 0	1 9 0	22 17 0
	683 1 8	576 13 8	1,259 15 4
Wharf, Soldiers' Point	2,000 0 0	556 3 5	2,556 3 5
Depot Carters' Barracks.			
Forage	200 12 7	306 4 11	506 17 6
Farriery, Harness, &c.	39 9 4	79 17 7	119 6 11
	240 1 11	386 2 6	626 4 5
Carried forward	20,059 3 9	20,810 12 10	40,869 16 7

EXPENDIT

EXPENDITURE ON ACCOUNT OF THE CITY FUND.	30 June.	31 December.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.
Brought forward	20,059 3 9	20,810 12 10	40,869 16 7
Interest Expenses	1,796 3 11	1,026 10 0	2,822 13 11
Lighting the City with Gas	1,307 16 9	1,320 8 2	2,628 4 11
Law Expenses	82 5 1	.....	82 5 1
City Market Repairs, &c.	1,199 12 4	397 3 10	1,596 16 2
Regulating the City Clocks	6 5 0	6 5 0	12 10 0
Removing Diseased Animals from the Streets..	2 10 0	7 10 0	10 0 0
Pavement Expenses	59 15 9	3,661 18 11	3,721 14 8
Surcharge Refunded to Water and Sewerage Fund	1,130 14 6	.....	1,130 14 6
Incidental Expenses	5 5 0	9 3 0	14 8 0
Sinking Fund.....	.....	100 0 0	100 0 0
Total Amount of Expenditure.....	25,649 12 1	27,339 11 9	52,989 3 10

ABSTRACT OF THE ACCOUNT.

Dr.	To Joint Stock Bank, Balance due 31 December, 1855...	£14,835 9 8	
	Debentures and Mortgages outstanding	16,500 0 0	
			£31,335 9 8
	Expenditure as above		52,989 3 10
			£84,324 13 6
Cr.	By Receipts as above		£60,615 7 11
	Joint Stock Bank, Balance due 31 Dec., 1856	£13,059 5 7	
	Debentures outstanding	10,500 0 0	
	Guarantee Deposits	150 0 0	
			23,709 5 7
			£84,324 13 6
	Balance to Credit of Sinking Fund, 31 December, 1856		£200 0 0

EDWD. LORD,
City Treasurer.

City Treasurer's Office,
Sydney, 12 *January,* 1857.

RECEIPTS

RECEIPTS ON ACCOUNT OF THE WATER FUND.	30 JUNE.	31 DECEMBER.	TOTAL AMOUNT.
	£ s. d.	£ s. d.	£ s. d.
WATER WORKS.			
Laid on to Houses in the City	5,071 14 2	2,327 18 7	7,399 12 9
Proceeds from Hyde Park	588 14 9	519 9 3	1,108 4 0
" Soldiers' Point	113 16 9	42 2 9	155 19 6
" Dockyard	183 1 6	101 2 8	284 4 2
" South Head Road	24 0 0	24 0 0	48 0 0
	5,981 7 2	3,014 13 3	8,996 0 5
Repayment for Repairs of Pipes	16 1 0	1 16 0	17 17 0
Surcharge recovered	685 7 3	8 4 10	693 12 1
Insurance on damaged Water Pipes	.....	47 10 0	47 10 0
TOTAL AMOUNT OF RECEIPTS	6,682 15 5	3,072 4 1	9,754 19 6

EXPENDITURE ON ACCOUNT OF THE WATER FUND.	30 JUNE.	31 DECEMBER.	TOTAL AMOUNT.
	£ s. d.	£ s. d.	£ s. d.
Salaries of Officers	802 0 9	772 10 0	1,574 10 9
GENERAL WORKS.			
Wages	1,300 2 6	1,179 9 1	2,479 11 7
Iron Pipes	20,713 0 4	25,074 12 9	45,787 13 1
Cartage and Wharfage	607 18 0	2,383 13 8	2,991 11 8
Tools, Repairs, and Miscellaneous expenses	352 9 4	713 14 4	1,066 3 8
	22,973 10 2	29,351 9 10	52,325 0 0
LACHLAN SWAMP.			
Wages	539 19 6	702 6 6	1,242 6 0
Fuel and Cartage	174 18 2	353 5 8	528 3 10
Weighing Coals and Repairs of Road	.....	40 3 0	40 3 0
	714 17 8	1,095 15 2	1,810 12 10
BOTANY WORKS.			
Wages	120 12 5	321 4 6	441 16 11
Timber, &c	.....	292 16 8	292 16 8
	120 12 5	614 1 2	734 13 7
SURVEY OF THE CITY.			
Wages	142 13 8	120 19 10	263 13 6
Surveyors	211 18 11	632 0 5	843 19 4
Sundries	13 7 6	15 14 3	29 1 9
	368 0 1	768 14 6	1,136 14 7
Carried forward £	24,979 1 1	32,602 10 8	57,581 11 9

EXPENDITURE

EXPENDITURE ON ACCOUNT OF THE WATER FUND.	30 JUNE.	31 DECEMBER.	TOTAL AMOUNT.
	£ s. d.	£ s. d.	£ s. d.
Brought forward .....£	24,979 1 1	32,602 10 8	57,581 11 9
BRICK WORKS.			
Wages	.....	63 12 0	63 12 0
Cartage	.....	70 16 8	70 16 8
Tolls.....	.....	2 2 0	2 2 0
	.....	136 10 8	136 10 8
Interest Expenses	1,031 11 8	786 5 11	1,817 17 7
Law Expenses	392 3 11	516 6 9	908 10 8
Compensation for Land Resumed	14,200 0 0	10,734 15 0	24,934 15 0
Debentures and Mortgages	7,600 0 0	.....	7,600 0 0
Repayment of Advances made by City Fund.	1,266 7 9	900 6 11	2,166 14 8
Incidental Expenses	37 10 0	.....	37 10 0
TOTAL AMOUNT OF EXPENDITURE.....£	49,506 14 5	45,676 15 11	95,183 10 4

ABSTRACT OF THE ACCOUNT.

DR.		
To Colonial Government, Balance due to, 31 December, 1855	37,380 0 0	
Expenditure as above.....	95,183 10 4	
		£132,563 10 4
CR.		
By Joint Stock Bank, balance due by, 31 Dec., 1855...	16,055 10 8	
Recipts as above.....	9,754 19 6	
Joint Stock Bank, balance due to, 31 Dec., 1856.....	166 0 2	
Colonial Government, balance due to, 31 Dec., 1856.	106,587 0 0	
		£132,563 10 4

EDWD. LORD,
City Teeasurer.

City Treasurer's Office,
Sydney, 12 *January,* 1857.

RECEIPTS ON ACCOUNT OF THE SEWERAGE FUND.	30 June.	31 December.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.
Proceeds of Sale of Pipes	48 3 0	77 11 8	125 14 8
Proceeds of Sale of Bricks	.....	1,644 19 11	1,644 19 11
Repayment for Rent of Brick Works	8 6 8	....	8 6 8
Surcharges Recovered	445 7 3	0 5 0	445 12 3
Repayment for Works	88 2 6	100 0 0	188 2 6
Total Amount of Receipts	589 19 5	1,822 16 7	2,412 16 0

EXPENDITURE ON ACCOUNT OF THE SEWERAGE FUND.	30 June.	31 December.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.
Salaries of Officers	800 7 5	754 3 4	1,554 10 9
General Works.			
Wages	360 15 2	672 8 0	1,033 3 2
Pipes	216 2 4	475 1 6	691 3 10
Drains	.....	1,260 0 0	1,260 0 0
Sundries	129 12 7	72 1 9	201 14 4
	706 10 1	2,479 11 3	3,186 1 4
Brick Plant.			
Wages	170 17 3	199 16 0	370 13 3
Making Bricks	483 5 0	.....	483 5 0
Fuel	32 6 0	.....	32 6 0
Cartage	21 14 0	.....	21 14 0
Tools, &c.	123 16 6	48 18 9	172 15 3
Rent of Land	.....	60 0 0	60 0 0
	831 18 9	308 14 9	1,140 13 6
Main Sewers.			
Making Sewers	17,403 14 0	18,069 10 5	35,473 4 5
Castings	3,153 4 5	542 3 4	3,695 7 9
	20,556 18 5	18,611 13 9	39,168 12 2
Interest Expenses	2,277 18 0	1,949 4 0	4,227 2 0
Repayment of Advances	991 17 9	1,770 6 11	2,762 4 8
Law Expenses	.....	21 6 7	21 6 7
Carried forward	26,165 10 5	25,895 0 7	52,060 11 0

EXPENDITURE

EXPENDITURE ON ACCOUNT OF THE SEWERAGE FUND.	30 JUNE.	31 DECEMBER.	TOTAL AMOUNT.
	£ s. d.	£ s. d.	£ s. d.
Brought forward	26,165 10 5	25,895 0 7	52,060 11 0
CITY SURVEY.			
Wages	142 13 8	120 19 10	263 13 6
Surveyor	211 18 11	632 0 5	843 19 4
Sundries	13 7 6	15 14 3	29 1 9
	368 0 1	768 14 6	1,136 14 7
INCIDENTAL EXPENSES.			
Extra Services.....	37 10 0	.....	37 10 0
Inspecting Nuisances	.....	48 6 0	48 6 0
	37 10 0	48 6 0	85 16 0
TOTAL AMOUNT OF EXPENDITURE...	26,571 0 6	26,712 1 1	53,283 1 7

ABSTRACT OF THE ACCOUNT.

DR.		
To Colonial Government, Balance due to, 31 December, 1855	£105,750 0 0	
Joint Stock Bank, Balance due to, 31 December, 1855	2,017 12 6	
Expenditure as above	53,283 1 7	
Joint Stock Bank, Balance due by, 31 December, 1856	9,967 1 11	
		£171,017 16 0
CR.		
By Proceeds of Sale of Debentures	4,180 0 0	
Receipts as above...	2,412 16 0	
Colonial Government, Balance due to, December, 1856	164,425 0 0	
		£171,017 16 0

EDWD. LORD,
City Treasurer.

City Treasurer's Office,
Sydney, 12 *January,* 1856.

APPENDIX G.

STATEMENT of Amounts due to the City Commissioners, 31 December, 1856.

Due by Colonial Government for opening streets through Government land, during 1853 and 1854	£1,510	13	9
Ditto for removing dead Animals, during 1856...	10	0	0
Rates outstanding, 31st December, 1856.....	13,210	0	0
Watering streets, to be raised by separate rate from the persons deriving benefit (Appendix G (A.)	1,053	1	4
Paving Footpaths, to be raised by Paving Rate	1,359	17	4
	£17,143	12	5

APPENDIX H.

DISTRIBUTION of Salaries and Office Expenditure for the Year 1856.

Office.	City.			Sewerage.			Water.			Total.		
	£	s.	d.	£	s	d.	£	s.	d.	£	s.	d.
Commissioners...	807	3	5	807	3	4	807	3	4	2,421	10	1
Secretary	213	6	8	213	6	8	213	6	8	640	0	0
Treasurer.....	358	6	8	358	6	8	358	6	8	1,075	0	0
Solicitor	66	13	4	66	13	4	66	13	4	200	0	0
Office Keeper	8	13	4	8	13	4	8	13	4	26	0	0
Messenger	50	0	0	50	0	0	50	0	0	150	0	0
Surveyor	1,132	3	0	.....			.....			1,132	3	0
Inspector of Nuisances.....	386	10	0	.....			.....			386	10	0
Inspector of Slaughter Houses	350	0	0	.....			.....			350	0	0
Clerk of Markets.....	220	0	0	.....			.....			220	0	0
Engineer and Staff	.....			1,554	10	9	1,574	10	9	3,129	1	6
Total Salaries.....£	3,592	16	5	3,058	14	1	3,078	14	1	9,730	4	7
Rent and Office Expenses...	388	1	4	388	1	4	388	1	4	1,164	4	0
	3,980	17	9	3,446	15	5	3,466	15	5	10,894	8	7

APPENDIX

APPENDIX I.

STATEMENT of the Aggregate Amount of Receipts and Expenditure on the City, the Sewerage, and the Water Accounts, belonging to the Year 1856, after the distribution of the Salaries and Office Expenditure.

Receipts.	City.	Sewerage.	Water.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rates	24,013 9 3	.....	8,996 0 5	33,009 9 8
Market and Wharf	7,046 11 6	.....	.....	7,046 11 6
Fees and Fines	3,048 13 6	.....	.....	3,048 13 6
Cleansing Privies, &c.	1,279 10 0	.....	.....	1,279 10 0
Forming Streets	145 9 8	.....	.....	145 9 8
Dead Animals	24 0 0	.....	.....	24 0 0
Foot Pavements	2,466 12 4	.....	.....	2,466 12 4
Debentures	1,600 0 0	.....	.....	1,600 0 0
Colonial Government	10,000 0 0	58,675 0 0	69,207 0 0	137,882 0 0
Miscellaneous	62 2 4	1,967 8 9	73 11 10	2,103 2 11
Actual Receipts	49,686 8 7	60,642 8 9	78,276 12 3	188,605 9 7
Balance 31 Dec., 1855	.....	.....	16,740 17 11	16,740 17 11
Proceeds Debentures	.....	4,180 0 0	.....	4,180 0 0
Guarantee Deposits	150 0 0	.....	.....	150 0 0
Outstanding 31 Dec., 1856	17,143 12 5	.....	.....	17,143 12 5
Total Receipts...£	66,980 1 0	64,822 8 9	95,017 10 2	226,819 19 11

Expenditure.	City.	Sewerage.	Water.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
General Works	29,288 10 9	44,632 1 7	56,143 11 8	130,064 4 0
Lighting	2,628 4 11	.....	.....	2,628 4 11
Markets	1,596 16 2	.....	.....	1,596 16 2
Dead Animals	10 0 0	.....	.....	10 0 0
Salaries and Law	3,675 1 6	3,089 0 8	3,078 14 1	9,833 16 3
Office Expenses, &c.	388 1 4	388 1 4	388 1 4	1,164 4 0
Interest	2,822 13 11	4,227 2 0	1,817 17 7	8,867 13 6
Privies and Rubbish	1,259 15 4	.....	.....	1,259 15 4
Lime-street Wharf	2,556 3 5	.....	.....	2,556 3 5
Pavements	3,721 14 8	.....	.....	3,721 14 8
Sinking Fund	100 0 0	.....	.....	100 0 0
Compensation	.....	.....	25,843 5 8	25,843 5 8
Debentures	.....	.....	7,600 0 0	7,600 0 0
Miscellaneous	26 18 0	85 16 0	37 10 0	150 4 0
Actual Expenditure	48,074 0 0	52,413 1 7	94,909 0 4	195,396 1 11
Outstanding 31 Dec., 1855	13,186 4 1	.....	.....	13,186 4 1
Balance 31 Dec., 1855, per last year's Report	2,780 0 1	1,572 5 3	.....	4,352 5 4
Balance 31 Dec., 1856	2,939 16 10	10,837 1 11	108 9 10	13,885 8 7
Total Expenditure £	66,980 1 0	64,822 8 9	95,017 10 2	226,819 19 11

APPENDIX K.

ABSTRACT shewing the total Amounts received and paid by the City Commissioners on the City, Sewerage, and Water Accounts, from the 1st January, 1854, to 31st December, 1856, inclusively.

Receipts.	City.	Sewerage.	Water.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rates	51,938 7 4	.....	19,318 18 0	71,257 5 4
Markets and Wharfs	16,518 12 6	.....	.....	16,518 12 6
Fees and Fines	7,743 3 6	.....	.....	7,743 3 6
Privies, &c.	5,804 6 11	.....	.....	5,804 6 11
Forming Streets	1,147 17 5	.....	.....	1,147 17 5
Dead Animals	157 5 6	.....	.....	157 5 6
Foot Pavements	2,466 12 4	.....	.....	2,466 12 4
Debentures	10,500 0 0	.....	.....	10,500 0 0
Interest	1,894 3 4	.....	.....	1,894 3 4
Colonial Government	40,000 0 0	164,425 0 0	106,587 0 0	311,012 0 0
Miscellaneous	360 7 9	3,881 14 2	206 18 3	4,449 0 2
Actual Receipts	138,530 16 7	168,306 14 2	126,112 16 3	432,950 7 0
Guarantee Deposits	150 0 0	.....	.....	150 0 0
Outstanding 31 Dec., 1856	17,143 12 5	.....	.....	17,143 12 5
Total Receipts...£	155,824 9 0	168,306 14 2	126,112 16 3	450,243 19 5

Expenditure.	City.	Sewerage.	Water.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
General Works	104,521 4 5	143,292 6 0	77,760 10 3	325,574 0 8
Lighting	6,805 0 8	.....	.....	6,805 0 8
Markets	5,013 6 6	.....	.....	5,013 6 6
Dead Animals	93 18 0	.....	.....	93 18 0
Salaries and Law	11,138 8 10	8,228 0 9	9,870 12 0	29,237 1 7
Office Expenses, &c.	1,927 16 0	1,636 7 6	1,636 7 6	5,200 11 1
Interest	5,041 0 2	4,227 2 0	3,256 0 11	12,524 3 1
Privies, &c.	6,202 19 8	.....	.....	6,202 19 8
Lime-street Wharf	6,021 3 5	.....	.....	6,021 3 5
Foot Pavements	3,721 14 8	.....	.....	3,721 14 8
Sinking Fund	200 0 0	.....	.....	200 0 0
Assessment	435 8 0	.....	.....	435 8 0
Compensation	.....	.....	25,843 5 8	25,843 5 8
Debentures	.....	.....	7,600 0 0	7,600 0 0
Miscellaneous	457 15 9	85 16 0	37 10 0	581 1 9
Actual Expenditure	151,579 16 1	157,469 12 3	126,004 6 5	435,053 14 9
Balance 31 Dec., 1853	1,304 16 1	.....	.....	1,304 16 1
Balance 31 Dec., 1856	2,939 16 10	10,837 1 11	108 9 10	13,885 8 7
Total Expenditure.£	155,824 9 0	168,306 14 2	126,112 16 3	450,243 19 5

APPENDIX M.

CITY COMMISSION,
Engineer's Department.

SYDNEY SEWERAGE WORKS.

SECTION No. 1.

ABSTRACT of Work executed by MR. WILLIAM RANDLE to 18th March, 1857.

Main Sewer.

yds.	ft.	in.		Price £	s.	d.	£	s.	d.
2,710	10		lineal of tunnelling in rock	0	5	0	13,554	3	4
398	26	8	excavation in rock at quarry	0	9	0	179	10	11
217	7	8	„ „ Star Hotel	0	9	0	97	15	6
123	7	10	„ „ do.	0	8	9	53	18	9
73	1	8	„ in soil do.	0	4	9	17	7	1
63	7	0	„ „ junction of Pitt & Bridge-st.	0	4	9	15	0	6
20	11	8	„ „ junction Castereagh-street...	0	4	9	4	17	0
9	22	2	„ in rock do.	0	8	9	4	5	11
16	5	0	„ in soil junction Elizabeth-street ...	0	4	9	3	16	10
39	3	0	„ in rock do	0	9	6	18	11	6
16	17	10	cube excavation in soil for concrete	0	4	9	3	19	1
63	13	5	„ in rock Fort Macquarie	0	8	0	25	8	0
15	13	6	„ in soil	0	4	0	3	2	0
24	18	0	„ in rock, manhole, Macquarie-street.	0	10	6	12	19	0
10	24	0	„ in soil	0	6	6	3	10	9
19	26	0	„ „ Elizabeth-street..	0	8	9	8	14	8
163 rds.	69 ft.		reduced brickwork in cement...	42	0	0	6,856	13	1
	8	0	depth of manhole, Elizabeth-street	.....			4	3	0
	4	6	„ „ Castlereagh-street	.....			2	11	6
	2	2	„ „ Star Hotel	.....			1	10	6
	22	0	„ „ „	.....			10	9	0
			4 plates to manholes...	2	0	0	8	0	0
29	23	0	cube concrete over shafts No. 1,2,3,4,5,6,7,8..	1	0	0	29	17	0
16	17	10	„ main sewer and junctions.... ...	0	15	0	12	9	11
17	13	6	„ asphalte on crown of junction ...	1	15	0	30	12	6
			sub-drain for sewer	.....			650	0	0
			8 pipes in Macquarie-place	2	5	6	18	4	0
			8 holes for do....	0	8	0	3	4	0
1 rod	55 ft.		reduced brickwork in cement at foot taken up.	30	0	0	36	1	4
28,597	10		sup. of rendering in cement	0	0	9	1,072	8	4
1,454¼	0	0	cube lead ¼ mile } to end of 13½-in. brickwork	0	3	0	218	2	9
150¼	0	0	„ 1¼ „ } to end of 13½-in. brickwork	0	6	0	45	1	6
28	0	0	„ 1¾ „ } to end of 13½-in. brickwork	0	6	9	9	9	0
377	5	0	„ ¼ „	0	3	0	56	11	7
1,111	1		„ ½ „	0	4	6	249	19	8
181	15	0	„ ¾ „	0	5	0	45	7	9
211	15	0	„ 1 „	0	5	6	58	3	7
199	9	0	„ 1½ „	0	6	6	64	15	8
125	0	0	„ ½ „	0	4	6	28	2	6
115	0	0	„ 1 „	0	5	6	31	12	6
	57	0	raising gas and water mains	0	4	0	11	8	0
							£23,561	19	6

Castlereagh-street.

yds.	ft.	in.			£	s.	d.	£	s.	d.
2,909		5	lineal tunnelling in rock		4	0	0	11,637	13	4
222		2	„ in soil...		1	18	0	422	2	4
35	12	9	cube excavation in rock	at junction with main sewer.	0	9	0	15	19	3
15	2	7	„ in soil	at junction with main sewer.	0	5	0	3	15	6
629	21	0	„ in rock	N of No. 4 shaft.	0	9	0	283	8	0
216	15	0	„ in soil	N of No. 4 shaft.	0	5	0	54	2	9
604½	0	0	„ in soil	between Park and Market-streets.	0	4	9	143	11	4
641	6	0	„ mixed	between Park and Market-streets.	0	6	9	216	8	1
50	21	0	„ in rock	between Park and Market-streets.	0	8	9	22	4	3
5	4	0	„ in rock	for manholes.	0	8	6	2	3	9
2	14	0	„ in soil	for manholes.	0	4	6	0	11	4
6	7	0	„ in rock, O'Connell-street, do.		0	9	6	2	19	5
1	15	0	„ in soil	No. 3 do.	0	5	6	0	8	6
7	9	0	„ in rock	No. 3 do.	0	9	6	3	9	8
1	15	0	„ in soil	No. 4 do.	0	5	6	0	8	6
7	18	0	„ in rock	No. 4 do.	0	9	6	3	12	10
1	15	0	„ in soil	No. 5 do.	0	6	0	0	9	4
8	25½	0	„ in rock	No. 5 do.	0	10	0	4	9	5

Castlereagh

Castlereagh-street—continued.

		Price. £ s d.	£ s. d.
122 rds. 176 ft.	reduced brickwork in cement	42 0 0	5,151 3 6
	4 manholes	.....	12 18 6
	4 do.	.....	23 10 0
	2 do.	.....	14 4 6
	10 plates for do.	2 0 0	20 0 0
24,241 ft. 4 in.	sup. rendering in cement	0 0 9	909 1 0
293⅓ 0 0	cube yds. lead ¼ mile	0 3 0	44 0 0
224¾ 0 0	„ ½ „	0 4 6	50 11 4
283 22 0	„ ¾ „	0 5 0	70 19 0
791 0 0	„ 1 „	0 5 6	217 10 6
57 0 0	„ 1 „ (average) for manholes ...	0 5 6	15 13 6
194 4 0	„ 1¼ „ „ for sewer... ...	0 6 0	58 4 10
604½ 0 0	„ 1½ „	0 6 6	196 9 3
2,202 ft.	lineal chase in rock in tunnel...	0 3 6	385 7 0
406 10	„ „ open cutting	0 3 0	61 0 6
100 0	„ sub-drain with pipe	0 1 9	8 15 0
782 0	„ dry pipe in do.	0 0 4	13 0 8
322 6	„ „ in tunnel	0 0 6	8 1 3
	15 cast iron pipes fixed	2 5 6	34 2 6
	15 holes for do.	0 6 8	5 0 0
			£20,117 10 5

Bridge-street.

yds. ft. in.			
46 10	lineal tunnelling in rock	4 0 0	187 6 8
383¾ 0 0	cube excavation in soil	0 4 6	86 6 10
73 11 0	cube „ rock	0 8 6	31 3 11
10 rds. 129 ft.	reduced brickwork in cement	42 0 0	439 18 4
2,068 0	superficial feet of rendering	0 0 9	77 11 0
196¼ 0 0	cube lead, ¼ mile	0 3 0	29 8 9
17½ 0 0	„ „ 1 mile	0 5 6	4 16 3
	5 clay junctions	0 13 0	3 5 0
	5 holes for junctions	0 4 0	1 0 0
	Fixing cast-iron sewer over Tank Stream ...	... ...	15 4 0
			£876 0 9

Phillip-street.

yds. ft. in.			
2,306 0	tunnelling in rock	4 0 0	9,224 0 0
11 3	tunnelling in Bridge-street for 3 ft. sewer ...	3 10 0	39 7 6
229 5 0	cube excavation in rock...	0 9 0	103 2 8
229 5 0	„ soil	0 5 0	57 5 11
15 16 10	„ rock for manholes	0 8 6	6 12 9
15 16 10	„ soil	0 4 6	3 10 4
21 12 0	„ rock } Bridge-st. junction, which was	0 8 9	9 7 6
21 12 0	„ soil } open cut after being tunnelled	0 4 9	5 1 10
72 rds. 22 ft.	reduced brickwork in cement	42 0 0	3,027 7 7
	1 manhole	.....	3 9 6
	1 „	.....	4 3 0
	1 „	.....	5 10 0
	1 „	.....	3 9 6
	1 „	.....	3 2 9
	1 „	.....	3 2 9
	6 plates fixing	2 0 0	12 0 0
1,380 22 0	cube lead, ¼ mile	0 3 0	207 2 5
28 21 0	„ 1¼ mile	0 6 0	8 12 8
14,135 ft.	sup. rendering in cement	0 0 9	530 1 3
	61 cast-iron junctions fixed	2 5 6	138 15 6
	61 holes excavated for do.	0 8 0	24 8 0
149 ft.	lineal chase in tunnel	0 3 6	26 1 6
			£13,445 14 11

Pitt-street.

yds. ft. in.			
2,790 2	lineal tunnelling in rock	4 10 0	12,555 15 0
315 4	„ „ soil	2 0 0	630 13 4
78 4	„ „ rock } King, Market, and	3 10 0	274 3 4
13 4	„ „ soil } Park-st. junctions	1 16 0	24 0 0
953 22 0	cube excavation in rock } From Bridge to ...	0 8 9	417 5 10
953 22 0	„ soil } Hunter-street ...	0 4 9	226 10 7
558 24 0	„ soil outlet to Tank Stream ...	0 4 9	132 14 8
75 1 0	„ rock	0 8 9	32 16 7
75 1 0	„ soil	0 4 9	17 16 5

Pitt

Pitt-street—continued.

yds	ft.	in.		Price £	s.	d.	£	s.	d.
48	2	0	cube excavation in rock	0	8	9	21	0	7
48	2	0	„ soil	0	4	9	11	8	4
399	4	0	„ rock } Junctions at King, Market, and Park Streets	0	9	0	179	12	4
399	4	0	„ soil }	0	5	0	99	15	9
30	7	0	„ soil } manholes, Nos. 2, 3, 4, 6, 8 ...	0	4	9	7	3	8
15	3	0	„ rock } ...	0	8	9	6	12	2
8	18	0	„ soil, Nos. 5, 7	0	4	6	1	19	0
199 rds. 231 ft.			reduced brickwork in cement	42	0	0	8,393	13	4
3,900	0	0	cube lead, ½ mile	0	4	6	877	10	0
29,240 ft. 9 in.			sup. rendering in cement	0	9	0	1,096	10	7
			1 manhole, 9 ft., No. 1				4	12	0
			1 „ 15 ft., No. 2				7	6	0
			1 „ 14 ft., No. 3				6	17	0
			1 „ 10 ft., No. 4				5	1	0
			1 „ 4 ft 6 in., No. 5				2	11	6
			1 „ 7 ft. 6 in., No. 6				3	18	6
			1 „ 10 ft. 6 in., No. 7				5	5	6
			1 „ 9 ft. 3 in., No. 8				4	14	3
			10 plates fixing	2	0	0	20	0	0
			11 clay 12-inch junction pipes fixed	0	13	0	7	3	0
			88 iron 12-inch	2	5	6	200	4	0
			99 holes excavated in rock for junctions ...	0	8	0	39	12	0
12	0		lineal of 9-inch pipes in Spring-street	0	0	6	0	6	0
234	0		„ 12-inch pipes for outlet to Tank Stream	0	0	4	3	18	0
7	21	0	cube Asphalte	1	15	0	13	12	2
							£25,332	2	5

Elizabeth-street.

yds.	ft.	in.		Price £	s.	d.	£	s.	d.
3,235	3		lineal tunnelling in rock	4	0	0	12,941	0	0
387	4		„ soil	1	18	0	735	18	8
613	3	4	cube excavation in rock	0	8	6	260	11	6
613	3	5	„ soil	0	4	6	137	19	0
12	4	0	„ at junction	0	5	6	3	6	10
62	10	0	„ in rock	0	9	6	29	12	6
9	7	0	„ soil for manhole	0	4	6	2	1	8
124 rds. 162 ft.			of reduced brickwork in cement	42	0	0	5,233	0	3
			1 manhole, 14 ft., No, 9				6	17	0
			1 „ 9 ft., No. 1				4	12	0
			1 „ 5 ft. 6 in., No. 6				3	0	6
			1 „ 21 ft. 6 in , No. 5				10	4	6
			1 „ 13 ft., No. 2				6	8	0
			1 „ 19 ft. 3 in., No. 4				9	4	3
			1 „ 15 ft. 9 in , No. 3				7	12	9
			1 „ 4 ft. 6 in., No. 8				2	11	6
			1 „ 5 ft., No. 7				2	16	0
			9 plates for manholes	2	0	0	18	0	0
502½	0	0	cube lead ¼ mile	0	3	0	75	7	6
1,566	0	0	„ ½ mile	0	4	6	352	7	0
5	0	0	„ ¾ mile	0	5	0	1	5	0
301	0	0	„ 1 mile	0	5	6	82	15	6
54¾	0	0	„ 1¼ mile	0	6	0	16	8	6
99	14	0	„ 1¼ (average), for 9 manholes... ...	0	6	0	29	17	0
24,626	3		superficial rendering in cement...	0	0	9	923	9	8
2,819	7		chase in rock	0	3	6	493	8	6
			17 iron pipes for junctions	2	5	6	38	13	6
			17 holes for do	0	8	0	6	16	0
			9 clay collars for 12 junctions	0	4	0	1	16	0
							£21,437	1	1

Macquarie-street.

yds.	ft.	in.		Price £	s.	d.	£	s.	d.
2,545	8		lineal tunnelling in rock	4	0	0	10,182	13	4
252	0		„ ½ rock ½ soil...	2	19	0	743	8	0
45	0		„ „	2	19	0	132	15	0
87	21	0	cube excavation in rock at junction	0	8	9	38	8	1
87	21	0	„ soil...	0	4	9	20	16	10
33⅔	0	0	„ rock	0	9	0	15	3	0
50	10	0	„ soil...	0	5	0	12	11	10
23	4	0	„ laid wrong	0	4	0	4	12	6
7	11	0	„ in soil for 12 in. pipes ...	0	4	0	1	9	8
5	15	0	„ rock for manhole	0	9	0	2	10	0
11	3	0	„ soil „	0	4	3	2	7	2
12½	0	0	„ „	0	5	0	3	2	6
8	0	0	„ „	0	4	6	1	16	0

Macquarie-

Macquarie-street—continued.

yds.	ft.	in.		Price £	s.	d.	£	s.	d.
			86 rods 268 ft. of reduced brickwork	42	0	0	3,653	8	0
			2 manholes	5	14	6	11	9	0
			1 „	.....			3	11	9
			1 „	.....			3	18	6
			4 „ plates fixing...	2	0	0	8	0	0
16,529	0		rendering in cement	0	0	9	619	16	9
1,423	8	0	cube lead $\frac{1}{4}$ mile	0	3	0	213	9	10
256	4	0	„ $\frac{1}{2}$ mile	0	4	6	57	12	8
40$\frac{1}{4}$	0	0	„ $\frac{3}{4}$ mile	0	5	0	10	1	3
			56 12-inch collars	0	4	0	11	4	0
			1 12-inch earthenware junction pipe, 8s. hole for ditto, 4s. ...	.....			0	12	0
			13 feet curbing for manhole	0	1	0	0	13	0
			80 feet lineal laying 12-inch pipes for outlet ...	0	0	4	1	6	8
							£15,756	17	4

ABSTRACT OF TOTALS.

Main Sewer	£23,561	19	6
Castlereagh-street	20,117	10	5
Bridge-street	876	0	9
Phillip-street	13,445	14	11
Pitt-street	25,332	2	5
Elizabeth-street	21,437	1	1
Macquarie-street	15,756	17	4
	£120,527	6	5

The above account is correct for work which has been done to the Sewers by Mr. William Randle since I have been here, and for that done previously, so far as I have been able to discover.

I also wish to add that the works are done as well as possible, and to my satisfaction, and that I consider Mr. Randle has done all the work which can be required of him by his contract.

EDWARD BELL,
City Engineer.

Sydney, 3rd April, 1857.

1857.

NEW SOUTH WALES.

Legislative Assembly.

VACCINATION.

(REPORT FROM THE MEDICAL ADVISER TO THE GOVERNMENT.)

Ordered by the Legislative Assembly to be Printed, 20 *October,* 1857.

THE MEDICAL ADVISER TO THE GOVERNMENT *to* THE HONORABLE THE COLONIAL SECRETARY, *with the Annual Summary of the Vaccination Reports for* 1856.

Medical Adviser's Office,
Parramatta, 20 *August,* 1857.

SIR,

I do myself the honor to enclose, for the information of the Government, a summary of the Reports of the several Vaccine Establishments for the year 1856.

2. It will be perceived that a large increase has taken place in the number of persons vaccinated. The total number reported for 1855 was nine hundred and sixty-four, while for 1856 it amounts to fifteen hundred and twenty-three. The deduction to be made for unsuccessful cases is very small, while the unascertained cases, as is fairly remarked by the vaccinator for the district of Bathurst, may be looked on as successful, at least in the ratio of the ascertained.

3. The increase of numbers gives a corresponding decrease of cost. The highest cost in any district in 1856, is under six shillings per case, the lowest under two. In 1855, the highest cost was over fourteen shillings a case, the lowest over three.

4. The return for the last quarter for Wollongong I have not been able to obtain, owing probably to the change of officers in that quarter.

5. I enclose the Report of the Superintendent of the Vaccine Institution in Sydney, with his Quarterly Returns. He still speaks of the exceeding slackness of parents in availing themselves of the opportunity of vaccination, even when the detention of a vessel in Quarantine owing to small pox might have created some alarm.

6. He therefore recommends a compulsory enactment; and I find that the Annual Report of the National Vaccine Board for 1855 speaks also of the necessity of compulsory vaccination. The National Board urges it in consequence of the ravages caused by small pox in the Isle of France. I believe there is a compulsory law in the neighbouring Colony of Victoria.

7. As one of the appointments is now vacant, that of Port Macquarie, I strongly recommend that Goulburn should be chosen, instead of Port Macquarie, as a fit district for vaccination. Indeed the three towns of Goulburn, Windsor, and Parramatta have all strong claims on the Government, as in all of them vaccinators were once appointed and performed the duties for one year and upwards without any remuneration.

I have, &c.,

R. GREENUP,
Medical Adviser to the Government.

THE HONORABLE
THE COLONIAL SECRETARY,
&c., &c., &c.

[*Enclosure No.* 1.]

Vaccine Institution,
16 *July*, 1857.

SIR,

I do myself the honor to transmit for the information of His Excellency the Governor General, a Report of my proceedings during the year 1856. I have again to regret that much apathy has been exhibited by the public to the advantages and facilities afforded of having their children brought under the vaccine protection, by my daily attendance at the Institution in Hyde Park, and weekly at the Benevolent Asylum.

My attendance at the latter Institution has been productive of barren results; but I trust that my Report for 1857 will shew a great improvement, from steps which I have taken to give a wide spread publicity in the southern parts of the city and suburbs.

In accordance with my instructions, I have made personal visitations, the result of which proves that a very large number of children have not been vaccinated; and I am satisfied that a compulsory measure is needed, such as I had the honor to propose in my Report of the year 1855.

The removal of the Institution from Bent-street to its present central situation has already exhibited a material improvement, from the increased attendance during the few weeks I have occupied it, and which I am sanguine will be continuous.

The number of charges of Vaccine Lymph issued to medical practitioners, and other persons, has exceeded four hundred, of which New Zealand and the Islands have partaken, and maintained in the Institution sufficient Vaccine Lymph, should an emergency arise, to meet the demands of two hundred applicants.

I have the honor to submit the enclosed detail of duties performed during the year.

I have, &c.,

JOHN YATES RUTTER,
Superintendent.

R. GREENUP, ESQUIRE, M. D.,
Medical Adviser to the Government.

ANNUAL RETURN of Persons Vaccinated by the Superintendent of the SYDNEY VACCINE INSTITUTION, from the 1st January to the 31st December, 1856.

	1 MONTH AND UNDER 1 YEAR.						1 YEAR AND UNDER 5 YEARS.						5 YEARS AND UNDER 10 YEARS.						10 YEARS AND UNDER 15 YEARS.						ADULTS.						TOTAL NUMBER OF CASES OF VACCINATION.					
	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.
January to March ..	29	30	59	59	..	..	18	21	39	39	..	..	14	10	24	24	..	..	2	5	7	7	..	..	1	..	1	1	..	..	66	66	130	130	..	..
April to June	31	33	64	64	..	..	18	27	45	45	..	..	12	7	19	19	..	..	2	2	4	4	..	..	..	..	..	..	..	..	63	69	132	132	..	..
July to September ..	44	63	107	107	..	..	56	39	95	95	..	..	13	15	28	28	..	..	5	3	8	8	..	..	..	..	..	..	..	..	118	120	238	238	..	..
October to December	40	46	86	86	..	..	42	39	81	81	..	..	18	14	32	32	..	..	1	1	2	2	..	..	..	..	..	..	..	..	101	100	201	201	..	..
																															TOTAL		701	701		

1 *January*, 1857.

GENERAL RETURN of Persons Vaccinated at the GOVERNMENT VACCINATION INSTITUTIONS, from the 1st January to 31st December, 1856.

	1 MONTH AND UNDER 1 YEAR.						1 YEAR AND UNDER 5 YEARS.						5 YEARS AND UNDER 10 YEARS.						10 YEARS AND UNDER 15 YEARS.						ADULTS.						TOTAL.					
	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.	Males.	Females.	TOTAL.	Successful.	Unsuccessful.	Unascertained.
Sydney	144	172	316	316	..	..	134	126	260	260	..	..	57	46	103	103	..	..	10	11	21	21	..	..	1	..	1	1	..	..	346	355	701	701	..	..
Brisbane	21	30	51	47	3	1	12	15	27	23	3	1	6	4	10	10	..	..	..	8	8	8	..	..	2	2	4	4	..	..	41	59	100	92	6	2
Newcastle	104	96	200	194	6	..	26	31	57	57	..	..	3	3	6	6	..	..	..	1	1	1	..	..	..	..	..	..	..	..	133	131	264	258	6	..
Maitland	17	12	29	29	..	..	86	68	154	154	..	..	34	28	62	62	..	..	12	5	17	17	..	..	1	..	1	1	..	..	150	113	263	263	..	..
Wollongong	19	25	44	42	2	..	23	39	62	58	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	42	64	106	100	6	..
Bathurst	9	14	23	14	4	5	18	19	37	23	4	10	5	10	15	10	..	5	8	5	13	8	..	5	..	1	1	1	..	..	40	49	89	56	8	25

Medical Adviser's Office,
Parramatta, 25 *June,* 1857.

R. GREENUP,
Medical Adviser to the Government.

745

1857.

NEW SOUTH WALES.

Legislative Assembly.

HEALTH OFFICER.

(REPORT FOR 1856.)

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

REPORT from the Health Officer of Port Jackson for the Year 1856.

Sydney, 1 *July,* 1857.

SIR,

I have the honor to submit to you, for the purpose of being laid before the Legislative Assembly, a General Report for the year 1856.

2. The Returns hereto appended furnish—

1st. A nominal List of the Ships visited during the year.

2nd. A nominal List of the Ships which have been placed in Quarantine; showing the Ports from which they have sailed; the number of deaths which occurred amongst the passengers of each vessel during its detention in Quarantine; the duration of Quarantine; and the nature of the disease which occasioned it. And,

3rd. A nominal List of Emigrant Ships from the United Kingdom and Europe during the said period (1856), shewing the number of passengers in each; nature of disease prevalent during the voyage; the number of deaths during the voyage; and the cause of death.

3. The sanitary state of the Emigrant and other vessels arriving in this Port has been generally good, and the Emigrants have been singularly exempt from those diseases which are the result of crowded and ill-ventilated decks.

4. This is, no doubt, attributable to the excellent arrangements made to secure the health and comfort of the passengers during a long voyage; to the great attention paid to the ventilation of the 'tween decks; and to the system at present pursued of sending a smaller number of Emigrants by each ship.

5. Small-pox had prevailed, to a greater or less extent, among the passengers of no less than five of the Emigrant vessels.

6. In four of these cases the disease was, no doubt, brought on board the ships by persons already infected by it, as in these instances the eruption appeared within a few days after the date of sailing.

7. In the case, however, of the "Cæsar Goddefrey," the first case of small-pox did not occur until the vessel had been at sea seventy-three days. Seven days previous to the appearance of the eruption in the first case, a box of clothes was taken from the hold of the ship, and the contents of it distributed among a family of five persons; each of these (none of whom were vaccinated) were attacked by small-pox, but by being kept apart from the other passengers, the disease was confined to them.

8. There are other instances in which the disease has made its appearance so late in the voyage as to render it highly improbable that it could have been introduced by any infected passenger, and to leave no other mode of accounting for its origin than that the contagion had been derived from clothing brought into use during the voyage.

9. I am, therefore, in the habit of recommending that all vessels on board which small-pox has prevailed at any time during the voyage, should be subjected to Qurantine, for the purpose of having their clothing and bedding washed and cleaned. And I am of opinion that it would be attended with very great advantage, and the Emigrants be much benefited, if a regulation were made that all Emigrant ships should, on their arrival, be required to proceed to some suitable spot, where they may be furnished with the means of washing their clothing before landing.

10. As the occurrence of small-pox on board the Emigrant vessels is generally to be traced to the existence of the disease at the Depôts from which the Emigrants are drafted, and its progress among the passengers to the circumstance of many of them never having been vaccinated, and as both these sources of diseases are avoidable, and should be arrested, I would beg to recommend that the subject be brought under the notice of Her Majesty's Land and Emigration Commissioners.

I have, &c.,

HAYNES GIBBES ALLEYNE, M.D.,
Health Officer of Port Jackson.

THE PRINCIPAL SECRETARY
TO THE GOVERNMENT.

No.

No. 1.

NOMINAL LIST of Ships from Great Britain visited by the Health Officer of Port Jackson, during the Year 1856.

		TONNAGE.
1.	La Hogue	1331
2.	Bee	1352
3.	Plantagenet	650
4.	Emperor	497
5.	African	888
6.	Cressy	643
7.	Gladiator	533
8.	Oliver Cromwell	478
9.	James Booth	637
10.	Morayshire	833
11.	Joshua	804
12.	Phœnix	906
13.	Catherine Adamson	886
14.	Thomas Lowry	698
15.	Palmyra	760
16.	Caduceus	1106
17.	Alma and Olga	674
18.	Catteau Wattel	1100
19.	Harkaway	899
20.	David M'Ivor	850
21.	Annie M'Lean	310
22.	Ranger	256
23.	Washington Irving	881
24.	City of Bristol	610
25.	Moultan	610
26.	Coronilla	861
27.	Isabella	500
28.	Walter Hood	900
29.	York	939
30.	Star of Peace	1136
31.	Ashburton	589
32.	Maitland	900
33.	Speedy	1031
34.	Hilja	509
35.	Commodore Perry	2017
36.	Polmaise	887
37.	Result	1460
38.	Phœnician	486
39.	Greenock	660
40.	Robert Small	655
41.	Liberia	879
42.	Rodney	864
43.	Napoleon III.	760
44.	Omar Pasha	1100
45.	Sultana	560
46.	Primula	538
47.	Scotia	769
48.	Cyclone	665
49.	Chance	468
50.	Canopus	331
51.	Ben Nevis	1347
52.	Ardmilan	987
53.	Lancashire Witch	1386
54.	Granite City	757
55.	Alma	1106
56.	Junius	562
57.	Glenbervie	388
58.	John Bunyan	461
59.	Rob Roy	822
60.	Clyde	781
61.	Sea King	896
62.	Centurion	639
63.	Bermondsey	450
64.	Herald	1194
65.	Tanstroom	589
66.	Velocity	682
67.	Maria Soames	600
68.	Lloyds	1069
69.	Gambier	246
70.	Maid of Judah	800
71.	Prince Alfred	937
72.	Portland	1062
73.	Taymouth Castle	682
74.	Dunbar	1321
75.	Thomas Royden	891
76.	Vocalist	1084
77.	Marchioness of Londonderry	804
78.	Helen Douglass	894
79.	Nimroud	1022
80.	Armin	1300
81.	Woolloomooloo	627
82.	Ellenborough	1037
83.	Ormelie	583
84.	Cowlity	390
85.	Berwick Walls	621
86.	Sultana	776
87.	Vimeira	1038
88.	Winifred	1359
89.	Azzan	596
90.	Edward Oliver	1169
91.	Light of the Age	1121
92.	Invincible	1509
93.	Dundonald	1372
94.	John Fielden	919
95.	La Hogue	1331
96.	Oliver Cromwell	500
97.	Wave of Life	888
98.	Edmond	912
99.	Coleroon	710
100.	Red Gauntlet	825
101.	Kate	900
102.	James Cheston	1073
103.	Conway	1167

NOMINAL LIST of Ships from Ports other than in Great Britain, visited by the Health Officer of Port Jackson, during the Year 1856.

		TONNAGE.
1.	Caernarvon	260
2.	Mary Nicholson	280
3.	Martha Howes	418
4.	George Lee	650
5.	Munier	203
6.	Marceau	500
7.	Faithful	429
8.	Jannet	347
9.	George Metcalfe	413
10.	Primo	289
11.	Raven	711
12.	Ellen Simpson	310
13.	Philomela	470
14.	Cronkbane	230
15.	Island Queen	110
16.	President	180
17.	Wanderer	168
18.	Dragon	290
19.	Republique	283
20.	Mary Melville	229
21.	M. A. Jones	220
22.	Ariel	104
23.	Iaga	150
24.	Elizabeth Ann	93
25.	Prensessen	314
26.	Nimrod	449
27.	Panama	223
28.	Prevogant	600
29.	Bertha	80
30.	John Ormerod	165
31.	Julia Percy	101
32.	Latour de Pin	532
33.	Clarendon	172
34.	Asa Packer	328
35.	Arthur	247
36.	Golden Spring	197
37.	Tory	485
38.	Herald	800
39.	Woodlark	237
40.	Post Boy	96
41.	Independence	250
42.	Georges	791
43.	Mary Ross	570
44.	Admiral Baudin	700
45.	Miami	229
46.	Jane	350
47.	What Cheer	360
48.	Kate Kearney	84
49.	Casper	420
50.	Kate	280
51.	Venus	40
52.	Louis and Miriam	126
53.	William Oswald	434
54.	Canopus	134
55.	Pocklington	164
56.	Duke of Wellington	84
57.	Maria	178
58.	Vernon	221
59.	John Hussey	148
60.	William and Martha	359
61.	Gazelle	103
62.	J. W. Pane	663
63.	Emma	121
64.	Adolph	120

NOMINAL

NOMINAL LIST—*continued.*

		TONNAGE.
65.	Oneida	420
66.	Fanny Fisher	218
67.	Emily Hort	141
68.	Carbon	300
69.	Jenny Ford	397
70.	Jane A. Faulkerberg	419
71.	Vixen	126
72.	Wild Wave	197
73.	Fanny	211
74.	Antoinette	627
75.	Fullerton	173
76.	Nora	150
77.	Manuel Mont	700
78.	Stadt	671
79.	Jannet	257
80.	Mercedes	585
81.	Swiss Boy	290
82.	Garland	532
83.	Caroline Hort	258
84.	Jeune Lucie	100
85.	Adele	575
86.	Ambarawa	670
87.	Charles Ross	264
88.	Ocean Queen	120
89.	William IV.	100
90.	John Ormerod	187
91.	Weideman	400
92.	Kathay	1438
93.	Port Jackson	441
94.	Fortune	227
95.	Packet	182
96.	Jane Catherine	360
97.	Favourite	76
98.	Keenan Hassellar	723
99.	Oriental	468
100.	Terror	377
101.	Thames	240
102.	Anglia	570
103.	Monarch	315
104.	Hebe	197
105.	Eliza	230
106.	Emma	121
107.	Chrisna	272
108.	Alfred	781
109.	Republique	280
110.	Maria	200
111.	Hougont	1200
112.	Algerine	169
113.	Annie	30
114.	Oberon	46
115.	Sea Bird	500
116.	John Hussey	143
117.	Melbourne	321
118.	Almeda	210
119.	Fanny Fisher	280
120.	Comet	92
121.	Benjamin Heape	261
122.	Unknown	38
123.	Vulture	164
124.	Ocean	190
125.	Jenny Lind	135
126.	Hirondele	123
127.	Helen Baird	441
128.	Palmyra	306
129.	Governor	147
130.	Eliza	89
131.	Endorus	144
132.	Australian	212
133.	M. A. Jones	200
134.	Ariel	104
135.	Sophia	139
136.	Florence Nightingale	464
137.	Eucaliptus	197
138.	Oberon	198
139.	Alexander	900
140.	Black Dog	143
141.	Spec	164
142.	J. Godfrey	470
143.	Trident	352
144.	Palmetta	223
145.	Saint Ann	435
146.	Osprey	175
147.	Emma	139
148.	Nimrod	450
149.	William Oswald	434
150.	Amelia Briellat	240
151.	John Ormerod	178
152.	Scotia	69
153.	Emily Hort	141
154.	Tickler	113
155.	Mary Ross	404
156.	Capella	377
157.	Favourite	198
158.	Asa Packer	327
159.	Zephyr	414
160.	Packet	150
161.	Kate Kearney	89
162.	Star King	1170
163.	Sea Witch	198
164.	Alarm	199
165.	Otago	72
166.	Emma	121
167.	Tyne	94
168.	Jennie W. Paine	663
169.	Edith Rose	510
170.	Bella Vista	200
171.	Ellen Simpson	310
172.	Mary Nicholson	258
173.	Sarah	185
174.	Juno	212
175.	Post Boy	160
176.	Curlew	116
177.	America	333
178.	Yarrow	230
179.	Macto	187
180.	Wanderer	182
181.	Fantome	157
182.	Truro	697
183.	Jannet	257
184.	Tory	483
185.	Bombay	258
186.	What Cheer	334
187.	Maria	230
188.	Spec	180
189.	Reipersteig	272
190.	Egypt	341
191.	Comet	92
192.	Sea Nymph	188
193.	Uncle Tom	166
194.	Chrisna	271
195.	Gertrude	463
196.	John Wesley	136
197.	Janet	186
198.	Duke of Wellington	80
199.	Maori	322
200.	Rory O'More	296
201.	Fanny Fisher	239
202.	Kestral	200
203.	Primo	203
204.	Blair	360
205.	Alwine	350
206.	Manuel Mont	568
207.	Magnolia	648
208.	Snap Dragon	618
209.	Stadt Utrecht	671
210.	Bristol	150
211.	Panama	250
212.	Mercedes	588
213.	Ocean Queen	120
214.	Hebe	190
215.	G. Washington	241
216.	C. H. Talbot	700
217.	Oberon	43
218.	Harvest	360
219.	Daniel Watson	164
220.	Eliot C. Cowdin	285
221.	Port Jackson	441
222.	Symetry	407
223.	Sarah	120
224.	Burnett	137

HAYNES GIBBES ALLEYNE, M.D.,
Health Officer

NOMINAL

No. 2.

NOMINAL LIST of the Ships which have been placed in Quarantine during the Year 1856, shewing the Ports from which they sailed; the nature of Disease causing Quarantine; duration of Quarantine; number of Deaths while in Quarantine; and whether Emigrant or other Ship.

NAME OF SHIP.	FROM WHAT PORT.	NATURE OF DISEASE CAUSING QUARANTINE.	DURATION OF QUARANTINE.	NUMBER OF DEATHS WHILE IN QUARANTINE.	WHETHER EMIGRANT OR OTHER SHIP.
David McIvor	Liverpool	Small-pox	Eight days	One	Government Emigrant Ship.
Cæsar Goddefrey	Hamburgh	Ditto	Fifteen days	None	Private Passenger Ship.
Sultana	Liverpool	Measles	Five days	Ditto	Government Emigrant Ship.
Ben Nevis	Liverpool	Small-pox	Nine days	Ditto	Do. Do.
Ellen Baird	Manila	Small Pox (Quarantine of observation)	Three days	Ditto	Private Merchant Ship.
Bermondsey	London	Scarlet Fever and Typhus Fever	Six days	Ditto	Government Emigrant Ship.
Herald	Liverpool	Measles	Four days	Ditto	Do. Do.
Lloyds	London	Small-pox	Six days	Ditto	Do. Do.

HAYNES GIBBES ALLEYNE, M.D.,
Health Officer.

No. 3.

RETURN shewing the Total Number of Emigrant Ships from the United Kingdom and Europe during the Year 1856; the number of Passengers in each; nature of Disease prevalent during the voyage; number of Deaths during the voyage; and Cause of Death (or nature of Disease in cases of Death.)

Name of Ship.	Tonnage.	Port of Sailing.	Number of Passengers.	Nature of Disease prevalent during the Voyage.	Number of Deaths during the Voyage.	Cause of Death (or nature of Disease in cases of Death.)
Bee	1352	Liverpool	435	Dyspepsia and Pulmonary affections	4	Bronchitis and Pneumonia.
Cressy	643	Plymouth	263	Do. do.	2	Bronchitis.
Morayshire	833	Southampton	325	Slight Catarrhal affections	Nil.	
David M'Ivor	850	Liverpool	359	Small Pox and Bronchitis	2	Bronchitis.
Maitland	900	Southampton	298	Diarrhœa and Scarlatina	4	Scarlatina.
Commodore Perry	2017	Liverpool	465	Diarrhœa	1	Diarrhœa.
Robert Small	655	Southampton	315	Hooping Cough and Diarrhœa	4	Diarrhœa.
Sultana	560	Southampton	246	Measles, Scarlatina, and Hooping Cough	4	Measles.
Ben Nevis	1347	Liverpool	335	Small Pox	1	Marasmas.
Bermondsey	450	Southampton	208	Scarlatina and Typhus Fever	2	Typhus Fever.
Herald	1194	Liverpool	348	Measles	4	Measles.
Lloyds	1069	Southampton	434	Small Pox	Nil.	
Vocalist	1004	Liverpool	343	Bronchitis and Diarrhœa	4	Bronchitis.
Winifred	1359	Southampton	458	Scarlatina	7	Scarlatina.
Edward Oliver	1169	Liverpool	352	Bronchitis and Diarrhœa	5	Bronchitis.
Kate	900	Plymouth	317	Common continued Fever	1	Common continued Fever.
Conway	1169	Liverpool	444	Measles, Dysentery, and Catarrhal affections	15	Sequelæ of Measles.
			5945		60	

HAYNES GIBBES ALLEYNE, M. D.,
Health Officer.

1857.

NEW SOUTH WALES.

ORDNANCE RETURNS.

Ordered by the Legislative Assembly to be Printed, 11 *August,* 1857.

No 1.

War Department,
Sydney, 18 *April,* 1857.

A RETURN of all MONEYS which have been received by, or now payable to Her Majesty's War Department, in respect of Lands, Tenements, or Buildings, vested in the Principal Officers of Her Majesty's Ordnance in New South Wales, under the provisions of the Act of Council, 4th Victoria, No. 2.

DESCRIPTION OF PROPERTY.	NAMES OF OCCUPIERS.	RENT PER ANNUM.	AMOUNT RECEIVED.
Military Buildings and Lands.		£ s. d.	£ s. d.
Moreton Bay	Colonial Government..	0 3 0	0 3 0
Parramatta			
Windsor			
Liverpool			
Bathurst			
Newcastle...			
Pinchgut Island			
Dawes' Battery			
Victoria Barracks			
Brigade Major's Quarters, Bent Street			

PERCIVAL WILKINSON,
Deputy Storekeeper.

No. 2.

War Department,
Sydney, 18 *April,* 1857.

A RETURN of all Lands, Messuages, Tenements, and Buildings, vested in the Principal Officers of Her Majesty's Ordnance, in the Colony of New South Wales, pursuant to the provisions of the Act of Council, 4th Victoria, No. 2.

Description of Property.	Contents of Land.	Where situated.			Date of Deeds of Grant.	Purposes for which authorised.
		Parish.	Town.	County.		
	A. R. P.					
Part of Goat Island	.....	Petersham	.....	Cumberland	30 January, 1844	Magazine and Stores.
Land	1 2 34	North Brisbane.	North Brisbane.	Stanley	21 July, 1843	Sites for Military Buildings.
	0 1 9	St. Luke	Liverpool	Cumberland	4 August, 1843	
	0 0 13	St. John	Parramatta	do	do	
	0 1 31½	do	do	do	do.	
	0 3 39	St. Matthew	Windsor	do	do.	
	0 0 16	St. Phillip	Sydney	do	30 January, 1844	
Pinchgut Island	.....	Alexandria	.. ..	do	30 January, 1844	For defences of the Harbour.
Land on which Dawes' Battery is erected	7 2 11	St. Phillip	Sydney	do	31 July, 1849	
Land	14 3 24	Bathurst	Bathurst	Bathurst	18 December, 1844	For Military purposes.
	7 1 18	St. John	Parramatta	Cumberland	30 January, 1846	Sites for Military Barracks.
	16 1 25	Newcastle	Newcastle	Newcastle	5 January, 1847	
	29 2 17	Alexandria	.....	Cumberland	31 July, 1850	

PERCIVAL WILKINSON.
Deputy Storekeeper.

1857.

NEW SOUTH WALES.

Legislative Assembly.

RESTORATION OF PEACE.

(DESPATCH IN REPLY TO ADDRESS OF ASSEMBLY.)

Ordered by the Legislative Assembly to be Printed, 12 *August,* 1857.

W. DENISON,
Governor General.

Message No. 1.

The Governor General lays before the Legislative Assembly a Despatch from the Secretary of State, in reply to one forwarding the Address to Her Majesty from the Assembly, expressive of their sincere congratulations on the restoration of Peace.

Government House,
Sydney, 12 *August,* 1857.

THE SECRETARY OF STATE *to* THE GOVERNOR GENERAL.

Downing-street,
15 *January,* 1857.

SIR,

I have laid before the Queen the Address from the Members of the Legislative Assembly which accompanied your Despatch No. 143, of the 17th September, expressive of their sincere congratulations on the restoration of Peace; and you will inform them that Her Majesty was pleased to receive that Address very graciously.

I have, &c.,
H. LABOUCHERE

GOVERNOR SIR WILLIAM DENISON,
&c., &c., &c.

1857.

NEW SOUTH WALES

Legislative Assembly.

MORETON BAY LANDS AND LAND AND IMMIGRATION COMPANY.

(CORRESPONDENCE RELATIVE TO.)

Ordered by the Legislative Assembly to be Printed, 20 *October,* 1857.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 14 August, 1857, praying that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House:—

"1. A copy of any Correspondence that may have taken place "between the Government and the parties representing the "Moreton Bay Immigration and Land Company.

"2. A Return of the extent of Land and Town Allotments sold "by the Government to the northward of the thirtieth degree of "south latitude, from the 31st December, 1855, to the 1st July, "1857, distinguishing the localities in which such Lands and "Town Allotments were situated, and the prices obtained for "the same respectively."

SCHEDULE of Correspondence, between the Government and the Moreton Bay Immigration and Land Company.

MORETON BAY LANDS AND LAND AND IMMIGRATION COMPANY.

No 1.

THE CHAIRMAN OF THE COMPANY *to* THE COLONIAL SECRETARY.

Brisbane, 22 *January*, 1856.

SIR,

I have the honor to inform you that, on the 17th instant, a Board of Directors was formed in this place for the management of the Moreton Bay Immigration and Land Company, recently incorporated by Act of Council, consisting of the six following gentlemen, viz., Messrs. James Swan, Ambrose Eldridge, Rev. Dr. Lang, M.L.C., Daniel R. Somerset, Robert Cribb, and Benjamin Cribb, and that the said Board have elected me their Chairman.

I beg also to enclose herewith a copy of certain Resolutions passed this day by the Board of Directors, from which you will perceive that the present organization of the Company is necessarily of a preliminary and provisional character, and that its complete organization must await the result of the effort which it is proposed to make on behalf of the Company in the Mother Country.

I am also requested by the Board to state, for the information of His Excellency the Governor General, that they are desirous that the Emigrants to be selected on their behalf for carrying out the objects of the Company, shall be brought in vessels chartered and regulated by the Commissioners of Land and Emigration, and that the funds accruing to the Company in the Mother Country shall accordingly be deposited for this purpose to the credit of the Commissioners in the Bank of England.

I have, &c,

ARTHUR ELDRIDGE,
Chairman.

JOHN INNES,
Secretary.

THE HONORABLE
THE COLONIAL SECRETARY.

[*Enclosure in No.* 1.]

COPY of four Resolutions first in the series passed at the first Meeting of the Directors of the Moreton Bay Immigration and Land Company, held at Brisbane, 22*nd January,* 1856.

1. That this Company was originally projected and established principally to give an impulse to a system of self-supporting Immigration by means of Emigration Societies, to be constituted under an Act of Parliament passed in the year 1850, among the industrious classes of the Mother Country, as also to afford the requisite facilities for such Emigration from the United Kingdom, chiefly with a view to the cultivation of cotton and other productions suited to the soil and climate of the Moreton Bay District of New South Wales.

2. That of the 40,000 shares of £25 each, of which the nominal capital of this Company is to consist, thirty-five thousand, or seven-eighths of the whole number, shall be appropriated for working out the principle and objects of the Company in the Mother Country, and that the remaining five thousand, or one-eighth of the whole number, shall be reserved for appropriation in the Colony, the Colonial shares to be numbered successively from one to five thousand inclusive, and the shares to be taken either on account of Emigration Societies and other public bodies, or by private individuals at Home, to be numbered onwards from five thousand.

3. That the Revd. Dr. Lang, Member of the Legislative Council of New South Wales for the County of Stanley, in this district, and one of the Members of this Board, be authorized and requested to proceed to England, as speedily as possible, to carry out these arrangements, and to organize, through a series of Societies to be instituted as above, an extensive system of self-supporting Immigration for this district.

4. That until an effort shall have been made to carry out the principle and objects of the Company at Home, and some degree of success shall have been realized in pursuance of that effort, no calls shall be made on the Colonial shareholders beyond the deposit of half-a-crown on each share, for defraying the preliminary expenses, and no shareholder who has paid such deposit shall be held bound to sign the Deed of Settlement, or be subject to the other obligations of shareholders, unless he chooses voluntarily to sign such Deed and be subject to such obligations; but in the event of any refusing to sign the Deed of Settlement, he shall simply forfeit his deposit, and his name shall be cancelled from the list of shareholders.

No. 2.

No. 2.

THE COLONIAL SECRETARY *to* THE CHAIRMAN OF THE COMPANY.

Colonial Secretary's Office,
Sydney, 23 *April,* 1857.

SIR,

I am directed by the Governor General to inform you, that a copy of your letter of the 22nd January last, together with a copy of the Resolutions therein enclosed, respecting the organization of the Moreton Bay Immigration and Land Company, was forwarded to the Secretary of State for the Colonies by His Excellency's Despatch, No. 55, 1856.

I have, &c.,
W. ELYARD.

AMBROSE ELDRIDGE, ESQ.,
Chairman of the Moreton Bay
Immigration and Land Company, Brisbane.

No. 3.

[*Despatch alluded to in No.* 2.]

THE GOVERNOR GENERAL *to* THE SECRETARY OF STATE FOR THE COLONIES.

No. 55.

Government House, Sydney,
25 *March,* 1857.

SIR,

With reference to my Despatch of the 16th January, 1856, No. 8, transmitting a copy of an Act passed in the last Session of the Legislature of the Colony, intituled, "*An Act to establish and incorporate a Company to be called the Moreton Bay "Immigration and Land Company,*" I have the honor to transmit the copy of a letter which has been received from the Chairman and Secretary to the Board of Direction, together with copies of the Resolutions therein referred to.

2. It seems requisite that I should draw your attention to the last paragraph of that letter, conveying a request that the Emigrants to be selected on behalf of the Company may be sent to the Colony in vessels chartered and regulated by the Land and Emigration Commissioners; and proposing that the funds accruing to the Company in England shall be deposited, for the purpose of defraying the expense, to the credit of the Commissioners in the Bank of England.

I have, &c.,
W. DENISON.

THE RIGHT HONORABLE
H. LABOUCHERE.

No. 4.

THE CHAIRMAN OF THE COMPANY *to* THE COLONIAL SECRETARY.

Brisbane, Moreton Bay,
11 *September,* 1856.

SIR,

I have the honor to represent to you, that "The Moreton Bay Immigration and Land Company" was incorporated, by an Act of the late Legislative Council, on the 15th of December last, and that the Board of Directors, of which I have the honor to be Chairman, was organized in terms of the Act on the 22nd of January following.

As the Colony, however, was then in a state of transition, so that it could not be known what measures would be adopted under the new Constitution in regard to the sale of land and the promotion of Immigration, it was necessary to defer commencing operations in connexion with the Company until such measures should be indicated authoritatively. There being now, therefore, a prospect of this being done, the Board are desirous to be enabled to commence operations forthwith.

The object of the Moreton Bay Company is, to purchase suitable tracts of land for the settlement of an agricultural population, from the United Kingdom, along the various navigable

navigable rivers on this coast, and to bring out, with the purchase-money, such a population to occupy the said land in small farms, principally with the view to the growth of cotton and other semi-tropical products suited to the soil and climate, it having been found, after numerous experiments, which have all proved successful, that cotton of the first quality for the manufactures of England can be grown to any conceivable extent by a British population along this coast.

The portion of the coast to which the Company propose to confine their operations, in the first instance, extends from the 30th to 26th parallel of latitude, and comprises the following rivers, all of which are available for steam navigation, viz,—the Clarence, the Richmond, the Tweed, the Logan, the Brisbane, the Pine, and the Wide Bay Rivers. On these rivers there is a vast extent of land of the first quality for cultivation, situated within a moderate distance of the sea, and possessing the great advantage of water carriage,—all of which conditions are highly favorable for the growth of cotton as an article of export.

The Emigration which the Moreton Bay Company propose to effect for this purpose will be chiefly of a self-supporting character—the funds to be raised, and the Emigrants to be furnished by a series of Emigration Societies, to be formed (under an Act of the Imperial Legislature, passed in the year 1850), on the principle of the Friendly or Benefit Societies of the Mother Country. These funds will be lodged on behalf of the Company in the Bank of England, for the purchase of land and the promotion of Emigration, through the Government Commissioners of Land and Emigration, under whose supervision the Company propose that the whole of their Emigrants shall come out; the selection of the Emigrants to be effected exclusively (agreeably to the terms of the Act) by and for the Company. For this purpose the Company propose to send home to England some fit and proper person to organize such societies in all suitable localities throughout the the United Kingdom, and to make the necessary arrangements for their vigorous and successful operation.

In order, however, to the successful working out of the plans of the Company, there are certain points on which it will be necessary to have a distinct understanding beforehand, and which I beg therefore most respectfully to submit for your consideration and approval.

1. The first of these is, that the whole of the funds to be paid by the Company for the purchase of land shall be appropriated for the promotion of Emigration, and not merely a certain proportion of these funds, as in the case of individual purchasers of land. I beg therefore to request, that it may be distinctly understood that the whole of the funds to be paid by the Company, through the Emigration Commissioners or otherwise, as the purchase money of land in this Colony, shall be expended in the promotion of Emigration.

2. I beg also to submit, that it would greatly facilitate and promote the views of the Company, if it were enabled to purchase, at the minimum price, (provided there should be no competition in any particular case) a large extent of land,—say (250,000) two hundred and fifty thousand acres, in blocks of such size as might be deemed expedient in each locality,—on the seven rivers above-mentioned, and to pay for the same progressively, within a limited period, through the Emigration Commissioners in London. When a company, similar to the Moreton Bay Company, was projected in England, in the year 1849, Earl Grey stated distinctly, that Government would treat with such a Company differently from what it would with individual purchasers of land, and would permit the Directors to select the whole extent of land which it proposed to purchase, in suitable blocks, at the minimum price, and to pay for it progressively, according as bodies of Emigrants, of a suitable description, should be sent out under its auspices. If this arrangement could be effected, the Company would at once select, and purchase, such blocks, or contiguous portions of land, as could be subdivided into small farms of 40 or 50 acres each, so as to form distinct agricultural communities of from one hundred to one hundred and fifty families in each; and they would not only cause such farms to be mapped out on the plan of each district block, but would append a description of the land, with a lithographed sketch of any interesting or remarkable natural scenery, in the particular locality in which it might be situated. I beg, therefore, to request, that the Directors of this Company may be permitted to select, put up to auction at the Government sales, and purchase at the minimum price, provided there are no competitors in any particular instance, blocks, or portions of land, available for the settlement of an agricultural population, on the rivers enumerated above to the extent of 250,000 acres, and to pay for the same progressively, through the Land and Emigration Commissioners in London, within such period as the Executive may deem expedient.

Such

Such an arrangement will also be desirable in another respect: For, if the cotton interest in England can be assured that the Moreton Bay Company will obtain from the local Government, so soon as the requisite funds are deposited to the credit of the Emigration Commissioners in the Bank of England, the fee simple of extensive tracts of valuable cotton growing lands in Australia, they may be induced, in order to the promotion of a great national object, in which they are deeply interested, to advance the requisite funds on the security of such lands, so as to enable thousands of families of the humbler classes to emigrate forthwith to the cotton fields of Australia.

3. I beg also to suggest that it would greatly facilitate the formation of such agricultural communities as above-mentioned if a free passage were allowed, from the Immigration funds, for a Minister of Religion of the same communion as that of the majority of the Emigrants, and also for a Schoolmaster for every community of not less than a hundred families; and I beg to request that this boon may also be conceded to the Emigrants under the Moreton Bay Company. With a view to the formation of such agricultural communities, the Company propose, whenever it may be found practicable, to form blocks of eight contiguous sections, or 5120 acres each, to be divided into suitable farms for agricultural Emigrants, and to appropriate a sufficient extent of land, as nearly as possible in the centre of each block, for a school and a church or place of worship of the communion of the majority of the Emigrants, with a house and garden for the Minister and Schoolmaster respectively.

4. As it will also facilitate the formation of such agricultural communities if the Company can assure intending Emigrants, through their agent in the Mother Country, that they will have temporary accommodation provided for them on their arrival at their destination, the Company propose to erect barracks for the Immigrants, on each of the rivers on which they shall have purchased extensive tracts of land, commencing with those with which steam communication has been already established, viz., the Clarence River, the Brisbane and the Wide Bay Rivers.

5. I beg also to submit, that in the experiments hitherto conducted in the Moreton Bay District for the growth of cotton, it has been found, that while that branch of cultivation will afford much employment for children, especially in the picking season, the great difficulty to be apprehended is, how to clean the raw cotton when picked, and to pack it up for exportation; but as these operations are entirely of a mechanical description, and would therefore be much better performed by persons devoting themselves exclusively to such operations, the Directors have ascertained that it will be necessary, for the success of their enterprise, to form a gunning and packing establishment, for cleaning and baling the cotton, in some central locality on each of the rivers enumerated above, at which the raw produce may either be purchased from the grower, or cleaned on his account, and packed up for exportation, at so much per pound. I beg therefore to submit, that the Emigrants to be brought out by the Moreton Bay Company should consist, in a much greater degree than has hitherto been allowed, of large families; and that numbers of the Ragged School Children, of both sexes, in the Mother Country, might be included advantageously in such immigration—to be distributed, under proper supervision, among the Immigrants generally.

6. I beg to submit further, that although the mortality on board emigrant ships, during the passage out is now comparatively small, there are still cases occurring occasionally in which the father or mother of a family, and sometimes both, are cut off during the voyage, and their children left destitute orphans. Now, as the prospect of any such contingency is very distressing to a well-disposed Emigrant, and likely to deter not a few from emigrating, the Company propose to afford the Emigrants under their auspices such additional facilities beyond those already enumerated as, in the event of any children being left orphans in the course of the passage out, they shall be brought up free of cost to the Government, by one or other of the surviving families, under the supervision of the Minister and Schoolmaster.

7. I beg to submit, finally, that it will be necessary for the Company, as well as highly desirable for the community, to establish one or more model farms in the more central localities, to be under the charge of experienced horticulturists and cotton planters, in order to ascertain, by a series of experiments, for the benefit of Australian cotton planters generally, the best modes of cultivation for the growth of cotton in the soil and climate of Australia, the best seasons for planting, and the most suitable soil and situation for that branch of cultivation, and that it will also be necessary to procure large supplies of the

different

different descriptions of seed used respectively by the cotton planters of the United States, of Egypt, of the Brazils, and of India.

In all these ways,—in the appointment of a duly qualified Agent to proceed to England to organize a series of Emigration Societies among the industrious classes throughout the United Kingdom, and in the employment of a fit and proper person to make out a particular description of the farms in each block to be purchased by the Company, with occasional sketches of their natural scenery for circulation in England; in the erection of Barracks for the temporary accommodation of the Immigrants on their arrival; in the construction of machinery for gunning and packing the cotton on each of the rivers abovementioned, and in the establishment of a model farm or farms,—there will necessarily be a large expenditure incurred by the Company beyond what is requisite in promoting immigration generally, although it will be quite impracticable for the Directors to estimate beforehand its probable amount. I beg therefore to solicit that, in order to enable the Company to meet all those unusual items of expenditure, to be incurred in conducting an enterprise of national importance, the Government will allow the Directors a reduction of twenty-five per cent. on all their purchases of land, so that for every £75 (seventy-five pounds) they shall pay through the Emigration Commissioners or otherwise for the purchase of land, they shall be entitled to a hundred acres (if such land shall be purchased at the minimum price), the Government to be satisfied from time to time that these engagements of the Company have all been duly and honorably fulfilled.

I have, &c.,

(L. S.) AMBROSE ELDRIDGE,

Chairman of the Board of Directors of the Moreton Bay Immigration and Land Company.

As Witness our Common Seal.

No. 5.

THE UNDER SECRETARY FOR LAND AND PUBLIC WORKS *to* THE GOVERNMENT RESIDENT, BRISBANE.

Department of Land and Public Works,
Sydney, 3 *November,* 1856.

SIR,

I am directed to enclose to you, as well for your information as in order that it may be forwarded to the party to whom it is addressed, the accompanying letter, which is the reply to a Memorial from the Chairman of the Moreton Bay Immigration and Land Company, soliciting certain advantages in the purchase of land from the Crown.

I have, &c.,

MICHL. FITZPATRICK.

THE GOVERNMENT RESIDENT,
Brisbane.

No. 6.

THE UNDER SECRETARY FOR LAND AND PUBLIC WORKS *to* THE CHAIRMAN OF THE COMPANY.

Department of Land and Public Works,
Sydney, 3 *November,* 1856.

SIR,

I am directed to inform you that your Memorial of the 11th September last, addressed to the Honorable the Colonial Secretary, soliciting on behalf of the Moreton Bay Immigration and Land Company, certain advantages in the purchase of land from the Crown, has been laid before the Executive Council. The proposals on this head, submitted in the Memorial, are :—

(1.) That the Government should pledge itself to expend the whole of the purchase money of any land bought by the Company on Emigration.

(2.)

(2.) That the Government should permit the Company to purchase large blocks of land to the extent of 250,000 acres at the upset price; and

(3.) That the Government should make an allowance to the Company, in consideration of the outlay it is about to make, of 25 per cent. on the price of the land.

2. I am further to inform you, that the opinion recorded by the Executive Council was, that these proposals, either separately or conjointly, are wholly inadmissible.

I have, &c.,

MICHL. FITZPATRICK.

AMBROSE ELDRIDGE, ESQ.,
Chairman of the Board of Directors of the Moreton
Bay Immigration and Land Company, Brisbane.

No. 7.

THE REV. DR. LANG *to* THE SECRETARY FOR LAND AND PUBLIC WORKS.

Sydney, 12 *November*, 1856.

SIR,

I have the honor to state that I have been authorized and requested by the Chairman and Board of Directors of the Moreton Bay Immigration and Land Company, as the only one of their body residing in Sydney, to submit to you the following explanatory statement of the views and objects of the Company, and to request an answer to the question subjoined.

In the year 1850 an Act of Parliament was passed, placing Emigration Society, to be formed among the industrious classes of the Mother Country, for the creation in each case of a common fund to promote the gradual emigration of their respective members, on the same footing as the Benefit or Friendly Society of England—giving them a constitution, and placing their funds under proper and responsible guardianship, which had never been the case before. This measure, which, I believe, was passed on the recommendation of Mr. Tidd Pratt, an eminent Actuary at the head of the department created under the Friendly Society Act, was unquestionably intended as a great boon to the working classes, to protect them from artful and unprincipled speculators of their own class, and to enable them to effect their emigration by means of their own resources, and various societies were accordingly formed under the Act, both in England and Scotland—one in London and its vicinity having not fewer than a hundred thousand members.

It was soon found, however, that although it was both safe and easy to raise a large amount for Emigration under the Parliamentary machinery thus provided, the Act of Parliament provided no security for the repayment of advances from the common funds of such societies towards the emigration of their beneficiaries, and to trust either to the ability or the integrity of such parties after their arrival at their destination, to make repayment to the society which had enabled them to emigrate, was too precarious a dependence to be relied on. The result was, that the Act of Parliament, however beneficently intended, was found to be completely inoperative, and proved a dead letter, the various Emigration Societies that were formed under it being consequently broken up.

Now it was chiefly to supplement the Act of Parliament of 1850 in this important particular, and to supply the great desideratum which it left unsupplied, by providing a sufficient and tangible security for funds to be raised in this way by the industrious classes of the Mother Country for the promotion of Emigration, that the Moreton Bay Immigration and Land Company was formed, at the instance and request of the promoters of various societies of the kind above-mentioned, both in England and Scotland, as well as of many of the working classes of the Mother Country themselves; the arrangement contemplated being, that the trustees of these societies should, from time to time, pay to the Company's Agent in England their accumulating funds; that the Agent should place these funds in the hands of the Commissioners of Land and Emigration in London for the purchase of land and the promotion of Emigration to this Colony—nominating at the same time for a free passage, agreeably to the spirit of the Regulations hitherto in force, the beneficiaries of the societies contributing

contributing the funds, provided they should be otherwise eligible. The Company would then hold the land for the Societies contributing the funds for its purchase, whether the beneficiaries should repay their advances or not, if they did make repayment through the Company, they would themselves have certain stipulated advantages, if not the Society would be secured.

Now, as it is essential to the success of an arrangement of so much importance to the Colony, as well as to the industrious classes in the Mother Country, that the whole of the funds accruing in this way should be expended in the purchase of land and the promotion of Emigration, I beg to ask, on behalf of the Chairman and Board of Directors of the Moreton Bay Company, whether they could be entitled, under any specific regulation on the subject, to such an amount of Emigration as the whole of the moneys so paid into the hands of the Commissioners would cover? I beg to add, that if the experiment which the Moreton Bay Company was intended to make should prove successful, as I am confident it will, it would lead to the creation of such machinery in the Mother Country as would issue in an incalculable amount of self-sustained Immigration of the best description into all these Colonies.

I have, &c.,

JOHN DUNMORE LANG.

THE HONORABLE
THE SECRETARY FOR LAND AND PUBLIC WORKS.

No. 8.

THE UNDER SECRETARY FOR LAND AND PUBLIC WORKS *to* THE REV. DR. LANG.

Department of Land and Public Works,
Sydney, 18 *December,* 1856.

SIR,

In acknowledging the receipt of your letter of the 12th ultimo, in which you make inquiry on behalf of the Chairman and Directors of the Moreton Bay Land and Immigration Company, as to whether the Company could under any Regulation be entitled to such an amount of Emigration as the money paid into the hands of the Commissioners of Land and Emigration in London for the purchase of land and the promotion of Emigration to this Colony would cover; I am directed to acquaint you that there is not in force any such regulation as that which forms the subject of your inquiry, and that no regulation of the kind could now be established without the consent of the Legislature.

I have, &c.,

MICHL. FITZPATRICK.

THE REV. DR. LANG,
Jamison-street.

RETURN, shewing the extent of LAND and TOWN ALLOTMENTS sold by the Government to the Northward of the 30th degree of South Latitude, from the 1st January, 1856, to 30th June, 1857, distinguishing the localities in which such Lands, &c., are situated, and the prices obtained, respectively.

WHERE SOLD OR SELECTED.	LOCALITY.	COUNTRY LOTS. No.	COUNTRY LOTS. Quantity.	COUNTRY LOTS. Amount.	SUBURBAN LOTS. No.	SUBURBAN LOTS. Quantity.	SUBURBAN LOTS. Amount.	TOWN LOTS. No.	TOWN LOTS. Quantity.	TOWN LOTS. Amount.	TOTAL AREA.	TOTAL AMOUNT.
			a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.	a. r. p.	£ s. d.
From the 1st January to 31st December, 1856. — Brisbane	Town of Brisbane	....	.....	.....	111	635 1 32	7,254 11 1	23	5 0 33	580 12 9	640 2 25	7,835 3 10
	Parish of Enoggera	....	.....	.....	4	171 0 0	171 0 0	....	.....	.....	171 0 0	171 0 0
	Parish of Yerongpilly	9	188 3 11	320 17 5	2	117 0 0	169 14 0	....	.....	.....	305 3 11	490 11 5
	Parish of Bulumba	10	496 0 0	627 18 0	....	.....	.....	....	.....	.....	496 0 0	627 18 0
	Parish of Yerongpilly (selected)	14	201 2 35	505 11 4	....	.....	.....	....	.....	.....	201 2 35	505 11 4
Ipswich	Town of Ipswich	....	.....	.....	1	39 2 0	197 10 0	107	24 2 0	3,719 3 1	64 0 0	3,916 13 1
	Town of Gatton	....	.....	.....	....	.....	.....	1	1 0 0	51 0 0	1 0 0	51 0 0
	Parish of Chuwar	2	327 0 0	327 0 0	10	430 1 8	2,376 12 0	....	.....	.....	757 1 8	2,703 12 0
	Parish of Goodna	....	.....	.....	1	25 0 0	50 0 0	....	.....	.....	25 0 0	50 0 0
	Parish of Jebropilly	48	2,821 2 0	3,082 0 0	....	.....	.....	....	.....	.....	2,821 2 0	3,082 0 0
	Parish of Wallone	8	219 0 10	289 17 4	....	.....	.....	....	.....	.....	219 0 10	289 17 4
	Parish of Jebropilly (selected)	10	740 3 0	740 15 0	....	.....	.....	....	.....	.....	740 3 0	740 15 0
	Parish of Wallone (selected)	7	226 2 22	226 12 9	....	.....	.....	....	.....	.....	226 2 22	226 12 9
	Parish of Purga (selected)	2	296 0 0	296 0 0	....	.....	.....	....	.....	.....	296 0 0	296 0 0
	Parish of Kholo (selected)	1	94 0 0	94 0 0	....	.....	.....	....	.....	.....	94 0 0	94 0 0
	Parish of Chuwar (selected)	5	661 0 0	661 0 0	....	.....	.....	....	.....	.....	661 0 0	661 0 0
Grafton	Town of Grafton	....	.....	.....	46	222 3 9	627 11 5	78	43 2 0	393 5 6	266 1 9	1,020 16 11
	Parish of Great Marlow	21	736 3 24	1,073 16 6	....	.....	.....	....	.....	.....	736 3 24	1,073 16 6
At Drayton	Town of Drayton	....	.....	.....	6	11 1 36	127 2 10	1	0 2 0	9 0 0	11 3 36	136 2 10
Gayndah	Town of Gayndah	....	.....	.....	3	7 2 0	32 10 0	....	.....	.....	7 2 0	32 10 0
Wellingrove	Town of Glen Innes	....	.....	.....	....	.....	.....	3	1 1 24	15 5 0	1 1 24	15 5 0
Gladstone	Town of Gladstone (Port Curtis)	....	.....	.....	....	.....	.....	50	11 0 10	668 15 0	11 0 10	668 15 0
Tenterfield	Town of Tenterfield	....	.....	.....	5	12 2 0	90 0 0	....	.....	.....	12 2 0	90 0 0
Warialda	Town of Warialda	....	.....	.....	....	.....	.....	3	2 1 27	64 5 0	2 1 27	64 5 0
Maryborough	Town of Maryborough (Wide Bay)	....	.....	.....	29	234 1 39	370 1 8	41	10 3 18	458 10 6	245 1 17	828 12 2
Sold by Pre-emption	New England, Tenterfield	1	160 0 0	160 0 0	....	.....	.....	....	.....	.....	160 0 0	160 0 0
	Ditto, Glen Innes	....	.....	.....	....	.....	.....	13	7 2 32	61 12 0	7 2 32	61 12 0
	Clarence, Woolpost	1	748 0 0	751 2 4	....	.....	.....	....	.....	.....	748 0 0	751 2 4
	Ditto, Yullgilla	1	187 0 0	187 0 0	....	.....	.....	....	.....	.....	187 0 0	187 0 0
	Ditto, Walomeio	1	368 0 0	368 0 0	....	.....	.....	....	.....	.....	368 0 0	368 0 0
	TOTALS	141	8,472 1 22	9,711 10 8	218	1,907 0 4	11,466 13 0	320	108 0 24	6,021 8 10	10,487 2 10	27,199 12 6

RETURN, &c.—*Continued.*

WHERE SOLD OR SELECTED.	LOCALITY.	COUNTRY LOTS. No.	COUNTRY LOTS. Quantity.	COUNTRY LOTS. Amount.	SUBURBAN LOTS. No.	SUBURBAN LOTS. Quantity.	SUBURBAN LOTS. Amount	TOWN LOTS. No.	TOWN LOTS. Quantity.	TOWN LOTS. Amount.	TOTAL AREA.	TOTAL AMOUNT.
			a. r. p.	£ s. d.		a. r. p.	£ s. d.		a. r. p.	£ s. d.	a. r. p.	£ s. d.
From 1st January to 30th June, 1857. — Brisbane	Town of Brisbane	....	.....	.....	20	70 3 5	826 5 6	....	.....	.....	70 3 5	826 5 6
	Parish of Nundah	2	110 2 8	110 11 0	....	.....	.....	....	.....	.....	110 2 8	110 11 0
	Parish of Kedron	4	236 0 0	294 14 0	....	.....	.....	....	.....	.....	236 0 0	294 14 0
	Parish of Nundah (selected)	17	1,259 1 26	1,381 18 3	....	.....	.....	....	.....	.....	1,259 1 26	1,381 18 3
	Parish of Yerongpilly (selected)	1	10 0 36	25 11 3	....	.....	.....	....	.....	.....	10 0 36	25 11 3
	Parish of Enoggera (selected)	4	294 0 0	294 0 0	....	.....	.....	....	.....	.....	294 0 0	294 0 0
	Parish of Kedron (selected)	9	337 0 0	337 0 0	....	.....	.....	....	.....	.....	337 0 0	337 0 0
	Parish of Bulimba (selected)	6	488 1 14	502 6 11	....	.....	.....	....	.....	.....	488 1 14	502 6 11
Ipswich	Town of Ipswich	....	.....	.....	1	31 2 0	31 10 0	2	2 1 2	328 0 0	33 3 2	359 10 0
	Town of Alfred	....	.....	.....	....	.....	.....	33	16 2 0	219 10 0	16 2 0	219 10 0
	Parish of Walloon (selected)	2	108 0 0	108 0 0	....	.....	.....	....	.....	.....	108 0 0	108 0 0
	Parish of Jebropilly (selected)	10	429 0 24	472 10 2	....	.....	.....	....	.....	.....	429 0 24	472 10 2
	Parish of Bundanba (selected)	1	45 0 0	45 0 0	....	.....	.....	....	.....	.....	45 0 0	45 0 0
	Parish of Goodna (selected)	2	109 0 0	183 1 0	....	.....	.....	....	.....	.....	109 0 0	183 1 0
	Parish of Chuwar (selected)	2	262 0 0	262 0 0	....	.....	.....	....	.....	.....	262 0 0	262 0 0
Grafton	Town of Grafton	....	.....	.....	14	35 1 27	290 15 4	114	241 3 2	642 12 9	277 0 29	933 8 1
	Parish of Ulmarra	10	616 3 0	624 2 8	....	.....	.....	....	.....	.....	616 3 0	624 2 8
	Parish of Great Marlow	27	1,398 1 0	1,541 3 7	....	.....	.....	....	.....	.....	1,398 1 0	1,541 3 7
	Parish of Clifden	1	63 0 0	110 5 0	....	.....	.....	....	.....	.....	63 0 0	110 5 0
	Parish of Ulmarra (selected)	14	805 2 0	805 10 0	....	.....	.....	....	.....	.....	805 2 0	805 10 0
	Parish of Great Marlow (selected)	25	1,233 2 0	1,223 17 0	....	.....	.....	....	.....	.....	1,233 2 0	1,223 17 0
	Parish of Clifden (selected)	2	93 0 0	95 17 0	....	.....	.....	....	.....	.....	93 0 0	95 17 0
At Maryborough	Maryborough, Town of (Wide Bay)	....	.....	.....	4	89 2 34	118 11 11	16	1 2 11	34 0 0	91 1 5	152 11 11
At Drayton	Drayton, Town of	....	.....	.....	100	1,151 2 2	5,686 5 3	12	11 2 0	137 15 1	1,163 0 2	5,826 0 4
At Gladstone	Gladstone, Town of (Port Curtis)	....	.....	.....	5	28 2 23	77 11 2	5	28 3 35	62 10 0	57 2 18	140 1 2
At Warialda	Town of Warialda	....	.....	.....	....	.....	.....	16	8 0 0	64 11 0	8 0 0	64 11 0
At Dalby	Town of Dalby	....	.....	.....	....	.....	.....	71	37 3 39	626 15 0	37 3 39	626 15 0
Sold by Pre-emption	Moreton, "Fairney Lawn."	1	640 0 0	640 0 0	....	.....	.....	....	.....	.....	640 0 0	640 0 0
	Moreton, Fassiform	1	640 0 0	640 0 0	....	.....	.....	....	.....	.....	640 0 0	640 0 0
	New England, N. part, "Deepwater."	1	320 0 0	320 0 0	....	.....	.....	....	.....	.....	320 0 0	320 0 0
	New England, N. part, Glen Innes	1	203 0 0	203 0 0	....	.....	.....	....	.....	.....	203 0 0	203 0 0
	Total	143	9,701 0 0	10,220 7 10	144	1,407 2 11	7,032 19 2	277	348 2 9	2,115 13 10	11,457 3 8	19,369 0 10

	No.	Quantity.	Amount.
		a. r. p.	£ s. d.
Country Lots	284	18,174 0 10	19,931 18 6
Suburban Lots	362	3,314 2 15	18,499 12 2
Town Lots	597	456 2 33	8,137 2 8
Total	1,243	21,945 1 18	46,568 13 4

1857.

NEW SOUTH WALES.

Legislative Assembly.

SEPARATION OF MORETON BAY.

(DESPATCH IN ANSWER TO RESOLUTIONS OF LEGISLATIVE ASSEMBLY.)

Ordered by the Legislative Assembly to be Printed, 20 *October,* 1857.

THE GOVERNOR GENERAL *to* THE SECRETARY OF STATE FOR THE COLONIES.

(No. 176.) *Government House, Sydney,*
11 *November,* 1856.

SIR,

I have the honor to forward to you, in accordance with the wish of the Legislative Assembly of this Colony, as communicated to me in an Address, a copy of which I enclose, certain Resolutions with reference to the Boundary Line between New South Wales and the proposed new Colony of Moreton Bay, as sketched out in your Despatch No. 90, dated 21 July, 1856.

2. These Resolutions appear to me to embody propositions of a simple and rational character. They do not question the propriety of the separation of the Northern Districts of Australia from New South Wales, and the formation of them into a separate Colony, should such a step be in accordance with the wishes of the inhabitants, but they question the fact of the wish of the residents in certain districts to be included within the limits of the new Colony. They bring forward conclusive evidence of this disinclination to be separated from New South Wales; and they conclude with a request that Her Majesty's Government would defer the final settlement of the Boundary Line between the two Colonies, until the wishes of the inhabitants of the two districts which it is proposed to include in the new Colony can be properly ascertained.

3. I forward herewith a copy of the Petition alluded to in the Resolutions, in which it is distinctly stated that the Petitioners do not desire to be included in any section of the Northern Districts which may be separated from the present Colony of New South Wales. I propose to take immediate steps to ascertain the views of the residents in the Districts of Clarence River, New England and Gwydir, upon the specific question—"To which Colony "do you wish to be attached?" The replies to this I hope to be able to forward by the next Mail; and I trust that the information may arrive in time to enable Her Majesty's Government to define the line of Boundary between the two Colonies in a manner which will be satisfactory to all parties, or, at all events, to a large majority of the people of both Colonies.

4. I may be allowed, I trust, to take advantage of the present opportunity to submit my views, as to this particular question, for your consideration. I feel the more called upon to do so from the conviction which is forced upon me, that the suggestions which have been

 made

made to Her Majesty's Government with relation to the position of the boundary line between the two Colonies have not been based upon a correct view of the relations existing between the different parts of this Colony, or of the probable results which would follow from any abrupt disruption of these relations. The following brief geographical sketch of the country to which I am referring will make my meaning more clear.

5. The coast line between Newcastle, at the mouth of the Hunter, and Moreton Bay, has only one opening capable of admitting large vessels. The mouths of the rivers which fall into the sea between these points are all obstructed by bars, which preclude the entrance of any but coasting craft, or steamers of light draught of water. This is the case with the Clarence and Richmond, as well as with all the rivers to the southward. The communication therefore from the coast to the interior takes place from Newcastle by the Great Northern Road leading to Armidale, and so on to New England, or from Brisbane by a road leading to Ipswich, and so on over the coast range to Warwick, to Drayton on Darling Downs, or by roads running up the valleys of the Clarence and other rivers, and ascending the coast range, which roads connect generally with the main Northern Road, which passes by Tenterfield. The connection of the inhabitants of the interior with any particular harbour on the coast is determined altogether by the facilities which the roads above alluded to offer to them in taking down their produce, or getting up their stores; and the result of all the inquiries I have been enabled to make is, that the general practice of the settlers in New England is to send their produce to Sydney either by way of the Clarence River or by the Hunter. There is a rough country to the south of Darling Downs which is the head of several watercourses, and through which it is difficult to penetrate; and this is equally adverse to those who wish to pass from Darling Downs to the southward, or from New England to the northward.

6. If, then, the principle be assumed that it is not desirable to annex to one Colony districts whose natural outlet for produce, and inlets for imports, is through another Colony, (a principle which will, I think, hardly be disputed), then it would certainly not be advisable to attach the districts to the south of Darling Downs to the Colony of Moreton Bay.

7. It may be said, perhaps, that by giving to the new Colony the port of Grafton, at the mouth of the Clarence, this objection would be obviated; and this would, to a certain extent, be true, were Grafton a port for sea going vessels; but as it is a mere bar harbour for coasting vessels, the objection still holds good, as all the communications from Grafton will be with Sydney, and not with Moreton Bay.

8. At Sydney the harbour is excellent; there is every accommodation for landing and storing goods, for unshipping and re-shipping them, whereas at Moreton Bay, the large vessels are obliged to lie outside the bar, at a long distance from the Town of Brisbane, and the unshipping and re-shipping of goods is difficult, tedious, and expensive. Under any circumstances, therefore, the main connection of Grafton and the other small ports on the coast will be with Sydney, and it would not be desirable to interfere with the natural current which business has taken, and will take, or to break through ties which which have been already formed.

9. If I might be permitted to make a suggestion with reference to the boundary between the two Colonies, I should recommend that, starting from Cape Danger and following the range of hills which now separate the District of Clarence River from that of Moreton Bay, it should continue along the ridge forming the boundary of the basins of the Richmond and the Clarence, until it reaches the parallel of 29 degrees of latitude, along which it should continue to the westward until it reaches the meridian of 141 degrees, power being given to the Governments of the two Colonies to make such arrangements for defining the Boundary Line and modifying it, so as to admit of the adoption of any natural lines of separation, such as rivers, &c., as may to them seem convenient.

I have, &c.,

W. DENISON.

THE RIGHT HONORABLE
HENRY LABOUCHERE,
&c., &c., &c.

THE

THE GOVERNOR GENERAL *to* THE SECRETARY OF STATE FOR THE COLONIES.

(No. 25.)

Government House, Sydney,
5 *February*, 1857.

SIR,

I have the honor to acknowledge the receipt of your Despatch No. 90, dated 21 July, 1856, in which, after stating that Her Majesty's Government had determined to erect the Northern Districts of New South Wales into a distinct Colony, you observe that the most important questions which remain to be decided are,—

1st.—The Boundary between the two future Provinces.

2nd.—The future Government of the separated portion.

3rd.—The Division of the existing Debt of the Province; and you say that on this latter subject you are anxious to receive, as soon as practicable, a Report from me, with the advice of my Executive Council.

2. I should have replied sooner to this Despatch, had I been able to obtain the Returns which were required for the information of the Members of the Council, and had there not been a good deal of discrepancy of opinion as to the principle by which the division of the debt should be regulated. I am now, however, in a position to comply with the directions contained in your Despatch above-mentioned; and I forward herewith a copy of the Minutes addressed by me to the Executive Council, bringing the subject under their consideration; and also an extract of the proceedings, containing the opinion of the Members.

3. On reference to these documents, you will perceive that the Council agree with me in recommending that the *existing debt* of the Colony should be divided between New South Wales and Moreton Bay, in accordance with certain simple and definite principles, to which, as it seems to me, no exception could be taken by either Colony. But while the Council affirm these principles as regards the existing Debt, they are of opinion that the amount of money borrowed for special and particular objects—although an accurate measure of the liabilities of the two Colonies to the persons by whom the money was lent—cannot be considered to represent necessarily the state of the accounts between the Colonies themselves; and they therefore advise, that a sort of debtor and creditor account should be drawn up, in which the new Colony should receive credit for all the Revenue, from whatever source arising, which it may have contributed; while it should be debited with all the payments made for local objects; and also with a fair proportion of cost of the general Government,—that is, of the cost of all those Departments which have no special local attributions, but deal with the Colony as a whole.

4. In this suggestion of the Council, however, I cannot concur. I do not, in the first place, consider that it is founded upon correct principles; and I am afraid, in the second, that it would lead to interminable difficulties between the two Colonies. I submit it, however, such as it is, for your consideration.

5. With regard to the existing debt, its amount at the present instant is £2,234,700, and it may be classified under five heads:—

1. *Local or Municipal.*

Under this head I place the sum of £293,700, which has been borrowed for the Sydney Sewerage and Water Works; and as regards this the Council agree in opinion with me, that no portion of it can be charged against the Colony of Moreton Bay.

2. *Public Works.*

The amount of the debt under this head is £290,700. The particular works to which the money raised was to be appropriated are stated in the Acts under which the money was borrowed, and the Council agree with me in opinion, that so much only of the debt under this head can be charged against the new Colony as has been expended in accordance with the Acts of Council upon works within the limits of that Colony.

3 *Railways.*

The amount of the debt under this head is £1,087,300. Of this, £1,037,300 has been, or will be, expended upon the lines from Sydney to the southward, and from Newcastle to the northward. A sum of £50,000 has been appropriated to the survey of other lines; and

and the Council concur with me in opinion, that the only charge to be made against the new Colony under this head should be for such a proportion of the sum of £50,000 as has been actually expended upon the survey of lines of Railway within that Colony.

4. *Immigration.*

Under this head the outstanding debt amounts to £413,000. With regard to this debt, the Council agree with me in thinking, that as the money was borrowed in aid of certain funds appropriated by law to the introduction of immigrants, an account should be taken of the funds so raised in each Colony, while each should be debited with the cost of introducing those immigrants which can be ascertained to have proceeded directly to it. The difference between the amounts to the debit and credit of each Colony will establish the ratio in which the debt of £413,000 should be divided between them.

5. *Money borrowed in* 1856 *to cover outstanding Deficiencies.*

The amount under this head is £150,000, and the only fair and reasonable mode of dividing it will be in proportion to the population of the Colonies.

6. I have now explained as fully as possible the principle upon which I propose that the existing debt should be divided between the two Colonies. I have in previous Despatches stated my views with relation to the question of the boundary between the Colonies.

7. There is only one other point to which, as it was alluded to in the Executive Council, I think it right to draw your attention, namely,—the diminution of the security which the Colony of New South Wales has to offer, either for the present or for future debts.

8. The land of Colonies such as these must always be looked upon as the capital upon the security of which money will be advanced; indeed some of the debts which have been already incurred were specially secured upon the land of New South Wales. By the proposed separation of Moreton Bay from New South Wales, more than one-half of the land of New South Wales is alienated at once, and as under any scheme of partition of the debt the proportion remaining chargeable to New South Wales will exceed that allotted to Moreton Bay, in the proportion of at least ten to one, the new Colony will start with a capital as great, or greater, than that of New South Wales, but with a comparatively trifling lien upon it.

9. Had the amount of the debt borne any proportion to the value of the security pledged for it, I should have been disposed to press for some allowance, in consideration of the capital transferred; but as the whole capital of the debt will not be equivalent to 4d. per acre upon the land within the proposed boundary of New South Wales, I do not think that it would be possible to arrive at any satisfactory mode of estimating the actual value of the security transferred, so as to admit of an apportionment to New South Wales, of a monetary consideration for it.

10. Should the principle of the division of the debt be clearly laid down, the actual amount under each head can be arranged by a Board of Commissioners, when the separation has actually taken place.

I have, &c.,

W. DENISON.

THE RIGHT HONORABLE
HENRY LABOUCHERE,
&c., &c., &c.

THE SECRETARY OF STATE FOR THE COLONIES *to* THE GOVERNOR GENERAL.

(No. 89.) *Downing-street,*
13 *July*, 1857.

SIR,

In connexion with my Despatch No. 88, of this day's date, informing you of the decision of Her Majesty's Government as to the line of separation between the Colony of New South Wales and the future Northern Province, I have to transmit to you copy of further observations on the subject with which I have been favoured by Mr. Marsh, with whose interest in the question you are well acquainted.

I think there is, undoubtedly, good reason in favour of adhering to the well known divisions of Districts, if in doing so you did not materially depart from the line already suggested

suggested by yourself; and, in particular, that any unnecessary intersection of existing runs by the line of boundary is to be deprecated. But, with these remarks, I must leave the question in your hands, having already informed you that I am ready to adopt the demarcation proposed by yourself in the future Order in Council, unless you see reason thus to vary it.

I have, &c.,

H. LABOUCHERE.

GOVERNOR SIR W. T. DENISON, K.C.B.,
&c., &c., &c.,
New South Wales.

[*Enclosure in the foregoing.*]

10 *July*, 1857.

SIR,

I have the honor to acknowledge the receipt of your letter of the 6th instant, relative to the boundary between New South Wales and the proposed Northern Colony, informing me that Her Majesty's Secretary of State has determined to adopt the boundary suggested in Sir William Denison's Despatches on the subject.

As I have only heard the Despatches read, and have not had the advantage of examining them carefully, I cannot be quite sure as to the precise definition of the boundary suggested in them, but my impression is, that whilst the evident intention of them was to give the whole of the Districts of the Clarence River, New England, and the Gwydir to New South Wales, and the Districts of Moreton Bay, Darling Downs, and Maranoa to the proposed new Northern Colony, Sir William Denison had defined the boundary by rivers and mountains, and the natural features of the country as shewn on a map. I would, therefore, venture to suggest to Her Majesty's Secretary of State, that it would be very desirable to take the existing boundaries of the before-mentioned Districts, which have been recognized and acted upon for many years, instead of making a new boundary by, perhaps, a difficult and somewhat expensive survey of the country; and I may venture to give the following reasons for adopting this proposition:—

1. I have before mentioned that the existing boundary has been recognized for very many years, and, inasmuch as that boundary is generally, if not always, coincident with the runs of the lessees and licensed occupiers, it must for obvious reasons be well known, as wherever a boundary was in dispute, it had been settled many years ago by a tribunal specially appointed for that purpose.

2. The boundary in the Pastoral Districts is always coincident with the local jurisdiction of Petty Sessions, Courts of Requests, &c., &c., and it is submitted that very serious inconvenience would arise if, after the division of the Colony, part of such a jurisdiction were in one Colony and part in another.

3. I may now observe, that the principal reason given by the Secretary of State for adopting Sir William Denison's boundary, and not the 30th degree, as was formerly suggested, is, that it appears that the majority of the inhabitants in the disputed territory were against being separated from New South Wales. Now, as it is clear that the inhabitants of the District of Moreton Bay, Darling Downs, and Maranoa, are unanimous in favour of being included in the Northern Colony, a boundary of rivers and mountains, which may give some portion of one District to one Colony and some to another, would be obviously acting contrary to the expressed wish of the inhabitants of both Colonies.

The other reasons for giving the whole of the Clarence and the northern part of New England to New South Wales is, that they are "more connected with Sydney than Moreton "Bay." Now, as every portion of the Districts of Moreton Bay, Darling Downs, and Maranoa are both commercially and in other ways exclusively connected with Moreton Bay, it would be acting contrary to these principles to give any part of them to New South Wales.

4. It may naturally be expected that some difficulties may arise in settling the debt between the two Colonies, and it is suggested that by dividing districts this difficulty would be increased, as, for some time, it has been customary for the Legislature to vote money which has been apportioned to the different districts for the purpose of local improvements, and if the districts were divided, some of this might have been expended on one part of the district and some on another.

5. The survey of the country, with a view to making a new boundary by rivers and mountains, would, in many instances, be very difficult, if not impossible The nature of many of the mountains in this part of Australia is to spread out on the top into a table land, which makes it often very difficult to define what is the top of the mountain, or, in other words, which way the water runs; and I myself know a place very well where there is a large lagoon into which many thousand acres drain, in such a situation that it is impossible to say which way the water runs, as it goes underground.

6. It is scarcely necessary to enlarge upon the difficulties that would arise, and the actual cruelties that would occur to individuals by dividing their properties and putting one portion in one Colony and one in another. It would be necessary to make a new valuation of the different portions of the runs with reference to the Government rental, and with regard to the assessment on their sheep and cattle, not only would the same difficulty arise, but it would be almost impossible to adjust it, as they are frequently being moved from one portion of a run to another; and in case of different rates of assessment being framed by the two different Colonies, it might even be possible for a species of fraud to be practised by removing the sheep and cattle from one portion of the run to another at the time the assessment was made.

7. In the case also where a settler would have to go to Moreton Bay for his supplies, a great difficulty would arise as to payment of Customs and Duties, and he might be driven to the necessity of going to a port within the Colony of New South Wales that would be very much out of his way and exceedingly inconvenient.

8. The owner of sheep also might be very much inconvenienced if a law, such as it is believed exists now between Victoria and New South Wales, were enacted providing (for the prevention of contagious diseases) that no sheep shall be driven from one Colony to another without notice and inspection by proper officers; this would, for obvious reasons, be at all times a most intolerable grievance, and particularly at the important seasons of lambing and shearing, when it is necessary to remove sheep frequently from one portion of a run to another.

9. I cannot help thinking that Sir William Denison would offer no sort of objection to the proposed boundary by Districts. The territory is of scarcely any consequence to New South Wales, and the public inconvenience that would accrue by altering the long recognized existing boundaries would be very great, and the hardship upon individuals excessive.

10. For the above reasons, and most particularly on account of the Secretary of State for the Colonies having decided the boundary on the grounds that the Clarence and New England Districts were "for practical purposes more connected with Sydney than Moreton "Bay, and that the majority of the inhabitants of those districts desired to maintain the "existing connexion," coupled with the fact, that the connexion with the adjoining districts to the north is wholly with Moreton Bay, and that the inhabitants of those districts are unanimous in wishing to be included in the Northern Colony; I venture to hope that Her Majesty's Secretary of State will adhere to the recognized boundary of districts, which is so well known and which has been acted upon for years.

I should very much have liked to have had the assistance, as on a former occasion, of other gentlemen connected with the northern portion of Australia; but as many of them are at present absent from London, and the Australian Mail is made up to morrow, it is impossible for me to obtain it.

The departure of the Mail must also be my excuse for this hasty composition.

I have, &c.,

M. H. MARSH.

C. S. FORTESCUE, ESQ., M.P.,
&c., &c., &c.

Colonial Secretary's Office,
Sydney, 15 *September*, 1857.

SEPARATION OF MORETON BAY.

HIS EXCELLENCY THE GOVERNOR GENERAL is pleased to direct the publication, for general information, of the following Despatch from the Secretary of State, on the subject of the projected separation of the Northern Districts of New South Wales from the rest of the Colony.

CHARLES COWPER.

(No. 88.)

Downing-street,
13 *July*, 1857.

SIR,

I have now to acknowledge your Despatches of the numbers and dates specified in the margin, relating to the projected separation of the Northern Districts of New South Wales from the rest of the Colony, and to explain to you the proceedings which have been adopted by Her Majesty's Government up to this point, and those which it now becomes necessary to take.

See Schedule annexed.

2. After my Despatch to you on this subject, No. 90, of the 21st July, 1856, I caused the Law Advisers of the Crown to be consulted on two points, namely, the steps which must be taken to effect a division of the debt, and the kind of Constitution which the Crown would have the power to establish in the new Colony, under the provisions of the Acts of Parliament relating thereto.

3. I annex copy of the answer which I received to this reference.

4. I did not think that any object would be gained by communicating that answer immediately to the Colony, because I had, at that time, reason to expect further Despatches from yourself on the subject of the boundary, and other questions affecting the separation, and it appeared to me best that Her Majesty's Government should decide on the entire case when all the materials were before them.

5. Your recent Despatches have brought me full information as to the view of the Legislature of New South Wales, contained in the Petition of the Legislative Council, Memorials, and Addresses, of which the receipt is hereby acknowledged; and also as to the wishes of the inhabitants of certain portions of Territory which it was at one time in contemplation to place within the new Colony, namely, those of the Clarence River, of Gwydir, and adjoining Districts.

6.

6. In determining this boundary, the objects to which Her Majesty's Government have principally to attend are, the wishes of the inhabitants of the Districts adjoining the proposed line of division, and the geographical and commercial connexion of those Districts, according to the ordinary course of their traffic, either with Moreton Bay to the north, or Sydney to the south. The further considerations which may arise as to the relative size, wealth, and importance of the two Colonies, when separated, though not without their weight, are, nevertheless, rendered of less consequence by the rapid increase of population and commerce, which will, no doubt, in a few years, materially alter existing proportions.

7. Guided by these principles, Her Majesty's Government are fully satisfied that the correspondence now before them establishes a strong case in favour of the union of the Districts in question with Sydney, rather than Moreton Bay, on grounds of public convenience; and they are still more convinced by the evidence before them, that the general opinion of the inhabitants, although complete unanimity cannot be expected, is in favour of continuing attached to the Province of New South Wales.

8. With these facts before them, Her Majesty's Government can have no hesitation in modifying their original intention of advising the adoption of the line indicated to you as probable in my Despatch, No. 90, of the 21st of July, 1856.

9. They will adopt instead of it that suggested by yourself in yours of the 11th November last, which appears to be described in language sufficiently accurate to be inserted at once into the Order in Council, with very slight alteration, namely,—a line commencing at Cape Danger, following the division of the Districts of Clarence River and Moreton Bay, until that division coincides with the ridge dividing the basins of the Richmond and Clarence Rivers, thence along the watershed between those basins, until it reaches the parallel of south latitude 29 degrees, thence along that parallel until it reaches the meridian of 141 degrees,—with power to the two Governments in common both to define more accurately, and hereafter to modify, this boundary.

10. This decision renders it unnecessary to do more than advert to a legal difficulty raised by the Legislative Council in their Petition, forwarded with your Despatch of the 10th January last, and their Address of the 21st November last. I cannot doubt that the intention of the New South Wales Legislature, in their Constitutional Act, was, to leave the exercise of Her Majesty's authority in fixing this boundary entirely unfettered, nor do I see any sufficient reason alleged for entertaining a substantial doubt that this intention is carried into execution by the existing enactment; but, as I understand the Petition and the other correspondence on this head, this question will not arise in the boundary now adopted.

11. I proceed to the question of the division of the Debt.

12. This is one on which Her Majesty's Government are obviously unable to form any correct opinion, unless on materials furnished from the Colony; nor have they any wish to interfere in the arrangement, unless they should be called on so to do. Your Despatch of the 5th February last appears to point out substantially the principle which should govern this decision; but the details may have been modified by subsequent events, before this Despatch reaches you, and I leave the final settlement, with confidence, in the hands of yourself and your Council.

13. The division when made must, according to the opinion of the Law Advisers, be embodied in an enactment of the New South Wales Legislature. That enactment should be made contingent for its taking effect on the passing of the Order in Council; it should also be reserved by yourself for the signification of Her Majesty's pleasure. As soon as it reaches me I shall be prepared for taking at once the necessary steps for passing the Order in Council.

14. As to the Government of the future Colony, the Law Advisers have, as you will observe, pronounced that its constitution must be generally similar to that established in New South Wales; the Legislature must therefore consist of a House of Representatives and a Legislative Council. As this is the old colonial model of a Legislature, and has existed for a long time in Colonies of less population than Moreton Bay, even at present, and far less than it will in all probability soon attain, I have no reason to doubt that it may be brought into effective operation without becoming burdensome to the community; but, if otherwise, the new Legislature will (in accordance with the principle established in New South Wales) have the power of altering its own constitution.

15. I have, however, to instruct you to draw up a project for the division of Moreton Bay into Electoral Districts, with the number of representatives, qualifications, and other necessary points, and also to inform me of the numbers and names of such persons as you would

would recommend for Her Majesty's choice as Members of the future Legislative Council, in order that I may be enabled to insert in the Order in Council itself, as far as possible, the necessary provisions for constituting the new Government and Legislature. You will inform me, likewise, what establishment it will be necessary to create there for purposes of Local Government; with any suggestion which you may wish to make as to the appointment of particular individuals to office there.

16. I hope that you will be able to take the necessary steps required from yourself, and to obtain the assent of the Legislature to what is asked from them, with as little delay as the subject will admit, considering the long period which has elapsed since it was first taken into consideration. Nevertheless, I am aware that it is a matter in which full deliberation is expedient, and I hope you will be able, when you answer this Despatch, to furnish me with such complete materials as may enable Her Majesty's Government to dispense with any further reference to the Colony.

I have, &c.,

H. LABOUCHERE.

GOVERNOR SIR W. DENISON, K.C.B.,
&c., &c., &c.,
New South Wales.

LIST OF DESPATCHES ACKNOWLEDGED.

No. 141, 10th September, 1856.
" 176, 11th November, "
" 182, 27th " "
" 183, 28th " "
" 184, 29th " "
" 185, 29th " "
" 187, 7th December, "
" 2, 8th January, 1857.
" 3, 10th " "
" 9, 17th " "
" 10, 17th " "
" 25, 5th February, "
" 31, 14th " "
" 42, 27th " "
" 50, 9th March, "
" 51, 9th " "

(*Enclosure to foregoing Despatch.*)

Temple, 9 *October*, 1856.

SIR,

We were honored by Mr. Merivale's letter, dated 11th August ultimo, stating your request, that we would favour you with our opinion on the following questions.

1st. Whether the Crown in exercising the power of dividing the Colony of New South Wales, vested in it by the enactments which were set forth in Mr. Merivale's letter, can legally effect a division of the debt, or, if it cannot effect such division, what will be the respective liabilities of the two Colonies in regard to the debt so contracted by their hitherto joint Legislature; and Mr. Merivale is pleased to add, that you would be obliged by our opinion as to the step the Crown should be advised to take in this matter. And the second question was as follows, viz.,—Whether under the language of the Act 18 and 19 Victoria, c. 54, s. 7, set forth in Mr. Merivale's letter, "it would be lawful for Her Majesty to "constitute in Moreton Bay a Legislative Council similar to that which formerly existed in "New South Wales, if this should appear to Her Majesty's Government more suitable to "the present circumstances of Moreton Bay than the double Chamber which now exists in "New South Wales."

We have considered the subjects referred to us, and have the honor to report:—

That the present Public Debt of New South Wales is charged (by Acts of the Local Legislature, passed and assented to by the Crown since the 18 and 19 Vic., c. 54,) upon the whole of the Territorial Revenue of the entire Colony as now existing, and that the statutory powers vested in the Crown are not, in our opinion, sufficient to enable it to effect a division of this debt, which appear to us to present an insuperable objection to the proposed division of the Colony without the aid of further legislation by the Local Legislature.

The Public Creditors advanced their money on the understanding that the entire Colony should be charged with their debt. There is no power to apportion the debt, or to make arrangements for the application of the Revenues of the Colony after its division, and we therefore recommend that no attempt should be made to exercise the Parliamentary power of making a division of the Colony, until the difficulty occasioned by the Public Debt has been removed by further legislation.

With respect to the second question, we think it clear that, whenever a division is made, the Government of the newly created Colony must be the same as that existing in New South Wales at the time of such division, and consequently, if the division were now made, that it would not be lawful for Her Majesty to constitute in Moreton Bay a Legislative Council similar to that which formerly existed in New South Wales, but that a double Chamber would be necessary.

We have, &c.,

H. E. COCKBURN.
RICHARD BETHELL.

1857.

Legislative Assembly.

NEW SOUTH WALES.

EXILES LANDED AT MORETON BAY.

(DESPATCHES RELATIVE TO.)

Ordered by the Legislative Assembly to be Printed, 9 *December,* 1857

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 13 November, 1857, requesting that His Excellency the Governor General would be pleased to cause to be laid upon the Table of the House:—

"Copies of all Despatches received by His Excellency Sir "Charles Fitz Roy, during the year 1850, from the then Right "Honorable the Secretary of State for the Colonies, relative to "the Exiles landed at Moreton Bay during that year, from the "Ships "Mount Stuart Elphinstone" and "Bangalore."

SCHEDULE.

EXILES LANDED AT MORETON BAY.

No. 1.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

No. 60. *Downing-street,*
9 *May,* 1849.

SIR,

I have to inform you that the ship "Mount Stewart Elphinstone" has been chartered for the conveyance of 250 male convicts to Moreton Bay.

I have, &c.,
GREY.

GOVERNOR SIR C. FITZ ROY,
&c., &c., &c.

No. 2.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

No. 84. *Downing-street,*
2 *June,* 1849.

SIR,

I have the honor to transmit to you the Assignment List, which has been received from the Secretary of State for the Home Department, of 230 male convicts who have been embarked in the ship "Mount Stewart Elphinstone," bound for New South Wales, and for whose transportation to that Colony bonds and contracts have been intered into, conformably with the provisions of the Act of 5 Geo. IV, cap. 84.

I have, &c.,
GREY.

GOVERNOR SIR C. FITZ ROY,
&c., &c., &c.

No. 3.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

(Separate.) *Downing-street,*
2 *June,* 1849.

SIR,

I transmit to you herewith the following Lists of Prisoners embarked on board the convict ship "Mount Stewart Elphinstone" for New South Wales, and I have to desire that on their arrival in the Colony you will issue tickets-of-leave to all those convicts who may not have misconducted themselves on the voyage.

I am, &c.,
GREY.

GOVERNOR SIR C. FITZ ROY,
&c., &c., &c.

No. 4.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

No. 85. *Downing-street,*
5 *June,* 1849.

SIR,

I have transmitted to you, separately, the usual lists and particulars of 250 male convicts embarked from England in the "Mount Stewart Elphinstone," with the intention that, unless they should be guilty of misconduct on the voyage, they should receive tickets-of-leave upon arrival at their destination.

2. It is proposed that, unless on the ship being reported to you you should see any decided objection to that arrangement, these convicts should be sent on in the same vessel (which has been duly engaged for that purpose) to be landed at Moreton Bay. But, in order to avoid any risk of a want of sufficient instructions at that place, it has been arranged that the "Mount Stewart Elphinstone" should call at Sydney for your orders.

3. In the absence, therefore, of any sufficient objection, which I am unable to foresee in this country, you will, without delay, send on the ship to Moreton Bay, with such directions as may be requisite both for facilitating the disembarkation of the men, and for guiding the authorities there as to the manner in which they are to be dealt with.

4. I enclose a Despatch which I recently felt it necessary to address to Mr. La Trobe, for the same purpose, and of which it will probably be the most convenient course that you should foward a copy to Moreton Bay. 27 April, 1849.

5. I enclose the copy of a letter from the Surveyor General of Prisons, together with certain lists annexed to it, shewing the amount of reserved earnings or other money payable to these convicts when you shall think that the different sums can be issued to them with advantage. On this subject I need only refer you to former Despatches for my opinion as to the expediency of avoiding, as far as possible, the payment of any of this money until the convicts are settled in the districts where they are intended to reside. 4 June, 1849.

I have, &c.,

GREY.

GOVERNOR SIR C. FITZ ROY,
&c., &c., &c.

[*Enclosure* 1 *in No.* 4.]

Downing-street,
27 *April*, 1849.

SIR,

In two separate Despatches I have transmitted to you the Assignment Lists of 300 male convicts, embarked in the ship "Randolph," for Port Phillip, and the usual Descriptive Lists, giving particulars of their sentences, and of their conduct subsequently to conviction.

2. In conformity with a recommendation which I have received from the Secretary of State for the Home Department, I have to instruct you to issue tickets-of-leave to these men, unless any of them should be guilty of misconduct on the voyage which may appear to you to render them unfit for that indulgence.

3. I presume that you will, before this time, have become acquainted, through other channels, with my Despatches to Sir C. Fitz Roy, acquainting him with the circumstances under which a moderate number of convicts would be sent to New South Wales, not as exiles, but holders of tickets-of-leave. In order, however, to ensure your being in possession of sufficient information, I transmit to you the accompanying Parliamentary Paper, containing all my principal communications on the subject to Sir Charles Fitz Roy. By Command. Feb., 1849.

4. I also enclose, for your information, the copy of a notice, issued under authority of the Secretary of State for the Home Department, to prisoners under transportation, from which you will gather a general view of the manner in which the successive stages of punishment under their sentence are intended to be undergone.

5. I have to inform you that, under the system which is now established on the subject, Her Majesty's Government consider the principal characteristics of the ticket-of-leave to be, that instead of keeping the convict at labor for the Government, he is left free to work on his own account, but must reside within such district as may be prescribed to him by the Governor; that he must also muster before the local Magistrate at any period which may be appointed for that purpose; and, finally, that he remains liable, in case of misconduct, to be remanded to the condition of an ordinary convict, subject to all the powers of control and coercion which attach to that situation.

6. None of these restrictions is more important to the success of the plan than the one which enables the Colonial Government to allot particular districts to the convicts, so that they should be dispersed, instead of remaining in close association, and, above all, that they can be prevented from loitering in the chief towns, and living there by irregular means. I have to instruct you to pay particular attention to this object.

7. With this view, I am of opinion that it will be expedient to withhold what are called the "Reserved Earnings" of the convicts, until they reach the districts assigned to them, and are there established in some regular employment. You will consider yourself fully authorized to take this course, and only to pay over to the convicts the sums due to them at such times and in such manner as you may judge to be prudent, in order, as far as possible, to check any disposition to loiter in the town, or to squander their money in irregularities and excesses.

8.

8. In other respects the regulations affecting these men should be as simple as possible, and should avoid any unnecessary interference with the holder of the ticket-of-leave, the object being that he should enjoy all the essential privileges of a free laborer, and all the moral training which that condition implies, subject only to the wholesome power of bringing him again under strict control, in case of serious misconduct.

9. Except in cases of a very special nature, which must be reported for the consideration of the Secretary of State, convicts are not to be recommended for a conditional pardon unless they have repaid to the Government the cost of their conveyance, which it is to be assumed for this purpose, at the sum of £15; and you will take care that they are made distinctly aware that this is a condition to be fulfilled, independently of any evidence required of their good conduct, before they can obtain a conditional pardon, although I need scarcely observe that any regulation of this kind is merely to be viewed as a part of convict discipline, and cannot be of any force after the expiration of the sentence. These re-payments, as you are aware, will be available as an addition to the Emigration Fund of the Colony.

10. In order to prevent mistakes, I may add that it is not intended to make it a preliminary condition to obtaining a conditional pardon that a married convict must have paid half of the expense of sending out to him his wife and family. The rule on this subject will be that half the expense of sending out the wives and families of these men will be defrayed by the public, if the other half be paid to the Government here from private sources; but it will be indifferent whether that contribution proceed from earnings made by the convict in the Colony, or from parishes or benevolent persons in this country.

I have, &c.,
GREY.

C. J. LATROBE, ESQ.,
&c., &c., &c.,
Port Phillip.

[*Enclosure* 2 *in No.* 4.]

45, *Parliament-street,*
4 *June,* 1849.

DEAR SIR,

I have paid into the Treasury the sum of £177 12s. 4¼d., belonging to convicts in course of embarkation for Moreton Bay, in the "Mount Stewart Elphinstone," which sum, under Earl Grey's recent instructions, will be applied, after landing, for their advantage.

I transmit duplicate lists of the amount due, signed by each of the individuals in acknowledgment of its accuracy. I would venture to suggest that Sir Charles Fitz Roy should be authorized to direct the issue of this sum from the Commissariat Chest to some one in authority at Moreton Bay, so that the funds may be immediately available, in case it should appear desirable to make purchases, or facilitate the dispersion of prisoners directly after landing.

I am, &c.,
J. JEBB,
Lt.-Govr.

J. F. ELLIOT, ESQ.,
&c., &c., &c.

ABSTRACT of the sum £ , amount of property belonging to prisoners with tickets-of-leave, embarked in the ship "Mount Stewart Elphinstone."

	£	s.	d.
Milbank Prison	12	4	1
Pentonville Prison	53	18	3¼
Warrior Hulk	25	11	4½
Wakefield Prison	2	15	8½
Justitia Hulk	15	4	10
York Hulk	24	5	4
Stirling Castle	5	1	0
Portland Prison	38	1	9
	£177	12	4¼

No. 5.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

No. 215.

Downing-street,
2 *January,* 1850.

SIR,

I have the honor to transmit to you the Assignment List, which has been received from the Secretary of State for the Home Department, of three hundred male convicts,

convicts, who have been embarked in the ship "Bangalore," bound for Moreton Bay, and for whose transportation to that Colony bonds and contracts have been entered into, conformably with the provisions of the Act of 5 Geo. IV, c. 84.

I am, &c.,
GREY.

GOVERNOR SIR CHARLES FITZ ROY,
&c., &c., &c.

No. 6.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

(Separate)

Downing-street,
2 *January*, 1850.

SIR,

I transmit to you herewith the following Lists of Prisoners embarked on board the convict ship "Bangalore" for conveyance to Moreton Bay. Lists.

I have, &c.,
GREY.

GOVERNOR SIR CHARLES FITZ ROY,
&c., &c., &c.

No. 7.

THE SECRETARY OF STATE *to* POLICE MAGISTRATE, MORETON BAY.

Downing-street,
2 *January*, 1850.

SIR,

I am directed by Earl Grey to transmit to you, for your information and guidance, under flying seals, two Despatches which have been addressed to the Governor of New South Wales, the one enclosing the Assignment List of the convicts by the "Bangalore," the other forwarding the Descriptive Lists of those convicts.

I am, &c.,
B. HAWES.

THE POLICE MAGISTRATE
of the District of Moreton Bay.

Mr. Hawes presents his compliments to the Police Magistrate at Moreton Bay, and is directed by Earl Grey to transmit to him, under a flying seal, for his information and guidance, a Despatch which has been addressed to Governor Sir Charles Fitz Roy.

Downing-street,
2 *January*, 1850.

No. 8.

THE SECRETARY OF STATE *to* GOVERNOR SIR C. FITZ ROY.

No. 216.

Downing-street,
2 *January*, 1850.

SIR,

I have the honor to inform you that the convicts by the "Bangalore" are to have tickets-of-leave on their arrival, excepting any of them who may disqualify themselves for that indulgence by misconduct.

2. In my Despatch, No. 85, of the 5th June, 1849, on the occasion of despatching the "Mount Stewart Elphinstone," I requested that the Police Magistrate at Moreton Bay might receive copies for his guidance of the requisite directions as to the disposal and management of convicts who should receive tickets-of-leave.

3. I conclude, therefore, that he will be in possession of the necessary instructions on that subject.

I have, &c.,
GREY.

GOVERNOR SIR C. FITZ ROY,
&c., &c., &c.

No. 9.

THE SECRETARY OF STATE *to* SIR C. FITZ ROY.

No. 55. *Downing-street,*
22 *April*, 1849.

SIR,

As it is, for obvious reasons, desirable that there should be a certain degree of uniformity in the principles on which convicts, considered deserving of tickets-of-leave, should be treated in the different Colonies to which they proceed, and as I am anxious to to take every means in my power for making the views of the Government on the subject clearly understood by the Governors of those Colonies, I beg leave to enclose for your information the accompanying copies of two Despatches which I have recently had occasion to address to the Governor of the Cape of Good Hope upon the first introduction of a party of convicts into that settlement with tickets-of-leave. Many of the statements in these Despatches will be familiar to you; but I send them to you because they recapitulate, in a succinct form, those particulars which Her Majesty's Government consider to form the most important conditions attaching to the state of a convict in possession of a ticket-of-leave. I have merely to add, that there is no part of the treatment of these men which appears to be more material than to remove them as soon as possible from the place of disembarkation, assigning to them for their residence districts where they may easily find employment, but may, at the same time, be at a distance from those temptations to which, in large towns, they must be exposed. With this view, I am of opinion that it will be expedient to withhold the reserved earnings of the convicts until they reach the districts assigned to them, and are there established in some regular employment. You will consider yourself fully authorised to take this course, and only to pay over to the convicts the sums due to them at such times and in such manner as you may judge to be prudent, in order, as far as possible, to check any disposition which they may show to loiter in the town, or to squander their money in irregularities and excess.

I have, &c.,

SIR C. FITZ ROY. GREY.

[*Enclosure* 1 *in No.* 9.]

No. 289. *Downing-street,*
19 *March*, 1849.

SIR,

In another Despatch of this day's date, I have addressed you upon the views under which a party of convicts has been ordered to be sent to the Cape of Good Hope, and upon the circumstances in which the men are to be placed upon arrival. As the system, however, is new at the Cape, it may be convenient that I should convey to you some general information on the law applicable to the subject.

5 Geo. IV., c. 84. 9 Geo. IV., c. 83. 2 & 3 W. IV., c. 62. 6 Vic., c. 7.

2. For this purpose, I transmit to you, herewith, some of the principal Acts which now regulate transportation to the Colonies. By the last of those Acts, passed in the sixth year of Her present Majesty, c. 7, you will observe that, by the second clause, the Governor is precluded from remitting, either absolutely or conditionally, the whole or any part of the time for which a convict may have been transported, without obtaining the previous sanction of Her Majesty, through one of Her Principal Secretaries of State; but, by the third clause, the ancient practice in Colonies to which offenders have been transported, of granting tickets-of-leave by authority of the Governor, is left intact, Parliament merely superadding in favor of men who obtain such tickets certain privileges, which they could not have enjoyed without a Legislative sanction; and, by section 5, the same practice is extended, together with the general provisions of the Act, to Colonies which might be at any time thereafter appointed by Her Majesty in Council to receive convicts.

4 Sept., 1848.

3. I enclose an Order which has been passed accordingly by Her Majesty in Council, containing the requisite nomination of the Cape as one of the places to which the Government may send persons sentenced to transportation.

4. When prisoners have been introduced into a Colony under such an Order, passed by virtue of the Transportation Acts, the requisite powers for the safe custody and discipline of the convicts appertain to the Crown by necessary consequence, as part of the powers given by those Acts. Experience, however, has shown in New South Wales and Van Diemen's Land, that some special legislation is desirable in addition, in order to define the several regulations which shall attach to the condition of the convicts.

5. Transported convicts in the Australian Colonies have been made liable to summary trial, in the event of their being charged with the commission of offences short of capital in those Colonies, and this liability continues, even though they should have received tickets-of-leave. It may also occur that some of these men, if they forfeit their tickets by misconduct, may be employed by you on the public works or other works, as you have power to do. In such a case, I observe that a very good code of discipline for convicts sentenced in the Colony, is already established at the Cape, by an Ordinance, No. 7 of 1844.

31 Jan., 1849.

6. Adverting to these considerations, Her Majesty in Council has been pleased to pass an Order, herewith transmitted to you, which both confers power of summary trial for convicts

convicts accused of any offences of a general nature, and at the same time renders convicts transported from England liable to the same rules of discipline as are already laid down by the above-mentioned Ordinance for convicts sentenced in the Colony, leaving power to the Cape Legislature to make any alterations which they may think fit in those regulations.

7. I trust that the powers thus conferred will give you every necessary means for the good government of the men thus introduced, with the view of holding tickets-of-leave, and also, that the foregoing brief explanation will render the state of the law on the subject sufficiently clear.

8. I have only to state, in conclusion, that should any of these men unfortunately forfeit by misconduct their tickets-of-leave, and thus require to be brought under stricter coercion, all the expenses incurred by their detention and maintenance whilst employed on public works will be chargeable to Great Britain, and be defrayed through the Commissariat Department.

9. At the same time, although such ample powers are vested in you for repressing any tendency to crime amongst the convicts, and of punishing them, if indispensable, by the forfeiture of their tickets-of-leave, I need scarcely say that this last measure is an extreme remedy, not lightly to be resorted to, and that the great aim should be, as long as the men are guilty of no serious misbehaviour, to leave them to earn their own livelihood, and rely on their own good conduct and exertions, without any unnecessary interference with them by the Government.

I have, &c.,
GREY.

GOVERNOR SIR HENRY SMITH,
&c., &c., &c.

[*Sub-Enclosure in No.* 9.]

At the Court at Buckingham Palace, the 4th day of September, 1848.

Present:

THE QUEEN'S MOST EXCELLENT MAJESTY.

HIS ROYAL HIGHNESS PRINCE ALBERT.

LORD CHANCELLOR,	EARL GREY,
LORD PRESIDENT,	EARL OF AUCKLAND,
LORD PRIVY SEAL,	VISCOUNT PALMERSON,
DUKE OF NORFOLK,	VISCOUNT MORPETH,
MARQUIS OF BREADALBANE,	LORD CAMPBELL,
LORD STEWARD,	MR. LABOUCHERE,
LORD CHAMBERLAIN,	MR. CHANCELLOR OF THE EXCHEQUER.

WHEREAS by an Act passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled, "*An Act for the Transportation of Offenders from Great Britain,*" it was amongst other things enacted, that it should be lawful for His Majesty, by and with the advice of his Privy Council, from time to time, to appoint any place or places beyond the seas, within or without His Majesty's Dominions, to which felons and other offenders under sentence or order of transportation or punishment should be conveyed.

And whereas by the said Act it was further enacted, that it should be lawful for His Majesty, by any Order or Orders in Council, to declare His Royal will and pleasure that male offenders convicted in Great Britain, and being under sentence or order of transportation should be kept to hard labor in any part of His Majesty's Dominions out of England, to be named in such Order or Orders of Council.

And whereas by an Act of Parliament passed in the sixth year of the reign of His said late Majesty, intituled, "*An Act for punishing offences committed by transports kept in labor "in the Colonies, and better regulating the powers of Justices of the Peace in New South "Wales,*" it was among other things enacted, that it should and might be lawful for His said late Majesty by any Order or Orders to be by him from time to time for that purpose issued, with the advice of His Privy Council to appoint, or by any such Order or Orders in Council to authorize the Governor, Lieutenant-Governor, or other person for the time being administering the Government of any of His Majesty's Foreign Possessions, Colonies or Plantations, to appoint the place or places within His Majesty's Dominions to which any offender convicted in any such Foreign Possessions, Colonies or Plantations, and being under sentence or order of transportation, shall be sent or transported; and it was thereby enacted, that all such persons should within the place or places to which, in pursuance of any such Order or Orders in Council, they should or might be so sent or transported, be subject and liable to all such and the same laws, rules, and regulations as were or should be in force in any such place or places with respect to convicts transported from Great Britain.

And whereas, in pursuance of the powers so vested in the Crown as aforesaid by the said recited Acts, certain orders have been made by the Privy Council during the reigns of their late Majesties King George and King William the Fourth, respectively, and of Her present Majesty, namely,—on the 23rd June, 1824, the 11th day of November, 1825, and the 22nd May, 1840,—for the purpose of appointing places to which such felons and other offenders should be conveyed, and the places to which offenders convicted in such Foreign Possessions, Colonies, and Plantations, should be transported.

And whereas it hath seemed fit to Her Majesty, on the advice of her Privy Council, to revoke the said Orders in Council and to substitute in lieu thereof such other provisions as are hereinafter mentioned.

Now,

Now, therefore, in pursuance and exercise of the powers vested in Her Majesty in Council by the said recited Acts of Parliament, Her Majesty, by and with the advice of Her Privy Council, doth order, and it is hereby ordered, that upon and from the 25th day of November, 1848, the said Orders in Council shall be, and the same are, respectively, revoked, so far as regards any Act, matter, or thing to be done from and after the said 25th day of November in the premises.

And it is hereby further ordered, by the advice aforesaid, and in pursuance and exercise of the authority aforesaid, and from and after the said 25th day of November, the following shall be the places to which felons and other offenders in the United Kingdom then being, or thereafter to be, under sentence or order of transportation, shall be conveyed under the provisions of the said recited Act of the fifth year of the reign of His late Majesty King George the Fourth, namely, New South Wales, Van Diemen's Land, and Norfolk Island, Cape of Good Hope, together with the dependencies comprised under the Government of the aforesaid Colonies respectively.

And it is hereby further ordered, by the advice aforesaid, and in pursuance and exercise of the authority aforesaid, that male offenders convicted in the United Kingdom, and being under sentence or order of transportation, shall from and after the said 25th day of November, 1848, in pursuance of the provisions of the said last recited Act, be kept to hard labor in Her Majesty's Colony of Bermuda. And it is further ordered, by the advice aforesaid, and in pursuance and exercise of the authority aforesaid, that from and after the said 25th day of November, 1848, the respective Governors, Lieut.-Governors, and other persons for the time being administering the Government of any of Her Majesty's Colonies, shall, in pursuance of the said recited Act of the sixth year of the reign of his said late Majesty, by proclamation to be by them respectively for that purpose issued, appoint the place or places within Her Majesty's Dominions to which any offender, convicted in any such Colonies, and being under sentence or order of transportation, shall be sent or transported, provided that neither the said Colony of Bermuda, nor any of Her Majesty's Colonies in New Holland, or in the Southern Ocean, be so appointed for that purpose by any such proclamation as aforesaid, other than the said Islands of Van Diemen's Land and Norfolk Island, and the Islands adjacent to and comprised within the Government of Van Diemen's Land.

And the Right Honorable Earl Grey, and the Right Honorable Sir George Grey, Bart., two of Her Majesty's Principal Secretaries of State, are to give the necessary directions herein as to them may respectively appertain.

C. C. GREVILLE.

At the Court at Buckingham Palace, the 31st day of January, 1849.

Present:

The Queen's Most Excellent Majesty in Council.

WHEREAS by an Order made by Her Majesty, with the advice of Her Privy Council, on the 4th of September, 1848, the Cape of Good Hope was appointed to be a place to which felons and other offenders in the United Kingdom then being or thereafter to be under sentence or order of transportation should be conveyed, under the provisions of the therein recited Act, passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled, "*An Act for the Transportation of Offenders from Great Britain.*"

And whereas it is expedient that provision should be made for the summary punishment of offences committed by felons or other offenders who have been or shall be transported to the Cape of Good Hope, and whose sentences have not expired or been remitted.

Now, therefore, it is hereby ordered by the Queen's Most Excellent Majesty, by and with the advice of Her Privy Council, that the Supreme Court and Circuit Courts of the Cape of Good Hope shall have power and authority in a summary way to take cognizance of, inquire into, hear and determine, all crimes and misdemeanors not punishable with death which have been or shall be committed by any felons or other offenders who have been or shall be transported to the said Colony, and whose sentences shall not have expired or been remitted.

And it is hereby further ordered, that all and every the powers and authorities and jurisdictions which are hereby vested in the Supreme Court and Circuit Courts, are and shall be likewise vested in one or more resident Magistrate, Justice, or Justices of the Peace in and for the said Colony, or in and for any district or county thereof, to be by such resident Magistrate, Justice or Justices exercised in a summary way; provided that no such resident Magistrate, Justice or Justices shall exercise any such powers, authorities, or jurisdictions aforesaid, in any case where any Circuit Court shall be appointed to be held within one week after the complaint shall be preferred against any such offender, at any place not more than 20 miles distant from the place at which the offence shall be charged to have been committed.

And whereas by the Ordinance No. 7 of 1844, enacted by the Governor of the Cape of Good Hope, with the advice and consent of the Legislative Council thereof, and intituled "an Ordinance for the discipline and safe custody of the convicts employed upon the public "roads," certain provisions were made for the discipline and custody of convicts sentenced to hard labor in the Colony, and employed on the said public roads: Now it is hereby further ordered, that all provisions contained in the said Ordinance shall, and the same are hereby made to extend to such felons and other offenders as may have been transported from the United Kingdom in manner above mentioned, and who shall at any time hereafter, by direction of the Governor of the Cape of Good Hope, be employed on any such roads as aforesaid, or on any such public works within the said Colony: Provided always, that it shall be lawful for the Governor, with the advice of his said Legislative Council, to make any further

further or other provision by any Ordinance or Ordinances respecting the discipline and custody of such felons and other offenders as may be so employed as aforesaid.

And the Right Honorable Earl Grey, and the Right Honorable Sir George Grey, two of Her Majesty's Principal Secretaries of State, are to give the necessary directions herein as to them may respectively appertain.

WM. L. BATHURST.

[*Enclosure* 2 *in No.* 9.]

No. 288.

Downing-street,
19 *March,* 1849.

SIR,

I have noticed, with much regret, the apprehensions which have been excited at the Cape of Good Hope by the proposal to introduce a moderate number of persons who had received the sentence of transportation. If it were contemplated to send out such persons indiscriminately, at an early period after they had been convicted of the commission of crime, or to send them out in sufficient numbers to exercise an influence on the general character of the community, a feeling of reluctance would be only natural and honorable to the society in which it arose. But I cannot help hoping, that when the true character of the measures which the Government have had in view is better understood, any just alarm of this nature will be dissipated; and I propose, therefore, to commence this Despatch by stating, somewhat more fully than before, the general views of the Government on sending convicts to the Colonies. I will afterwards explain under what circumstances a small number of such men has been ordered to be despatched to the Cape, and what is the condition in which they are to be placed.

2. Nothing can be further from the intention of the Government than to send out convicts, indiscriminately, at an early period after receiving their sentence of transportation. Both with a view to deterring from crime, and also to the reformation of the offender, it is considered that every convict should, in the first instance, undergo a term of that separate confinement which would appear, by recent experience, to have a power which had not before been fully appreciated, for subduing the refractory, and producing feelings of contrition and of submission to authority. Afterwards it is proposed that ordinary offenders should go through a period of penal labor on public works, and that their removal to the Colonies should only take place at that period of their punishment when strictly penal restraint may be properly exchanged for a state of comparative freedom.

The enclosed printed notice will explain the system to be pursued with regard to these successive stages of punishment.

3. Experience has given reason to believe that criminals who have undergone punishment under a judicious system, though too frequently driven back into crime by the difficulty of obtaining an honest livelihood, if they remain in a country where there is an intense competition for employment, are likely to pursue a different course if, while encouraged to look to industry for their support by a demand for their labor, they are at the same time removed from the temptation of returning to their old haunts and associates. The considerable proportion of convicts who ultimately became industrious and well-conducted in Australia, even under the former system of assignment, objectionable as it was in many respects, affords good ground for anticipating still better results under the present course of convict discipline.

It will compromise the same advantage of dispersing the convicts instead of keeping them collected in large gangs, which has been considered the recommendation of the assignment system, while it affords no room for the numerous evasions, collusions, and inequalities which attended the condition of binding the convicts in servitude to private masters.

4. Even with all these qualifications, however, there are obvious reasons for wishing to avoid introducing convicts into any one Colony in sufficient numbers to bear a large proportion to the population. It is precisely in order to avoid that evil that Her Majesty's Government are anxious to disperse them in comparatively small numbers in several Colonies. But, after such a preparatory course of discipline as is above described, and sent out only in moderate numbers, it hardly seems too much to hope that persons of the class above described may, with advantage to all parties, be introduced into Colonies suffering from a deficiency of laborers, for the purpose at once of supplying that deficiency, of relieving this country of persons who could not have the same chance here of persevering in a reformed life, and of giving the convicts themselves the best chance which existing circumstances will allow of being permanently established as useful members of society.

5. There remains also a special class of convicts to whom, I think, you have very justly adverted in a proclamation which I observe that you issued, as distinct from ordinary convicts—I mean those who have been sentenced for various kinds of political offences. Serious as are many crimes of this nature, on account of the danger to society which they involve, and of the injury which they inflict on peaceful and loyal members of the community, it must at the same time be admitted that their commission does not necessarily, or even ordinarily, imply moral debasement of the same kind with that which renders association with common criminals an object of just apprehension to those who regard the well-being of society.

6. With these preliminary remarks, I proceed to explain the circumstances under which the Government have ordered a party of about 300 convicts to be sent to the Cape of Good Hope.

7. Since the time I addressed to you the inquiries contained in my Circular Despatch of the 7th August last, I received from the Governor of Bermuda a Despatch, of which I enclose an extract, containing all that bears upon the present subject, strongly recommending

to favorable consideration a considerable number of Irish convicts, most of whom appeared to have been convicted of agrarian offences, and whose conduct in Bermuda was represented to have been harmless and satisfactory. I was unwilling to lose so favorable an opportunity of trying the experiment whether the Cape might not, with advantage, receive a supply of labor of this description. The ship "Neptune," therefore, which is on her way to Bermuda for the reception of those convicts who may have been selected by a Board of Officers as deserving of the indulgence of tickets-of-leave, is under engagement to proceed from thence to the Cape of Good Hope.

8. Considering the efforts and the sacrifices made by the people of Great Britain for the defence of the Colonies, it seems reasonable to expect that, when the true nature of the measures now in contemplation are understood, the inhabitants will no longer feel unwilling to take their share in a policy which places it in their power, without injury to the Cape, to render an important service to the Mother Country.

9. Next is to be considered the condition in which the men so introduced are to be placed. It is proposed, as you are aware, that they should all have what is technically styled tickets-of-leave.

10. The characteristics of the ticket-of-leave are, that, instead of keeping the convict at labor for the Government, he is left free to work on his own account, but must reside within such district as may be prescribed to him by the Governor—must also muster before the local Magistrate at any period which may be appointed for that purpose; and, finally, that he remains liable, in case of misconduct, to be remanded to the condition of an ordinary convict, subject to all the powers of control and coercion which attach to that situation. These are all the restrictions which should affect the ticket-of-leave man.

11. None of these, perhaps, is more important to the success of the plan than the one which enables the Colonial Government to allot particular districts to the convicts, so that they should be dispersed instead of remaining in close association, and, above all, that they can be prevented from loitering in the chief towns, and living there by irregular means.

12. In considering any local regulations which may be requisite for defining and carrying them into effect, I have no doubt that you will find much aid from the long experience which Mr. Montague, the Colonial Secretary, had in Van Diemen's Land. Those regulations should be as simple as possible, and should avoid any unnecessary interference with the holder of the ticket-of-leave, the object being that he should enjoy all the essential privileges of a free laborer, and all the moral training which that condition implies, subject only to the wholesome power of bringing him again under strict control in case of serious misconduct.

13. Except in cases of a very special nature, which must be reported for the consideration of the Secretary of State, the convicts are not to be recommended for a conditional pardon, unless they may have repaid to the Government the cost of their conveyance, which is to be assumed for this purpose at the sum of £15; and you will take care that they are made distinctly aware that this is a condition to be fulfilled independently of any evidence required of their good conduct, before they can obtain a conditional pardon, although I need scarcely observe that any regulation of this kind is merely to be viewed as a part of convict discipline, and cannot be of any force after the expiration of the sentence.

These re-payments, as you are aware, will be available as an addition to the Emigration Fund of the Colony.

I have, &c.,
GREY.

GOVERNOR SIR HENRY SMITH,
&c., &c., &c.

NOTICE TO PRISONERS UNDER SENTENCE OF TRASPORTATION.

MALE convicts under sentence of transportation will, in ordinary cases, be subjected to three periods of discipline before they serve out the term of their sentence or obtain a conditional pardon in the Colony to which they may be sent.

1st. The first period will be passed in separate confinement.

2nd. The second period will be passed at hard labor on public works, under strict discipline, for a period proportioned to the sentence.

3rd. The third period will be passed with a ticket-of-leave in one of Her Majesty's Colonies.

SEPARATE CONFINEMENT.

The duration of the first period will, in some measure, be regulated by the character, conduct, and industry of a prisoner, and his fitness for association with others.

A prisoner may be recommended on special grounds for removal from separate confinement at any period of his imprisonment, but in ordinary cases the following rule will be followed:—

The maximum period to be passed in separate confinement will be eighteen months. Records will be kept by the Governor, Chaplain, Schoolmaster, and other Officers, of the conduct and character of each prisoner undergoing this punishment; monthly examinations of these records will be made by the superior authorities of the prison, who will grant to deserving prisoners a good conduct badge to be worn on their dress. Prisoners obtaining these badges and not forfeiting them by subsequent misconduct, will be eligible to be recommended for removal from separate confinement at an earlier period than others. In case of the prisoners under sentence of transportation for only seven years, and who shall have obtained

obtained a certain number of badges, the authorities will be enabled to recommend to the Secretary of State that they may be removed direct to a Colony, with a ticket-of-leave, instead of undergoing penal discipline on public works.

NOTICE TO PRISONERS EMPLOYED ON PUBLIC WORKS.

"Prisoners having usually undergone separate confinement for a certain term, will "be required, before their removal from this country, to labor on public works, under strict "discipline, for a period proportionate to the term of their original sentence, after which "they will be sent to one of the British Colonies.

"Prisoners who do not misconduct themselves will be eligible to be recommended to "the Secretary of State for tickets-of-leave in one of the Colonies, on the expiration of one-"half of the term of their original sentences, according to the following scale, (No. 1,) which "has been prepared with reference to the respective terms of transportation. By obtaining "special reports of good conduct, they may entitle themselves to this indulgence at an earlier "period, according to following scale (No. 2.)"

SCALE No. 1.

Ordinary Periods of Detention on Public Works, proportioned to the Terms of different Sentences.

A Prisoner sentenced to	7	years, for a period not less than	2	years.
Ditto	10	" "	3½	"
Ditto	15	" "	6½	"
Ditto	20	" "	8½	"
Ditto	Life*	" "	10½	"

These periods together with the previous term passed in separate confinement and the time occupied in the voyage, are calculated to make up about half the period of sentence.† It is, however, to be clearly understood, that it is only in cases of prisoners conducting themselves in a satisfactory manner, that any such remission of their sentence can be recommended.

As a further encouragement, however, such prisoners as conduct themselves in an exemplary manner, and who shew by their general demeanor and willing industry, that they have profited by the instruction they have received, and are likely to become useful members of society when released from penal discipline, will be eligible to be specially recommended to the Secretary of State for a ticket-of-leave, at the expiration of one-half the period stated on the foregoing Scale, or at any time between that and the ordinary term stated in the Scale, No. 1, viz.:—

SCALE No. 2.

Minimum Period of Detention on Public Works, applicable to Prisoners whose conduct is exemplary.

A Prisoner sentenced to	7	years, for a period not less than	1	year.
Ditto	10	" "	1½	"
Ditto	15	" "	3	"
Ditto	20	" "	4	"
Ditto	Life	" "	6	"

In order that every prisoner may be aware of his situation, and the effect which his conduct may have in diminishing or extending his period of probationary discipline, records of his conduct, attainments, and industry will be kept by the Governor, Chaplain, and other Officers, which will be examined monthly, or oftener if required, and the results communicated to the prisoner.

If a prisoner's conduct has been in all respects exemplary during the month, he will, after the monthly report, be recommended to the Visitors, or other superior authority, for a badge to be worn on his dress, which, if not forfeited by subsequent misconduct, will afterwards enable the Visitors to recommend him for a remission of one month of the period of detention set forth in Scale No. 1.

Thus a prisoner under sentence for seven years conducting himself in an exemplary manner for twelve months after his reception, would place himself in a position to be specially recommended for twelve months' remission of the period laid down in Scale No. 1, and might be brought forward for embarkation with a ticket-of-leave in the minimum period of twelve months, as laid down in Scale No. 2.

Or, a prisoner under sentence for ten years conducting himself in an exemplary manner for eighteen months, would place himself in a position to be recommended for embarkation with a ticket-of-leave in the minimum period of eighteen months, as laid down in Scale No. 2, instead of being detained three and a half years, as prescribed for ordinary cases in No. 1.

Prisoners entitled to a less number of badges would be eligible for recommendation at some intermediate period.

TICKETS

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* Sentence for life to be reckoned at 24 years

† The average term to be passed in separate confinement being assumed at 12 months, any greater or less period will be taken into account in determining the period of detention laid down in this Scale.

TICKETS-OF-LEAVE.

The holder of a ticket-of-leave will be required to remain within a certain district, which will be prescribed by the Governor of the Colony, where he will have the means of working for wages; but if he misconducts himself, or wilfully remains in idleness when employment can be obtained, he will be liable to forfeit his ticket-of-leave, and to be again subjected to penal discipline. On the other hand, if he conducts himself, well he will be eligible to be recommended by the Governor of the Colony (according to the regulations which from time to time may be in force) for a conditional pardon; but in ordinary cases none will be so recommended until they shall have repaid out of their wages a certain sum towards the expense of their conveyance to the Colony.

FAMILIES OF CONVICTS.

Arrangements will be made by which assistance will be given towards defraying the expenses of the passage to the Colony of the wives and families of well-conducted convicts, on the remainder of the expense being provided from private sources.

NOTE:—The indulgence of a ticket-of-leave on arrival at the Colony may be withheld if a prisoner misconducts himself on the voyage.

EXTRACT of a Despatch from Governor Elliot to Earl Grey, dated Bermuda, 22nd of June, 1848.

"I avail myself of this occasion to solicit the compassionate attention of Her Majesty's "Government, so soon as any favorable conjuncture should present itself, to the case of many "other Irish prisoners recently arrived here.

"It will be remarked with anxiety, on examining the lists of 704 prisoners sent "from Ireland in the 'Medway' and 'Bangalore,' that many of them were convicted of "stealing food, and agrarian offences; the first, no doubt, chiefly attributable to the dreadful "calamity which befel the poorer classes of people during the last two years, and the last, in "a high degree, to the inflammatory practices of others in the time of their desperate need. "Perhaps Her Majesty's Government may be pleased (taking all the circumstances into "consideration, on the return of a state of comparative tranquillity in Ireland,) to permit me "to appoint a Commission in this Colony for selecting individuals from the Irish prisoners, "whom it may be permissible to recommend for removal to Australia on the ticket-of-leave "or conditional pardon. These prisoners are, for the most part, friendless men, in humble "stations of life, and your Lordship will feel that they are entitled to any extenuating "considerations which I can advance in their behalf whilst they are conducting themselves "steadily and submissively at this depôt."

1857.

Legislative Assembly.

NEW SOUTH WALES.

ST. JOHN'S COLLEGE BILL.

REPORT

FROM THE

SELECT COMMITTEE

ON

ST. JOHN'S COLLEGE BILL,

TOGETHER WITH

THE PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
10 *November*, 1857.

SYDNEY:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

174—A

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 10. WEDNESDAY, 26 AUGUST, 1857.

12. St. John's College Bill :—Mr. Faucett moved, pursuant to notice,—
(1.) That Saint John's College Bill be referred for the consideration and report of a Select Committee.
(2.) That such Committee consist of Mr. Murray, Mr. Martin, Mr. Egan, Mr. Dalley, Mr. Flood, and Mr. Deniehy.
Question—(1.) That Saint John's College Bill be referred for the consideration and report of a Select Committee—put and passed.
Question—(2.) That such Committee consist of *Mr. Murray, *Mr. Martin, Mr. Egan, Mr. Dalley, Mr. Flood, and Mr. Deniehy—put and passed.

VOTES No. 29. TUESDAY 10 NOVEMBER, 1857.

17. St. John's College Bill :—
(1.) Mr. Faucett, as Chairman, brought up the Report from, and laid upon the Table the Evidence taken before the Select Committee for whose consideration and report this Bill was referred on the 26th August last.
Ordered to be printed.
(2.) Mr. Faucett then moved, That the second reading of this Bill stand an Order of the Day for Friday next.
Question put and passed.

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* *Seats declared vacant*, 8 *September*, 1857.
Restored to Committee, 30 *October*, 1857.

1857.

ST. JOHN'S COLLEGE BILL.

REPORT

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 26th August last, the "*St. John's College Bill*," beg leave to Report to your Honorable House—

That they examined Mr. Ellis, one of the Joint Secretaries to the Committee of Management of St. John's College, (whose evidence will be found appended hereto), and that the Preamble of the Bill having been satisfactorily proved by the evidence of that gentleman, they proceeded with its several Clauses, in the consideration of which, from their desire to assimilate the Bill as nearly possible to the "Act for incorporating St. Paul's "College," as proposed to be amended by a Bill now before the Legislature, they found it necessary to make various amendments.

They further deemed it expedient to insert a Clause therein providing that all such By-laws and Rules as the Council of the College may, from time to time, make and establish should be laid before the Houses of Parliament. *Vide*—Clause 11 in amended Bill.

And your Committee now beg to lay before your Honorable House the Bill, as amended by them.

P. FAUCETT,
Chairman.

Legislative Assembly Chamber,
Sydney, 10 *November*, 1857.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 6 *NOVEMBER*, 1857.

Members Present:—

Mr. Faucett,	Mr. Dalley,
Mr. Flood,	Mr. Egan.

Mr. Faucett was called to the Chair.

Mr. *Eyre Ellis*, Secretary to the Committee of Management of St. John's College, examined.

Committee having considered, and *verbally* amended the Preamble of the Bill, (*Vide "Schedule of Amendments" appended hereto,*) were of opinion that the evidence of Mr. Ellis shewed the matters required by the Standing Orders to have been complied with, and the allegations contained in the Preamble to be proved.

Whereupon Motion made (Mr. *Dalley*) and *Question*—"That the Preamble, as *verbally* amended, stand part of the Bill"—*agreed to.*

Committee then proceeded to consider the several Clauses of the Bill, and made various amendments therein (*Vide "Schedule of Amendments" appended hereto.*)

Chairman requested to Report the Bill, as amended, to the House.

ST. JOHN'S COLLEGE BILL.

Schedule of Amendments.

Preamble. Page 1, Line 13.—Omit *this present.*
" " " —After *assembled* insert *and by the authority of the same.*
Clause 1. " " 18.—Substitute *eighteen* for *six.*
" " 2, " 3. 4. After *succession and* omit *shall have*
" 2, agreed to without amendment.
" 3, Page 2, Line 21.—After *always be* insert *duly approved.*
" " " 22. 23. 24. 25. Omit as far as *being*, inclusive, in line 25.
" " " 26. 27. After *shall*, in line 26, omit as far as *shall*, inclusive, in line 27.
" " " 28.—Omit *six senior.*
" 4, agreed to without amendment.
" 5, Page 3, Line 6. After *be a* insert *duly approved.*
7. After *Priest* omit as far as *Archbishop*, inclusive, in line 7.
" 6, " " 11.—Omit *Senior.*
" 7, struck out.
" 8, (now 7) 17. 20. Omit *or Senior Fellows.*
" " " 21. 22. 23. Omit *Senior.* After *Fellows*, in line 21, omit as far as *body*, inclusive, in line 23.
" 9, (now 8) 27. After *Subscribers* insert *to be;* after *Visitor* insert *by notice in one or more Newspapers published in Sydney, at least one fortnight before the day appointed for such Meeting.*
" " " 28.—Omit (*not being Senior Fellows.*)
" 10 (now 9) " 11 (now 10) Agreed to without amendment.
New Clause. " 11 here inserted. *"Provided that any such By-Law and Rule shall be transmitted to the Governor within thirty days after being made, to be by him laid before the Houses of Parliament of the Colony, as soon as conveniently may be thereafter."*
" 12, agreed to without amendment.
" 13, Page 4, Line 28.—Omit *Fellows or Senior.*
" " " 29. Omit *Fellows or*, at commencement. After *Votes for*, omit *a Senior Fellow.*
" " 5 " 2.—Omit *or Senior Fellows.*
" " " 4.—After *Clerical and*, substitute *two* for *one.*
" " " 5,—To *Member*, add letter *s.*
" " " 6. 7. After *Council*, in line 6, omit as far as *Fellows*, inclusive, in line 7.
" 14, " " 12.—After *By-laws*, omit remainder of line.
" " " 14.—Omit *whether*, and *or the Fellows or the Senior Fellows.*
" 15, " " 27.—Omit *or Senior Fellows.*

WITNESS.

Friday, 6 *November*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

ST. JOHN'S COLLEGE BILL.

FRIDAY, 6 *NOVEMBER*, 1857.

Present:—

MR. FAUCETT IN THE CHAIR.

MR. EGAN, | MR. FLOOD,

MR. DALLEY.

Mr. Eyre Ellis called in and examined:—

Mr. E. Ellis. 6 Nov., 1857.

1. *By the Chairman:* I believe you are one of the Joint Secretaries of the Committee for managing St. John's College? I am.
2. Will you state what took place with respect to the commencement of this proceeding? Some time in July last His Grace the Archbishop issued a Pastoral Address, calling the attention of the clergy and laity to the necessity of establishing an Affiliated College in connexion with the University of Sydney. That was the first initiatory step. An aggregate meeting of the Catholics of the Archdiocese was held in St. Mary's Cathedral, on Monday, the 3rd of August of this year, at which His Grace presided, and at which a number of resolutions were carried, and the objects and principles of the Bill were explained by various gentlemen who addressed the meeting.
3. What Bill do you allude to? The Bill now before the Committee.
4. Was that meeting numerously attended? As numerously as it could well be.
5. I believe there was present, besides the Archbishop, a Roman Catholic Bishop—the Bishop of Adelaide? Yes. All the principal members of the Catholic community were present, from all parts of the Colony.
6. You state that certain resolutions were passed? Yes; one was that a Committee should be appointed to assist the Archbishop in preparing and carrying through Parliament the Bill which you have now under consideration. Treasurers and Secretaries were appointed at the same time.
7. What was the next proceeding? Subscriptions in aid of the College were proceeded with immediately. At the aggregate meeting that evening, £12,000 was at once subscribed. Meetings have since been held in all the principal places in the Colony, including Moreton Bay.
8. What is the sum subscribed at the present time? I think we have about £9,000 in cash deposited in the Banks, and between £19,000 and £20,000 subscribed in all, according to the advices we have received.
9. Have the subscriptions varied in amount? From about half-a-crown to £500.
10. Are there many subscriptions of a small amount? A great number.
11. Then this movement seems to have met with the general approbation of the entire Catholic community in the Colony? Yes, they have been unanimous. It has met with enthusiastic approval, in fact.
12. Can you say what portion of the sum subscribed, in addition to the £9,000 in cash, is secured by bills or promissory notes? I cannot. In fact we have made nearly certain of receiving the whole amount, and we have troubled ourselves very little with promissory notes. I consider the whole £20,000 as safe as if it were in the Bank. Indeed, I think if anything the subscription will exceed that amount.
13. I believe one of the objects of this movement is to take advantage of the Affiliated Colleges Endowment Act? It is. With reference to the promissory notes, I may say that although we have not received them, I believe they have been given in nearly every instance.
14. *By Mr. Egan:* You have received a good many? We have. In fact most of the parties have paid the money. I can state as a fact, that we have more than £15,000 actually secured or paid in cash. £9,000 is now bearing interest in the Banks. I believe the whole amount will turn out to be secured, when we receive the lists.
15. *By the Chairman:* Have you anything further to state? I have not.

1857.

Legislative Assembly.

NEW SOUTH WALES.

AUSTRALIAN GAS LIGHT COMPANY'S BILL.

REPORT

FROM

THE SELECT COMMITTEE

ON THE

AUSTRALIAN GAS LIGHT COMPANY'S BILL,

TOGETHER WITH

THE PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED, BY THE LEGISLATIVE ASSEMBLY, TO BE PRINTED,

16 *December*, 1857.

SYDNEY:

PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
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1857.

261—

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 32, FRIDAY, 13 NOVEMBER, 1857.

6. Australian Gas Light Company's Bill:—Mr. Dalley moved, pursuant to notice,—
(1.) That the Australian Gas Light Company's Bill be referred to a Select Committee.
(2.) That such Committee consist of Forster, Mr. Jones, Mr. Weekes, Mr. Holt, Mr. Hargrave, and Mr. Marks.
Question—(1.) That the Australian Gas Light Company's Bill be referred to a Select Committee—put and passed.
Question—(2.) That such Committee consist of Mr. Forster, Mr. Jones, Mr. Weekes, Mr. Holt, Mr. Hargrave, and Mr. Marks—put and passed.

VOTES No. 50, WEDNESDAY, 16 DECEMBER, 1857.

7. Australian Gas Light Company's Bill:—
(1.) Mr. Dalley, as Chairman, brought up the Report from, and laid upon the Table the Evidence taken before, the Select Committee for whose consideration and Report this Bill was referred on the 13th ultimo.
Ordered to be printed.
(2.) Mr. Dalley then moved, That the second reading of this Bill stand an Order of the Day for Friday next.
Question put and passed.

1857.

AUSTRALIAN GAS LIGHT COMPANY'S BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 13th ultimo, the "*Australian Gas Light Company's Bill,*" beg leave to report to your Honorable House :—

That they examined the Reverend R. Mansfield, Secretary to the Company (whose Evidence will be found appended hereto,) and that the Preamble of the Bill having been satisfactorily proved by the evidence of that gentleman, they proceeded with its several clauses, in none of which did they find it necessary to make any amendment; and your Committee now beg to lay before your Honorable House the said Bill, with a *verbal amendment* in the Preamble.

WILLM. B. DALLEY,
Chairman.

Legislative Assembly Chamber,
Sydney, 16 *December,* 1857.

PROCEEDINGS

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 11 *DECEMBER*, 1857.

Present:—

Mr. Dalley,	Mr. Weekes,
Mr. Forster,	Mr. Hargrave.

Mr. Dalley was called to the Chair.

Solicitor for the Bill, Mr. G. W. Allen.

Reverend *R. Mansfield*, Secretary to the Company, examined.

Committee having considered the Preamble of the Bill and *verbally* amended the same, as follows:—

Preamble—Page 3, line 20—Omit *this present*;

and being of opinion that the allegations contained therein were satisfactorily proved;—

Motion made and *Question*, "That the Preamble, as *verbally* amended, stand part of "the Bill," *agreed to*.

Committee then proceeded to consider the several clauses.

Clauses 1, 2, 3, 4, 5, and 6 read, and agreed to without amendment.

Chairman requested to Report the Bill, as verbally amended in the Preamble, to the House.

WITNESS.

Friday, 11 *December*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

AUSTRALIAN GAS LIGHT COMPANY'S BILL.

FRIDAY, 11 *DECEMBER*, 1857.

Present:—

MR. DALLEY, | MR. WEEKES,
MR. HARGRAVE.

W. B. DALLEY, ESQUIRE, IN THE CHAIR.

G. W. Allen, Esq., appeared as Solicitor for the Bill.

Revd. Ralph Mansfield, called in and examined:—

Revd. R. Mansfield. 11 Dec., 1857.

1. *By Mr. Allen:* Are the Australian Gas Light Company desirous of extending their operations beyond the boundaries and limits of the City of Sydney, and to have full powers and authority conferred upon them for that purpose? They are.
2. Are the Company desirous of increasing the capital to be raised and applied in carrying on the said undertaking? Yes.

1857.

Legislative Assembly.

NEW SOUTH WALES.

PYRMONT BRIDGE COMPANY'S BILL.

REPORT

FROM

THE SELECT COMMITTE

ON THE

PYRMONT BRIDGE COMPANY'S BILL,

TOGETHER WITH

THE PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
16 *December*, 1857.

Sydney:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

262—A

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 32. FRIDAY, 13 NOVEMBER, 1857.

5. Pyrmont Bridge Company's Bill :—Mr. Dalley moved, pursuant to notice,—
(1.) That the Pyrmont Bridge Company's Bill be referred to a Select Committee.
(2.) That such Committee consist of Mr. Cowper, Mr. R. Campbell, Mr. Wilshire, Mr. John Campbell, Mr. Flood, and Mr. Weekes.
Question—(1.) That the Pyrmont Bridge Company's Bill be referred to a Select Committee—put and passed.
Question—(2.) That such Committee consist of Mr. Cowper, Mr. R. Campbell, Mr. Wilshire, Mr. John Campbell, Mr. Flood, and Mr. Weekes—put and passed.

VOTES No. 42. WEDNESDAY, 2 DECEMBER, 1857.

2. Pyrmont Bridge Company's Bill :—Mr. George Macleay presented a Petition from John Beames, of Sydney, gentleman, praying to be heard against this Bill before the House and the Select Committee to whom it has been referred, by himself, by Witnesses, and by Counsel.
Petition received, and referred to the Select Committee on the Bill.

VOTES No. 44. FRIDAY, 4 DECEMBER, 1857.

2. Question of Order :—Mr. George Macleay offering to present a Petition from John Beames, praying that the Select Committee on the Pyrmont Bridge Company's Bill may be instructed to entertain the prayer of his former Petition, which had, on the 2nd instant, been received by the House, and referred to that Committee,—the Speaker informed the Honorable Member that the Petition could not be received, and was in fact unnecessary, inasmuch as the reference to the Committee of the former Petition, under the 65th section of the Standing Orders, necessarily implied also an instruction to that Committee to entertain its prayer.
Whereupon the Petition was withdrawn.

VOTES No. 50. WEDNESDAY, 16 DECEMBER, 1857.

8. Pyrmont Bridge Company's Bill :—
(1.) Mr. Dalley, as Chairman, brought up the Report from, and laid upon the Table the Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on the 13th ultimo.
Ordered to be printed, together with the accompanying Appendix.
(2.) Mr. Dalley then moved, That the second reading of this Bill stand an Order of the Day for Friday next.
Question put and passed.

1857.

PYRMONT BRIDGE COMPANY'S BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly for whose consideration and Report was referred, on the 13th ultimo, the "*Pyrmont Bridge Company's Bill*," and, on the 2nd instant, "*a Petition from John Beames of Sydney, gentleman, against the Bill*," beg leave to Report to your Honorable House,—

That your Committee having examined Mr. E. O. Moriarty, C. E., Surveyor to the Company, (whose evidence will be found appended hereto,) amended the Preamble, in accordance with the evidence of that gentleman, and being of opinion that the same was satisfactorily proved, proceeded with the several clauses of the Bill, in the consideration of which they found it necessary to insert in *clause* 1 a provision compelling the erection, by the Company, of rails on either side of the Bridge, between the outer rail thereof and the roadway, for the protection of foot passengers crossing the same; to introduce a *new clause* empowering the Company to make deviations; to strike out in *clause* 6 that portion of the clause which seeks for the repeal of so much of section LI of the "Pyrmont Bridge Company's Act," 19 Victoria, as fixes the premium to the Corporation for purchase by the Government of the works authorized by the said Act over and above the sum expended on the completion thereof at ten per centum; to fix in *clause* 8 the premium payable by the Government, to the Company, under the terms of ultimate purchase, at *ten* per centum, instead of *twenty*, as set down in the said clause; and to attach a *Schedule* to the Bill, shewing the Scale of Tolls to be chargeable on the Bridge.

Vide clause 2 in amended Bill.

Vide clause 7 in amended Bill.

Vide clause 9 in amended Bill.

Your Committee, in bringing under the special notice of your Honorable House the proposition made by the Company, under clauses 6 and 8 of the *original* Bill, to increase the rate of premium from ten to twenty per centum, are actuated by a desire that this matter may receive the careful consideration of your Honorable House, inasmuch as considerable public advantages are likely to accrue from the carrying out of the undertaking provided for in this Bill. They were, however, themselves, desirous of abstaining from making any alteration in the rate of ten per centum, as fixed by the Pyrmont Bridge Company's Act, 19 Victoriæ, and all other similar Acts.

And your Committee now beg to lay before your Honorable House the the Bill, as amended by them.

With reference to the Petition lodged by Mr. John Beames against the Bill, your Committee beg leave to state, that upon the introduction into the Bill of the *new clause* empowering the Company to make deviations, the Petitioner requested, and obtained, the permission of your Committee to withdraw from further opposition to the Bill.

WILLM. B. DALLEY,

Chairman.

Legislative Assembly Chamber,
Sydney, 16 *December*, 1857.

PROCEEDINGS

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 3 *DECEMBER*, 1857.

Members Present:—

Mr. Weekes, | Mr. R. Campbell.

A Quorum of the Committee not present.

[Adjourned till *to-morrow*, at *Eleven* o'clock]

FRIDAY, 4 *DECEMBER*, 1857.

Members Present:—

Mr. Dalley, | Mr. Cowper,
Mr. Weekes.

Mr. Dalley was called to the Chair.

Solicitor for the Bill—Mr. G. W. Allen.

Solicitor for the Petitioner—Mr. P. A. Tompson.

By direction of the Chairman, Resolution of the House referring to the Committee, on 2nd instant—

"A Petition from John Beames, of Sydney, gentlemen, praying to be heard against "the Bill, by himself, by Witnesses, and by Counsel,"

read by the Clerk.

The Chairman desired the opinion of the Committee as to the expediency of entertaining the Petition, it having been apparently presented in contravention to the practice of Parliament, which necessitates such presentation to take place *three* clear days before the first meeting of the Committee unless the Petitioner complains of any matter which may have arisen during the progress of the Bill in Committee; and, moreover, directs that the Petitioner cannot be heard if his Petition be presented after the time specified without a special instruction from the House.

Committee deliberated.

By direction of the Chairman, Resolution of the House referring the Petition to the Committee, again read by the Clerk.

Committee considered as to whether any special instruction was actually conveyed in the terms of this Resolution referring the Petition.

Parties were called in and informed by the Chairman of the purport of the deliberation of the Committee.

Mr. *P. A. Tompson*, Solicitor for the Petitioner, addressed the Committee in reference to the lodgment of the Petition.

The Room was then cleared.

Committee further deliberated.

Motion made and *Question*,—

"1. That, in the opinion of the Committee, the Petitioner, by non-compliance with "the practice of Parliament, with respect to the lodgment of his Petition three "clear days prior to their first meeting, thereby preventing the parties appear-"ing in support of the Bill from ascertaining the grounds of opposition set forth "in its allegations, has failed to establish a *locus standi* before the Committee.

"2. That the Committee do now, however, proceed to take evidence in support of "the Preamble of the Bill; but in order that the Petitioner may have an "opportunity afforded him of appealing to the House against the decision of "the Committee not to entertain his Petition, the Question from the Chair "relative to the Preamble be postponed until this day week."

Committee divided.

Ayes, 2.	No, 1.
Mr. Dalley,	Mr. Weekes.
Mr. Cowper.	

Whereupon Motion made (Mr. *Weekes*) and *Question*—"That upon calling in the "parties to inform them of the purport of these Resolutions, permission be given to the "Solicitor for the Petitioner to remain and watch the proceedings, upon the distinct under-"standing, however, that he cannot take any active part therein"—*agreed to*.

Parties then called in, and informed by the Chairman of the Resolutions just agreed to by the Committee.

Mr. *G. W. Allen*, Solicitor for the Bill, called to be examined in support of the Preamble;—

But, prior to commencing such examination, it appearing, from a statement made by Mr. *Allen*, that the Company sought, while the Bill was in Committee, to make various amendments in the substance of the Preamble, against which proposed amendments the allegations of the Petition which the Committee had just refused to entertain were understood to be mainly directed.

The Room was again cleared.

Committee

Committee deliberated as to the propriety, under the circumstances, of proceeding further with the examination of the Witness, and it was *Resolved*:—

"1. That it would be highly inexpedient to enter into any consideration of these "proposed amendments, pending the decision of the House with reference to "the Petition.

"2. That the further examination of Mr. Allen, therefore, stand postponed until "their next meeting, fixed for Friday the 11th instant."

[Adjourned till Friday next, at *half-past Ten* o'clock.]

FRIDAY, 11 *DECEMBER*, 1857.

Members Present:—

W. B. Dalley, Esq., in the Chair.

Mr. J. Campbell, | Mr. Weekes,
Mr. Wilshire.

Mr. G. W. Allen, *Solicitor for the Bill*, and Mr. P. A. Tompson, *Solicitor for the Petitioner*, were in attendance.

Parties called in.

By direction of the Chairman, Resolution of the House, dated 4th instant, relative to the Petition of John Beames, referred to the Committee, read by the Clerk, viz.:—

"Question of Order:—Mr. George Macleay offering to present a Petition from "John Beames, praying that the Select Committee on the Pyrmont Bridge "Company's Bill may be instructed to entertain the prayer of his former "Petition, which had, on the 2nd instant, been received by the House, and "referred to that Committee,—the Speaker informed the Honorable Member "that the Petition could not be received, and was in fact unnecessary, inas-"much as the reference to the Committee of the former Petition, under the "65th section of the Standing Orders, necessarily implied also an instruction "to that Committee to entertain its prayer.

"Whereupon the Petition was withdrawn."

Petition then read.

Ordered—"To be printed in Appendix." (*Vide Appendix A.*)

The Chairman then informed the Solicitor for the Petitioner that, under the Resolution of the House just read, the Committee were now prepared to entertain the Petition.

Mr. *E. O. Moriarty*, C.E., Surveyor to the Company, examined; and Committee having considered and amended the Preamble of the Bill (*vide "Schedule of Amendments" appended hereto*) in accordance with Mr. Moriarty's evidence, and being of opinion that the allegations contained therein were fully proved by such evidence;—

Motion made (Mr. *Weekes*) and *Question*—"That the Preamble, as amended, stand "part of the Bill"—*agreed to.*

Committee then proceeded to consider the several clauses of the Bill, and made various amendments therein. (*Vide "Schedule of Amendments" appended hereto.*)

Clause 1 read, amended, and agreed to.

New Clause, to stand Clause 2 of the Bill, then inserted.

Upon the insertion of the *New Clause* into the Bill, Mr. P. A. Tompson stated that, on the part of the Petitioner, he was now desirous, with the permission of the Committee, of withdrawing from further opposition to the Bill.

Whereupon Motion made and *Question*—"That leave be given to the Petitioner to "*now* withdraw his opposition to the Bill"—*agreed to.*

Clauses 2 (*now* 3), 3 (*now* 4), 6 (*now* 7), and 8 (*now* 9) then read, amended, and agreed to.

Clauses 4 (*now* 5), 5 (*now* 6), 7 (*now* 8), 9 (*now* 10), and 10 (*now* 11) read, and agreed to without amendment.

Committee then deliberated on, and agreed to the Schedule fixing the Scale of Tolls to be chargeable by the Company on the Bridge. (*Vide "Schedule of Amendments" appended hereto.*)

Chairman requested to report the Bill, as amended, to the House.

SCHEDULE OF AMENDMENTS.

Preamble—page 1, line 3 to 5—after *year* omit as far as *accordingly*, in line 5, inclusive. Insert *have nearly completed a Bridge across Darling Harbour from the Market Wharf Sydney to or near to Union-street Pyrmont, and have entered into a contract for the construction of a Road from such Bridge, through Pyrmont and the Ultimo Estate to a point in Blackwattle Bay opposite the Lyndhurst Estate at the Glebe, a good and substantial Viaduct with a Bridge in the centre across such Bay to the Lyndhurst Estate, and thence a road, through the said estate, crossing the Glebe Road, along the Hereford Road towards the Parramatta Road at or near to Camperdown. And whereas the said works are in progress. And whereas the Shareholders of the said Company have.*

" " " 6—omit *in this present year.*
" " " 8—omit this line.
" " " 9—omit *maintain* Insert *that the making constructing and maintaining.*
" " " 10—after *Island*, substitute *with* for *and.*
" " " 13—substitute *should* for *shall.*
" " " 14—after *desirable*, insert *should form part of the objects of the said Company as completely and effectually as if the same had been enumerated among the objects in the second clause of the Deed of Settlement of the said Company.*
" " " 17—omit *accordingly.*
" " " 18—omit *other.*

Clause 1, page 2 " 3—after *Act*, insert *and to the works before-mentioned as being in progress.*
" " " 4—after *width*, insert *with all proper protection for foot passengers, by the erection of rails on either side of such Bridge, between the outer rail of the Bridge and the roadway.*
" " " 6—substitute *thirty* for *thirty-five.*
" " " 10—after *Balmain Road*, insert *and the roads or works now in progress of being made or authorized to be made.*

New clause 2 here inserted—*If it shall appear to the said Company at any time, or from time to time, advisable to deviate from the lines of road, or from any other works shown in any map or plan previously laid before and approved of by the Governor and Council, the Company may and they are hereby authorized and empowered to make such deviations, (so that the same do not interfere with any termini,) and the map or plan to be laid before the Governor and the Executive Council, when approved of shall be taken to be in substitution of the map or plan previously approved of, and all the subsequent works of the Company shall be carried on with respect to such lines of deviation and other works as though they had been contained in the original map or plan laid before and approved of by the Governor and Council, and all the powers, liabilities, and authorities of the Company shall attach as though they had been so included in such original map or plan.*

Clause 2, (*now* 3,) line 20—omit *therewith.* Insert *with any of the works authorized to be done or in progress of being done.*
" 3, (*now* 4,) " 30—omit *When any lands authorized to.* Insert *the lands already taken by the Corporation for the roads and works before mentioned, and the lands which under the authority, and in accordance with the provisions of the aforesaid Act, or of this Act, may hereafter.*
" 3, " " 31—omit this line.
" 3, " " 32—omit *appropriated such Lands.* Substitute *of such lands respectively*, for *thereof.*
" 3, " page 3, line 1—after *be*, insert *or be deemed to have been at the time of such taking.*
" 3, " line 4—after *Act*, omit to end of clause.
" 4, (*now* 5,) } agreed to without amendment.
" 5, (*now* 6,) }
" 6, (*now* 7,) page 3, line 24 to 28—after *paid up*, in line 24, omit to *shall*, in line 28.
" 7, (*now* 8,)—agreed to without amendment.
" 8, (*now* 9,) page 4, line 8—omit *all.* Substitute *Bridge* for *Bridges*,
and 9—omit *the said recited Act and.*
" 8, " " " 13—substitute *Bridge* for *Bridges*, and *its* for *their.*
" 8, " " " 15—substitute *ten* for *twenty.*
" 9, (*now* 10,) } agreed to without amendment.
" 10, (*now* 11,) }

Schedule here inserted—

SCALE OF TOLLS.	*The Sum of*
For every Foot Passenger, not driving	2d.
" *Passenger, other than the Driver in a Cart, Dray, or such vehicle*	2d.
" *Horse and Rider*	3d.
" *Cart, Dray, or other such vehicle with 2 wheels, and drawn by 1 Horse, or other animal*	3d.
And for every additional Horse, or other animal	1d.
" *Wain, Waggon, or other such carriage with 4 wheels, drawn by 2 Horses, or other animals*	9d.
And for every additional Horse, or other animal	2d.
" *Gig, Chaise, or other such carriage with 2 wheels, drawn by 1 Horse, or other animal*	6d.
2 *Horses, or other animals*	9d.
" *Coach, Carriage, or other such vehicle with 4 wheels, and drawn by 1 Horse, or other animal*	9d.
And for every additional Horse, or other animal	3d.
" *Sheep, Lamb, Pig, or Goat*	½d.
" *Ox, or head of neat Cattle*	1d.
" *Horse, Mare, Gelding, Ass, or Mule*	2d.

APPENDIX.

WITNESS.

Friday, 11 *December*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

THE PYRMONT BRIDGE COMPANY'S BILL.

FRIDAY, 11 *DECEMBER*, 1857.

Present:—

MR. J. CAMPBELL, MR. DALLEY, MR. WEEKES,

W. B. DALLEY, ESQUIRE, IN THE CHAIR.

G. W. Allen, Esq., appeared as Solicitor for the Bill.
P. A. Tompson, Esq., as Solicitor for the Petitioner.

Edward Orpen Moriarty, Esq., called in and further examined:—

E. O. Moriarty, Esq. 11 Dec., 1857.

1. *By Mr. Allen:* Have the Pyrmont Bridge Company nearly completed a bridge across Darling Harbour, from the Market Wharf, Sydney, to, or near to, Union-street, Pyrmont? They have.
2. Have they entered into a contract for the construction of a road from such bridge, through Pyrmont and the Ultimo Estate, to a point in Blackwattle Bay, opposite the Lyndhurst Estate at the Glebe, a good and substantial viaduct, with a bridge in the centre across such bay to the Lyndhurst Estate, and thence a road, through the said estate, crossing the Glebe Road, along the Hereford Road towards the Parramatta Road at, or near to, Camperdown? They have.
3. Are the works in progress? They are.
4. Do you produce an Indenture, dated 22nd April, 1857, signed by the Shareholders of the Company? Yes.
5. Have the Shareholders, by that deed, covenanted and agreed among themselves, that the making, constructing, and maintaining a bridge across Johnson's Bay in Darling Harbour to Glebe Island, with such roads, ways, and approaches to such bridge, for the connection thereof with the bridges, or bridge and viaduct, authorized by an Act of Council passed in the nineteenth year of Her Majesty's reign, and with the Parramatta and Balmain Roads, and such other public roads and ways as should at any time hereafter be deemed desirable, should form part of the objects of the said Company as completely and effectually as if the same had been enumerated among the objects in the second clause of the Deed of Settlement of the said Company? They have.
6. Is it expedient to authorize these additional works? Yes.
7. Is it also expedient to enlarge the powers and authorities of the said corporation for the purposes of the said additional works? I think it is.
8. *By Mr. Campbell:* What is the width of the Pyrmont Bridge? Thirty-nine feet.
9. The bridge you propose now is to be only thirty feet? Not less than thirty.
10. Do you mean that there should be two bridges, one to Glebe Island, and then one from Glebe Island to the Hereford Road? No, two bridges across from Pyrmont—one to Glebe Island, and the other to Lyndhurst.
11. Then the bridge to Glebe Island ends there? Yes. The object of that bridge is to take the traffic from the Abattoirs.
12. *By Mr. Weekes:* Is there any provision in the construction of these bridges for the security of foot passengers travelling across, by any railing or fence? There is a good railing, four feet high.
13. So that they would be protected in case cattle, for instance, were coming over the bridge when foot passengers might be half-way across? There is no more protection than in the public streets.
14. That is none? None at all. I understood you to mean a railing to prevent people tumbling over the bridge.

15.

E. O. Moriarty, Esq.

11 Dec., 1857.

15. No, I mean that when cattle are coming over these bridges, which are of considerable length, foot passengers who might be upon them would be placed in considerable danger, having no place to escape to? We do not contemplate that there will be any more danger than in the public streets, the footways of which are not railed off.

16. But in the street a person may run into a house in case of any danger threatening, but if caught on a bridge he could only jump into the water? No one is allowed to drive cattle through the streets, or over these bridges, except at certain hours.

17. Still, as it is proposed that these bridges shall be open at all hours of the day and night, people returning to their dwellings, late or early, may encounter the danger? We contemplate that no live cattle will come over the bridge from Glebe Island; the meat will be brought in butchers' carts.

18. I am alluding also to the one communicating over Blackwattle Bay? That has been put up under authority of the former Act; but no cattle will come over the bridge we seek to put up under this Bill. However, there would be no objection to put up a railing; there is a strong curbing to prevent carriages getting over.

APPENDIX A.

To the Honorable the Legislative Assembly of New South Wales, now sitting.

The humble Petition of the undersigned, John Beames, of Sydney, gentleman,—

RESPECTFULLY SHEWETH:—

That, by an Act of the Governor and Council, passed in the nineteenth year of the reign of Her present Majesty, intituled "*An Act to incorporate the Pyrmont Bridge Company, and for other purposes therein mentioned,*" the said Company were authorized and empowered (among other works) to make a road from the Glebe Road to the Balmain Road at Leichhardt Town; but the said road has not yet been commenced.

That your Petitioner, in common with several other persons, is deeply interested, and he became a shareholder in the said Company under the belief that such road would be made, and but for such belief he would not have become a shareholder.

That, by a Bill, which has been referred to a Committee of your Honorable House, the said Company seek to acquire power to alter any works or roads made, in progress of being made, or to be made; and also to construct additional roads and works.

That your Petitioner is apprehensive that, if the said powers be conferred on the said Company, without modification, the road in which your Petitioner is so interested will be abandoned.

Your Petitioner, therefore, humbly prays your Honorable House for leave to oppose the said Bill, and that he, and witnesses to be exhibited by him, may be examined upon the said Bill, and that he may appear by his Counsel and Solicitor before your Honorable House and the Committee of your Honorable House (which is summoned for the 3rd day of December instant), and for such further and other relief as to your Honorable House shall appear just.

And your Petitioner will ever pray, &c.

JOHN BEAMES.

1857.

Legislative Assembly.

NEW SOUTH WALES.

AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL.

PROGRESS REPORT

FROM

THE SELECT COMMITTEE

ON THE

AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL,

TOGETHER WITH

THE PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
18 *November*, 1857.

Sydney:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

195—A

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 24. FRIDAY, 30 OCTOBER, 1857.

14. Australian Agricultural Company's Newcastle Railway Bill:—Mr. Dalley moved, pursuant to notice,—
(1.) That the Australian Agricultural Company's Newcastle Railway Bill be referred for the consideration and report of a Select Committee.
(2.) That such Committee consist of Mr. Weekes, Mr. Piddington, Mr. Gordon, Mr. Flood, Mr. Hargrave, Mr. Arnold, and Mr. Forster.
Question—(1.) That the Australian Agricultural Company's Newcastle Railway Bill be referred for the consideration and report of a Select Committee—put and passed.
Question—(2.) That such Committee consist of Mr. Weekes, Mr. Piddington, Mr. Gordon, Mr. Flood, Mr. Hargrave, Mr. Arnold, and Mr. Forster—put and passed.

VOTES No. 29. TUESDAY, 10 NOVEMBER, 1857.

7. Burwood Tramroad Continuation Act Amendment Bill, and Australian Agricultural Company's Newcastle Railway Bill:—Mr. Flood presented a Petition from J. E. Stacy, Warden of Newcastle, on behalf of himself and certain Inhabitants of the City of Newcastle, in Public Meeting assembled, praying that sufficient provision be made in these Bills for the protection of the public convenience as regards the Maitland Road and the Lake Macquarie Road, before they be allowed to pass into law.
Petition received, and referred to the Select Committees on these Bills.

VOTES No. 32. FRIDAY, 13 NOVEMBER, 1857.

9. Burwood Tramroad Continuation Act Amendment Bill, and Australian Agricultural Company's Newcastle Railway Bill:—Mr. Flood presented a Petition from certain owners of property and residents in or near the City of Newcastle, representing the necessity for provision for protecting petitioners' interests and the public convenience, as respects the intersections of streets and roads contemplated under these Bills, and praying the House to take the premises into favorable consideration.
Petition received, and referred to the Select Committees on these Bills.

VOTES No. 34. WEDNESDAY, 18 NOVEMBER, 1857.

3. Australian Agricultural Company's Newcastle Railway Bill:—Mr. Forster, as Chairman, brought up a Progress Report from, and laid upon the Table the Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on the 30th ultimo.
Ordered to be printed.

1857.

AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL.

PROGRESS REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 30th ultimo, the "*Australian Agricultural Company's Newcastle "Railway Bill;*" and to whom was also referred, on the 10th instant, "*a Petition from "J. E. Stacy, Warden of Newcastle, on behalf of himself and certain Inhabitants of the "City of Newcastle;* and again, on the 13th instant, "*a Petition from certain owners "of property and residents in and near Newcastle, praying that provision be made in "the Australian Agricultural Company's Newcastle Railway and the Burwood Tram-"road Continuation Act Amendment Bills for protecting petitioners' interests and "public convenience, before they be allowed to pass into law*"—beg leave to Report Progress to your Honorable House:—

That, having initiated the inquiry by the examination of certain Witnesses, on behalf of the Company (whose Evidence will be found appended hereto), they find reasonable grounds for believing that the subject submitted for their consideration is in substance, and in its relation to public interests, so closely identical with that upon which the Select Committee on the Burwood Tramroad Continuation Act Amendment Bill is now employed, that very considerable public inconvenience and loss of time must necessarily result from the two Committees in question pursuing their labours apart and simultaneously.

Your Committee would, therefore, beg to recommend to your Honorable House, that they be at once discharged, and that the Bill, together with the Minutes of Evidence already taken, and such papers as may have been laid before them, be transferred for the consideration and report of the Select Committee on the Burwood Tramroad Continuation Act Amendment Bill.

WILLIAM FORSTER,
Chairman.

Legislative Assembly Chamber,
18 *November*, 1857.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 10 *NOVEMBER*, 1857.

Members Present:—

Mr. Forster, | Mr. Hargrave,
Mr. Arnold, | Mr. Piddington,
Mr. Flood.

Mr. Forster was called to the Chair.

Solicitor for the Bill,—Mr. H. Burton Bradley.

Committee deliberated, and—

It was *Resolved* :—

" That a letter be addressed forthwith to Mr. J. Whitton, Engineer-in-Chief to the " Railway Department, requesting his attendance before the Committee during the examina- " tion of the Witnesses, for the purpose of affording information on certain matters likely to " issue during the taking of Evidence on this Bill."

By direction of the Chairman, the Clerk then addressed a letter to Mr. Whitton, requesting his immediate attendnnce before the Committee.

By direction of the Chairman, parties were then called in.

Mr. J. Whitton, Engineer-in-Chief to the Railway Department, *present*.

Mr. *Arthur Hodgson*, General Superintendent of the A. A. Company, examined.

The Witness having, in the course of his examination, handed in a "Plan of the " existing Railways, and of their proposed extension on the A. A. Company's estate at " Newcastle":—

Motion made (*Mr. Flood*) and *Question*—" That, as the plan alluded to by Mr. " Hodgson in his evidence is absolutely requisite in order to render such evidence com- " prehensible, the same be put in by that gentleman to accompany it, with the understand- " ing that the A. A. Company shall, on application to the Clerk of the Assembly at a " subsequent period, have permission to withdraw the said Plan for the sole purpose of " making a copy thereof"—*agreed to*.

Mr. *H. B. Bradley*, Solicitor for the Bill, and—

Mr. *Robert Whytte*, Superintendent of the A. A. Company's Colleries at Newcastle examined.

By direction of the Chairman, parties then withdrew.

Committee deliberated.

[Adjourned till Tuesday next, at *Eleven* o'clock.]

TUESDAY, 17 *NOVEMBER*, 1857.

Members Present:—

William Forster, Esquire, in the Chair.

Mr. Flood, | Mr. Piddington,
Mr. Weekes, | Mr. Hargrave,
Mr. Gordon.

By direction of the Chairman, Resolution of the House referring to the Committee on the 10th and 13th instant, respectively:—

" 1. A Petition from J. E. Stacy, Warden of Newcastle, on behalf of himself and " certain Inhabitants of the City of Newcastle, in public meeting assembled, praying that " sufficient provision be made in this Bill for the protection of the public convenience as " regards the Maitland Road and the Lake Macquarie Road, before it be allowed to pass into " law.

" 2. A Petition from certain owners of property and residents in or near the City of " Newcastle, representing the necessity for provision for protecting Petitioners' interests and " the public convenience, as respects the intersections of streets and roads contemplated " under this Bill, and praying the House to take the premises into favourable consideration," read by the Clerk.

A letter from Captain Martindale, R.E., Chief Commissioner for Railways, in reply to a communication addressed to him by the Chairman, informing him that he was at liberty, either himself or through some other person, to watch the proceedings in Committe with respect to this Bill for the Government, *read*.

The Chairman, at the request of the Clerk, brought under the notice of the Committee the manuscript of the evidence given by Mr. Arthur Hodgson before them on the 10th instant, in which certain corrections had been made by that gentleman, and desired the opinion of the Committee as to the expediency of sanctioning such corrections.

Committee deliberated, and it was *Resolved* :—

" That the Committee is of opinion that it is desirable that the Evidence of Mr. " Hodgson be Printed, shewing these corrections."

Committee

Committee then proceeded to consider as to the advisability of moving in the House for their discharge, with a view to recommend the transfer of their duties to the Committee on the Burwood Tramroad Continuation Act Amendment Bill; by which course they conceived that the public convenience would be very considerably benefited.

Motion made (*Mr. Flood*) and *Question proposed*—" That the Chairman be in-" structed forthwith to move in the House that this Committee be discharged, and that all " the duties appertaining thereto be transferred to the Select Committee on the Burwood " Tramroad Continuation Act Amendment Bill, now sitting."

Committee further deliberated, and being of opinion that it would be more expedient to bring the matter before the House by means of a progress Report,—

Question then, by leave, withdrawn.

Committee then requested the Chairman *forthwith* to draft a progress Report for their consideration; and, the Chairman having drawn up such Report,—

Motion made (*Mr. Hargrave*) and *Question*—" That the progress Report proposed " by the Chairman be now read"—*agreed to.*

Report read accordingly.

Committee deliberated.

Whereupon motion made and *Question*—" That this be the progress Report of the " Committee "—*agreed to.*

The Solicitor for the Bill was then called in, and informed by the Chairman of the Resolution just agreed to by the Committee to make a Progress Report to the House, and request their discharge and the transfer of this Bill for the consideration and report of the Committee on the Burwood Tramroad Continuation Act Amendment Bill.

Mr. Bradley then withdrew.

Chairman requested to Report Progress to the House, together with the Minutes of Evidence.

LIST OF WITNESSES.

Tuesday, 10 *November*, 1857.

1857.

Legislative Assembly.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL.

TUESDAY, 10 *NOVEMBER*, 1857.

Present:—

MR. ARNOLD, MR. FLOOD, MR. PIDDINGTON, MR. FORSTER, MR. HARGRAVE,

WILLIAM FORSTER, ESQ., IN THE CHAIR.

Henry Burton Bradley, Esq., appeared as Solicitor for the Bill.

Arthur Hodgson, Esq., called in and examined:—

A. Hodgson, Esq.

10 Nov., 1857.

1. *By Mr. Bradley:* You are General Superintendent of the Australian Agricultural Company? I am.
2. Are the Australian Agricultural Company the proprietors of certain coal mines and pits situate at and near the City of Newcastle in this Colony? Yes.
3. Have the Australian Agricultural Company for many years past conveyed coal from the said mines to the Port of Newcastle, by means of horse power, along certain lines of Railway now existing? They have, since the year 1831, over a certain part.
4. Do the said Company desire to use and employ thereon steam locomotive engines and waggons, and other carriages, to be drawn or propelled thereby? Yes.
5. Do they desire also to construct an additional line of Railway from their said mines to the said port? Yes.
6. Will the construction and use of such Railways be of great public advantage? I believe so.
7. Is the coal trade of the City of Newcastle one of the chief branches of the trade of that city? It is. Newcastle owes its existence to coal.
8. Does it engage and employ a large quantity of shipping of considerable tonnage? Yes. I should say, as far as my experience goes—fourteen months—that one hundred thousand tons a-year go from our staiths alone, at the rate we are going on now; and, owing to our want of accommodation, ships have been delayed under staiths for upwards of three weeks. That is within my certain knowledge, and it occurred not two months ago.
9. Will the use of steam locomotives, and the other provisions sought to be obtained by this Act, afford facility for shipping largely increased quantities of coal? Decidedly. It is for that reason we apply.
10. Will it be a means of saving expense to the Company? It will.
11. Will it be the means of affording an increased supply to the public? It will.
12. Will it be the means of saving the time of shipping? Undoubtedly.
13. Will it thereby tend, in probability at least, to diminish the price to the consumer? Yes.
14. Do you produce a plan of the proposed extension of the Company's Railway? I do. (*The witness handed in the same.*)
15. Will you state to the Committee how much of the line, as shewn on that plan, extends over the freehold of the Australian Agricultural Company? The whole of it, with the exception of the crossings over the two Government roads, known as the Maitland Road and the Lake Macquarie Road, and the Burwood or Coal and Copper Company's tramroad. I may state, that our line was in existence long before the Burwood tramway; they crossed us—we did not cross them.
16. Which is the additional line which you desire to construct, as mentioned in the Preamble to the Bill? The branch line intended to be constructed is from the F pit, as shewn on the plan, to its junction with the original line at a point marked J on the plan.

17.

A. Hodgson, Esq.
10 Nov., 1857.

17. Do both the original line of Railway and the branch line traverse, in their entirety, only the freehold of the Australian Agricultural Company, with the exceptions, in the case of the original line, of the Coal and Copper Company's tramroad, the Lake Macquarie Road, Church-street, the Maitland Road, and the Government Railway line; and with the exceptions, in the case of the branch line, of Parry-street, Brookes-street, Pitt-street, Sydney-street, and Church-street? Yes.
18. Has the Australian Agricultural Company sold at any time allotments of land near the course of this Railway? Yes; they have sold some allotments, as shewn on the plan.
19. Do all these allotments appear on the plan? Yes.
20. Do they all appear on the lithograph plans, as well as on the original plan? To the best of my belief, yes.
21. Do those portions of the plan which are marked as streets in fact represent populous places, or are they merely streets laid out, in conformity with an intended extension of the City of Newcastle, through the Company's property? The latter view is more correct.
22. In my last question I alluded to these portions of the streets traversed by the proposed line of Railway, not to the continuations of those streets in the town: your answer was given in accordance with that view? Yes. Church-street is a Government-street; the Company continue it partly as Church-street, and then as Lower Church-street, through their land.
23. Is the eastern boundary of the Australian Agricultural Company's property at Newcastle correctly shewn, as far as it is shown, on that plan, to the best of your knowledge? I have received a letter to-day, referring to a long pending dispute between the Company and the Government, which has been settled by a very slight alteration of the boundary shewn on this plan.
24. In what direction does it alter it? (*The witness pointed out the alteration on the plan.*)
25. Do both the original and the branch lines pass through land little populated or unpopulated? The land is very thinly populated.
26. Have coals been taken from these pits of the Australian Agricultural Company along both of these lines, for any length of time? Yes. I am not prepared to give the time precisely; but for about seven years from the D pit—at least that; and from the neighbourhood of the F pit, though not from the pit itself, for many years. The Company has been working these coal mines since 1830—twenty-seven years.
27. Have the coals been so carried until recently principally by horse traction? Entirely by horse traction, until recently.
28. Are they now conveyed from the D pit and the E pit by steam power, to a point near the Lake Macquarie Road? Yes; to a point marked 6 on the plan.
29. And from thence by horse power to the staiths? Yes.
30. Have the Coal and Copper Company been in the habit of crossing your line on a level, and for how long? Ever since they got their Act—five years ago—they have crossed us on a level.
31. Has any great amount of inconvenience, as far as you know, resulted from it? I cannot say there has.
32. No inconvenience of any sort? Decidedly not, when running with horses; my answer is entirely as regards horse traction.
33. *By the Chairman:* Are you aware whether the proper notices have been given with reference to this Bill, and the other rules complied with? I am aware that they have.
34. You mentioned that this Railway will be of great public advantage; in what sense do you intend that? As regards an increased supply of coal at a cheaper rate to the public.
35. You do not intend that it will be of any use to the public in the way of traffic? No; this would be dangerous.
36. Is there any probability that at any future time this Railway will ever be used in the way of traffic? I do not see any such probability; it is a very short line—only two miles and a quarter—and we have a Government Railway running almost parallel with it.
37. Are you aware whether there is any opposition to what you propose on the part of the public in the neighbourhood? I can only speak from what I have read in the local papers; I believe a meeting has been held on the subject.
38. Are you aware of any private or public interests that will be seriously injured or affected in any way by the passing of this Bill? I am not aware of any public interest being affected by the passing of this Bill.
39. Or any large private interest? Nor any large private interest. Some allotments have been sold contiguous to the line we are applying for.
40. I understood you to say the line will not cross any private ground? It will not cross any, but it will be contiguous to some of these alienated allotments, as shown on the plan.
41. These will be cases for compensation? Yes; to meet which a general provision is made in the Bill.
42. It would be impossible, I presume, to carry on your Railway without injuriously affecting some interest? It would be impossible to carry on our line by any other route than the one before you.
43. But you are of opinion that the advantage conferred on the public will be far greater than any injury done to private individuals? I believe it will, by giving increased facility to the "get" of coal, and by a reduction in price.
44. Is the traffic on these lines a considerable traffic? It is inconsiderable, save across the Maitland and Lake Macquarie Roads.
45. There is considerable traffic on those roads? There is.
46. Provision is made for all this traffic in the Bill? Yes; there is fourteen feet headway over the Lake Macquarie Road, and sixteen feet headway over the Maitland Road.
47. There is one provision in this Bill by which a height of fourteen feet is allowed for the passage of traffic along these roads under the bridges proposed to be built;—do you think

fourteen

A. Hodgson, Esq.

10 Nov., 1857.

fourteen feet quite enough for any possible vehicle that may go along the road—say a load of hay for instance? I can say this,—that without the people knowing the nature of our application for this Bill, it was the very height mentioned as sufficient at the first public meeting in Newcastle.

48. Then it is your opinion that it is quite sufficient? I consider it is sufficient. We are at present in occupation of a bridge which is only nine feet above the Maitland Road.

49. *By Mr. Arnold:* Has no inconvenience been felt from the lowness of that bridge? I believe there has been occasional inconvenience, but we have had possession of that bridge for twenty-seven years, and by sanction of the Government. I believe fourteen feet is the height mentioned in the Colonial Acts for a road which is only a parish road.

50. *By the Chairman:* Does that mean the height from the level of the road to the commencement of the bend of the arch, or from the middle of the road to the top of the arch? The level would be an uniform height of fourteen feet.

51. Have you any idea whether the Coal and Copper Company have any objection to this Railway? They have not the least objection; we have it from their own Solicitor. Our interests are to a large extent identical.

52. *By Mr. Arnold:* Does the proposed Railway cross the Government Railway? It does.

53. How do you provide for the crossing? That provision is not made in the Bill. When this Bill was printed the Government had not taken possession of our land; but we propose to cross the Government Railway at a sufficient height to leave them plenty of room to work their traffic. Our contemplated improvements are suggested to meet the requirements of the Great Northern Railway, as shewn in their plans.

54. *By Mr. Piddington:* Could any other line be selected that would be less dangerous than the proposed line to the lives of passengers along the Maitland Road, and along the other roads intersected by this line? This is the best line we can select for all purposes, both to prevent danger to the lives of the inhabitants, and for every other purpose. We cross the Maitland Road at a considerable elevation.

55. You have stated that locomotives are used from the D and E pits to a point marked 6 on the plan,—from what pits do you derive the greatest proportion of coal? At present from the D and E pits.

56. Are you of opinion that your line could be diverted into the Government Railway, in or near the present Railway station in the neighbourhood of Newcastle, with any advantage? I think decidedly not.

57. What objection is there to making that divergence? It would involve very considerable expense; and there would still be a crossing on the Maitland Road on the same level as the line we apply for will do. It would put us to enormous and unnecessary expense, which we would not think of incurring, and it would remove the traffic of our coals to a distance from our coal field and pits. We would prefer to make use of our line as we do at present, if we are not allowed to construct the line as applied for.

58. You object on account of the expense, but with no reference to the security or insecurity of the inhabitants? We maintain that there is no insecurity to the inhabitants.

59. Does your line intersect the Maitland Road near to the City of Newcastle? Yes, within about one hundred yards of the present boundaries of the City of Newcastle.

60. Is there any considerable proportion of the population in the neighbourhood of Newcastle on the west side of the intersection of the Maitland Road? Yes.

61. Would it not be desirable, if it were possible, to cross the Maitland Road at a point where there is scarcely any population? It might be desirable in some sense; but it is not desirable for us to make any application of the sort, and my reasons have just been given.

62. I am asking whether any alteration could be made that would be attended with less danger to life? I really do not think there is any danger. I have not heard any complaints with respect to that portion of our line upon which we run locomotives at present, even though it is not fenced in.

63. You have already stated that your proposed line will cross the road within a few yards of the boundary of the city,—I want to ascertain whether, in your judgment, the road could not be crossed at a more considerable distance from the city; and whether, if so, that would not be attended with less insecurity to life? I should say the high level on which it is our intention to cross the Maitland Road will protect everybody from injury.

64. Does it accord with your judgment that crossing at that high level—fifteen or sixteen feet—will be attended with risk to life even from alarming and frightening horses? It is possible that at first horses may be frightened, but all animals soon get accustomed to the noise of the engine. Your question would apply with double force to the Great Northern Railway, which traverses the City of Newcastle, and crosses the Maitland Road on the level.

65. In reference to the peculiar position of the City of Newcastle, seeing that it is bounded on the north by the river, and on the south by a range of hills, in your opinion in what direction will population tend—will it not go to the west of this line? It will.

66. There is a daily increasing population on the west of the proposed line? There is.

67. Now, in reference to the proposed new line from pit F to the junction of the existing line near the letter J, does that line run through a portion of land likely to be occupied by population? Yes, when we think proper to sell it; it is subject to our disposal. We have sold some, as appears on the plan.

68. Is the F pit a very valuable pit—does it turn out a great quantity of coal? It is very valuable; and it is daily increasing in value as to "get" and quality.

69. *By Mr. Bradley:* Assuming that such a divergence were to take place at this point, as has been referred to, would it in any manner obviate or prevent the necessity of the line sought for from the F pit? Not in the slightest degree.

70. Would that still have to be carried across the Maitland Road in the same manner as the other line now is? If worked at all it would, and if not worked, our most valuable pit is idle.

A. Hodgson, Esq. 10 Nov., 1857.

71. *By Mr. Piddington:* How far is the situation of the F pit from your staiths? About a quarter of a mile.

72. Then, supposing you do not secure the passage of this Bill, the distance traversed by horse-power from the F pit to the staiths will be about a quarter of a mile? Yes, so far as relates to the workings of the F pit.

73. *By Mr. Flood:* Is there much traffic on the Lake Macquarie Road? There is traffic, but not so much as on the Maitland Road.

74. I perceive, by a section on this plan, that you propose to lower the road four feet,—is that absolutely necessary? Yes, it is necessary, because we are fixed, by an Act of the Legislature, to a certain level at the point where the Burwood Company's tramroad intersects our line, and we have to get all our headway from this point.

75. Where you propose to sink the road four feet, is there not now a difficult steep to rise? The road would be generally improved by levelling this rise, by the proposed alteration. We now cross it on a level with horse traction, just above where we propose to cross it by a bridge with locomotives.

76. What height do you propose to give from the top of the roadway to the soffit of the bridge? Fourteen feet.

77. Have you been in communication with the Government Railway Department, in reference to this alteration as it affects the Great Northern Railway? Not in the slighest degree. The Great Nothern Railway, by taking possession of our lands, compel us to meet their requirements by the adoption of levels particularized in this plan of ours.

H. B. Bradley, Esq. 10 Nov., 1857.

Henry Burton Bradley, Esquire, Solicitor for the Bill, examined:—

1. *By the Chairman:* You are Solicitor for the Australian Agricultural Company? Yes.

2. You put in this Bill as a private Bill, which is to be passed in connection with a Railway, on behalf of the Company? I do.

3. Are you aware whether all the rules have been complied with, with respect to the introduction of private Bills? They have.

Mr. Robert Whytte. 10 Nov., 1857.

Mr. Robert Whytte, called in and examined:—

1. *By Mr. Bradley:* You are Engineer of the Australian Agricultural Company? Yes.

2. In charge of their coal works and Railway operations at Newcastle? Yes.

3. For how long a time have you been in charge? Rather better than twelve months.

4. Are the Australian Agricultural Company the proprietors of certain coal mines and pits situated at and near the City of Newcastle? Yes.

5. Have the Company for many years past—do you know for how many years—conveyed coal from the said mines to the Port of Newcastle by means of horse power, along certain lines of Railway now existing? They have for many years, but I do not know how long they have done so.

6. During all your term of employment with them? Yes.

7. Do the Company now desire to use and employ thereon steam locomotive engines and waggons, and other carriages to be drawn or propelled thereby? Yes.

8. Do they also desire to construct an additional line of Railway from their said mines to the said port? Yes.

9. Will the construction and use of this Railway be of great public advantage? Yes.

10. Is the mode of conveying coal from the Company's mines to their staiths, at present in use, productive of frequent and considerable delay to shipping? Yes.

11. Would that delay be obviated or greatly diminished by the use of the facilities which this Bill seeks to obtain? Yes, it would facilitate them very much.

12. Is the detention of shipping awaiting cargoes likely to increase to the consumer the price of the coal which they are waiting for, by enhancing the expense of shipping it? Yes, I should say so.

13. Will the increased facilities sought by the Company in this Bill tend to producing greater quantities of coal for the market? Yes. What they ask for in the Bill is to facilitate a prospective increase of coal that they intend to get from their new pits, and the extension of the "get" in the F pit

14. Then that will be directly to increase the supply? Decidedly.

15. And will it probably diminish the expense? Yes, it will diminish the expense very materially.

16. Will you look upon the lithograph plan and say whether it accurately shows the position of the intended line, as well as the line in existence? It shows it as nearly as can be delineated on a map of this sort. It was collated from maps in our possession, which we assume are correct.

17. Does it show the actual intersections of roads and streets? Yes, as near as possible.

18. Is the line pointed out on the plan the most convenient line for the Australian Agricultural Company to convey its coal to the staiths? In my opinion it is.

19. Will there be any increase of public inconvenience from the use of locomotive engines on these lines in lieu of the present horse power? No; I think it would be an improvement.

20. Are you acquainted with the use and working of Railways in England? Yes.

21. Is it found that animals used for purposes of draught in the neighbourhood of Railways very soon become familiarized with the sound of the train? Yes, very soon.

22. And their alarm is speedly got over? Yes. The horses that are used about the Railways themselves get so accustomed to it as to work close up to the engines when going.

23. Have you been employed, in your capacity of Engineer of the Company, in proposing, or pointing out, or laying down the course of any part of these lines? I have.

24.

Mr. Robert Whytte. 10 Nov., 1857.

24. Are these the dotted lines shown on the plan? The dotted parts are the projected lines.
25. Projected by yourself? Yes.
26. Is there any other course in which lines could be carried, affording reasonable facility for the Australian Agricultural Company's purposes, besides these dotted lines, which would be of any greater public advantage or of less public inconvenience? No.
27. Now, with reference to crossing the public roads and highways, have you been careful to provide what is, in your opinion, a sufficient headway and passage for the transit of the sort of traffic which takes place along these roads? Yes.
28. Have you ever estimated the entire length of these projected new lines of yours, in so far as they interfere with the public streets and roads? I have measured the whole of the lines.
29. What is the length of the projected curve from the Lake Macquarie Road to the shipping staith? From the centre of the Lake Macquarie Road to the shipping staith, measures four hundred and seventy-three yards, and from the intersection of the Coal and Copper Company's tramway to the centre of Macquarie Road, one hundred and ninety-eight yards.
30. What headway do you propose in this plan to leave over the Lake Macquarie Road? Fourteen feet in the clear, from the crown of the road to the under part of the bridge.
31. What kind of bridge do you intend to erect? A timber bridge.
32. Then the headway will be at least as much, or something more, at the sides of the bridge as it will be in the centre? It will be uniform within the uprights that support the top girders, and those uprights, placed at intervals, will support the whole length of the bridge.
33. So that there will be an entire headway of fourteen feet across the whole extent of the Lake Macquarie Road? Yes, with the exception of where the uprights stand; the girders will not be the whole breadth of the road, but will be supported at several points by pillars, each of which will be fourteen feet high; and there will be a space of fourteen feet between these, to allow carts to pass.
34. But the height will be uniform? Yes, fourteen feet in the clear.
35. Is it possible for you to cross the Lake Macquarie Road at a higher elevation? It is not, without entailing a very heavy gradient, which will be very expensive, and difficult to work, because there is a fixed level where the Burwood Tramroad crosses our line, which we cannot alter; and the distance is so short, that unless we get a higher level there, that is, at the intersection of the two lines of rails, we cannot cross the Lake Macquarie Road any higher.
36. Then I understand you to mean, that the point where the Coal and Copper Company's Tramroad crosses the Australian Agricultural Company's Railway line, having been already fixed under the Act of Council obtained by the Coal and Copper Company, you would not be able to gain a sufficient elevation to admit of crossing the Lake Macquarie Road at a higher level, without a very steep and sudden rise? We could not do it without.
37. If the Coal and Copper Company's level were altered, then it would be possible for you to do so? Quite possible. We could increase the height over the road in the same degree as the gain there. If the Coal and Copper Company were to raise their level two feet, we could give two feet more under the bridge.
38. Still, do you consider the fourteen feet headway, proposed to be given, sufficient for the traffic which now obtains on that road? I think it is quite sufficient.
39. What is the height of the bridge on the Maitland Road by which your coals are at present conveyed to the staiths from the Maitland Road to the lowest part of the bridge? Nearly nine feet.
40. You propose to alter the surface of the Lake Macquarie Road at this point by sinking it? Yes, we propose to do so.
41. To what degree? About four feet.
42. Will that have an injurious effect on the convenience of persons passing along that road? No; it will improve that road.
43. In what manner? It will make a better incline up to the higher portion of the Lake Macquarie Road; it will give an easier gradient than that at present existing.
44. How do you pass the Lake Macquarie Road now? On a level.
45. With horses, or with locomotives? With horses at present.

1857.

Legislative Assembly.

NEW SOUTH WALES.

BURWOOD TRAMROAD CONTINUATION ACT AMENDMENT BILL,
AND
AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL.

REPORT

FROM

THE SELECT COMMITTEE

ON THE

BURWOOD TRAMROAD CONTINUATION ACT AMENDMENT BILL AND AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL;

TOGETHER WITH

THE PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *December*, 1857.

Sydney:
PRINTED BY WILLIAM HANSON, GOVERNMENT PRINTER,
PHILLIP-STREET.

1857.

253—*a*

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 25. TUESDAY, 3 NOVEMBER, 1857.

11. Burwood Tramroad Continuation Act Amendment Bill:—Mr. Piddington moved, pursuant to *amended* Notice,—
(1.) That the Burwood Tramroad Continuation Act Amendment Bill be referred for the consideration and report of a Select Committee.
(2.) That such Committee consist of the following Members, viz.:—Mr. Flood, Mr. Scott, Mr. Weekes, Mr. Gordon, Mr. Arnold, Mr. Robertson, Mr. Hargrave, Mr. T. G. Rusden, and Mr. Cowper.
Question,—(1) That the Burwood Tramroad Continuation Act Amendment Bill be referred for the consideration and report of a Select Committee,—put and passed.
Question,—(2) That such Committee consist of the following Members, viz.:—Mr. Flood, Mr. Scott, Mr. Weekes, Mr. Gordon, Mr. Arnold, Mr. Robertson, Mr. Hargrave, Mr. T. G. Rusden, and Mr. Cowper,—put and passed.

VOTES No. 29. TUESDAY, 10 NOVEMBER, 1857.

7. Burwood Tramroad Continuation Act Amendment Bill, and Australian Agricultural Company's Newcastle Railway Bill:—Mr. Flood presented a Petition from J. E. Stacy, Warden of Newcastle, on behalf of himself and certain Inhabitants of the City of Newcastle, in Public Meeting assembled, praying that sufficient provision be made in these Bills for the protection of the public convenience as regards the Maitland Road and the Lake Macquarie Road, before they be allowed to pass into Law.
Petition received, and referred to the Select Committees on these Bills.

VOTES No. 32. FRIDAY, 13 NOVEMBER, 1857.

9. Burwood Tramroad Continuation Act Amendment Bill, and Australian Agricultural Company's Newcastle Railway Bill:—Mr. Flood presented a Petition from certain owners of property and residents in or near the City of Newcastle, representing the necessity for provision for protecting Petitioners' interests and the Public convenience, as respects the intersections of streets and roads contemplated under these Bills, and praying the House to take the premises into favorable consideration.
Petition received, and referred to the Select Committees on these Bills.

VOTES No. 35. THURSDAY, 19 NOVEMBER, 1857.

6. Australian Agricultural Company's Newcastle Railway Bill:—Mr. Forster moved, pursuant to *amended* notice,—
(1.) That the Progress Report from the Select Committee on the Australian Agricultural Company's Newcastle Railway Bill be now adopted by this House.
(2.) That that Committee be now discharged, and its duties and powers in regard to the said Bill transferred to the Select Committee on the Burwood Tramroad Continuation Act Amendment Bill,—together with the Bill itself, and the Minutes of Evidence taken before, and the documents referred to, the former Committee.
Question,—(1.) That the Progress Report from the Select Committee on the Australian Agricultural Company's Newcastle Railway Bill be now adopted by this House,—put and passed.
Question,—(2.) That that Committee be now discharged, and its duties and powers in regard to the said Bill transferred to the Select Committee on the Burwood Tramroad Continuation Act Amendment Bill,—together with the Bill itself, and the Minutes of Evidence taken before, and the documents referred to, the former Committee,—put and passed.

VOTES No. 36. FRIDAY, 20 NOVEMBER, 1857.

6. Burwood Tramroad Continuation Act Amendment Bill:—Mr. Piddington moved, pursuant to notice, That the Petition presented by him on the 18th instant, praying the passing of the Burwood Tramroad Continuation Act Amendment Bill, be referred to the Select Committee on that Bill.
Question put and passed.

VOTES No. 37. TUESDAY, 24 NOVEMBER, 1857.

13. Burwood Tramroad Continuation Act Amendment Bill:—Mr. Scott moved, pursuant to notice, That Mr. Forster's name be added to the Select Committee on the Burwood Tramroad Continuation Act Amendment Bill.
Question put and passed.

VOTES No. 51. THURSDAY, 17 DECEMBER, 1857.

3. Burwood Tramroad Continuation Act Amendment Bill, and Australian Agricultural Company's Newcastle Railway Bill:—Mr. Piddington, as Chairman, brought up the Report from, and laid upon the Table the Evidence taken before the Select Committee for whose consideration and report these Bills were respectively referred on the 3rd and 19th ultimo, and in respect of which the Committee report that upon the question being put from the Chair as regards the Preamble of each, "That the "Preamble stand part of the Bill," it passed in the *negative*.
Ordered to be printed, together with the accompanying Appendix.

1857.

BURWOOD TRAMROAD CONTINUATION ACT AMENDMENT BILL,
AND
AUSTRALIAN AGRICULTURAL COMPANY'S NEWCASTLE RAILWAY BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and Report was referred, on the 3rd ultimo, the "*Burwood Tramroad Continuation Act Amendment "Bill,*"—and to whom was also referred, on the 10th ultimo, "*a Petition from J. E. "Stacy, Warden of Newcastle, on behalf of himself and certain Inhabitants of the "City of Newcastle*";—on the 13th ultimo, "*a Petition from certain owners of "Property, and Residents in and near Newcastle, praying that provision be made in "the Australian Agricultural Company's Railway and the Burwood Tramroad "Continuation Act Amendment Bills, for protecting Petitioners' interests and public "convenience, before they be allowed to pass into law*";—on the 19th ultimo, "*the "Australian Agricultural Company's Newcastle Railway Bill, together with the "Minutes of Evidence taken before, and the Documents referred to, the former Com-"mittee thereupon*";—and again, on the 20th ultimo, "*a Petition praying the passing "of the Burwood Tramroad Continuation Act Amendment Bill*";—beg leave to report to your Honorable House:—

First.—With reference to the "Burwood Tramroad Continuation Act Amendment "Bill";—

That having examined certain witnesses in favor of the Bill and in support of the Petitions referred for their consideration, (whose evidence will be found appended hereto,) your Committee proceeded to deliberate on the Preamble; and the Question being put from the Chair,—"That this Preamble stand part of the Bill,"—was *negatived.*

Secondly.—With reference to the "Australian Agricultural Company's Newcastle "Railway Bill";—

That having examined certain witnesses in favor of the Bill and in support of the Petitions referred for their consideration, (whose evidence will be found appended hereto,) your Committee proceeded to deliberate on the Preamble, and the Question being put from the Chair,—"That this Preamble stand part of the Bill,"—was *negatived.*

W. R. PIDDINGTON,
Chairman.

Legislative Assembly Chamber,
Sydney, 17 *December,* 1857.

PROCEEDINGS

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 11 *NOVEMBER*, 1857.

Members Present:—

Mr. Cowper,	Mr. Piddington,
Mr. Arnold,	Mr. Flood,
Mr. Scott,	Mr. T. Rusden.

Mr. Piddington was called to the Chair.

Solicitor for the Bill, Mr. W. G. M'Carthy.

The Chairman having informed the Committee that application had been made to him by certain parties for permission to be present during this inquiry,—

It was *Resolved*:—

"That this Committee do not object to permit the presence of parties desirous of "watching this inquiry, upon the distinct understanding, however, that they "immediately withdraw on an intimation from the Chairman to that effect."

Whereupon parties called in and informed accordingly.

By direction of the Chairman, Resolution of the House, referring to the Committee on 10th instant,—

"The Petition of J. E. Stacy, Warden of Newcastle, on behalf of himself and "certain Inhabitants of the City of Newcastle, in Public Meeting assembled, "praying that sufficient provision be made in these Bills for the protection of "the public convenience as regards the Maitland Road and the Lake Mac-"quarie Road, before they be allowed to pass into Law,"

read by the Clerk.

Petition then read.

Motion made (Mr. *Scott*) and *Question*—"That it is expedient to print this Petition in an Appendix to the Report of the Committee"—*agreed to*. (*Vide Appendix A.*)

Committee deliberated as to the course to be pursued in the examination of witnesses.

Mr. *W. G. M'Carthy*, Solicitor for the Bill, examined in support of the Preamble, and during such examination a Question arising as to whether the allegation contained in the Preamble, as at present drawn up, was not so vaguely worded as to impress on the minds of Members of the Committee an idea of the virtual assumption on the part of the Company of certain powers not actually in their possession, and of the failure to show therein that any public advantages were likely to accrue from the passing of the Bill into law;—

Committee deliberated thereupon, and Mr. M'Carthy requesting that his further examination might be postponed;—

Motion made (Mr. *Cowper*) and *Question*—"That the further examination of Mr. M'Carthy be postponed until the next meeting of the Committee"—*agreed to*.

Committee then considered as to the expediency of examining Dr. Brookes, then in attendance to give evidence in support of the Petition referred to the Committee on the 10th instant, and reference having been made to the Solicitor for the Bill for the purpose of ascertaining if he had any objection to urge on the part of the Company against the immediate examination of the witness, and Mr. M'Carthy stating that, on the part of the Company, he desired to offer no such objection, provided that the Committee deemed it advisable to proceed *forthwith* with the inquiry;—

Dr. *Brookes*, of Newcastle, in support of the Petition, and Mr. *Alexander Brown*, *late* manager to the Coal and Copper Company, Newcastle, in support of the Bill, examined.

By direction of the Chairman, parties then withdrew.

Whereupon Committee deliberated on the advisability of moving in the House for the junction of the *two* Committees, to which were referred *this* and the A. A. Company's Bill respectively, by which it was considered much inconvenience might eventually be obviated, and to the adoption of which course, moreover, it was understood the parties interested in the two Bills were favorably disposed.

[Adjourned till Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 18 *NOVEMBER*, 1857.

Members Present:—

W. R. Piddington, Esquire, in the Chair.

Mr. Hargrave,	Mr. Weekes,
Mr. Flood,	Mr. Arnold,
Mr. Scott,	Mr. Robertson,

Mr. T. G. Rusden.

The Chairman informed the Committee that it had been intimated to him that the Chief Commissioner for Railways and the Chief Engineer had left for Singleton, with the view, on behalf of the Government, of examining into the proposed lines of Railway of the Coal and Copper Company and the A. A. Company, and desired the opinion of the Committee as to the expediency of their forthwith adjourning until such day as they deem it probable that these gentlemen may be able to be in attendance to watch the progress of the Bills in Committee.

Committee deliberated.

Whereupon Motion made (Mr. *Flood*) and *Question*—"That this Committee do *now* "adjourn till Thursday, the 26th instant"—*agreed to*.

[Adjourned till Thursday, 26*th instant*, at *Eleven* o'clock.]

THURSDAY,

THURSDAY, 26 *NOVEMBER*, 1857.

Members Present:—

W. R. Piddington, Esquire, in the Chair.

Mr. Cowper, Mr. Flood, Mr. Forster, Mr. Weekes, Mr. Robertson.

Mr. W. G. M'Carthy, *Solicitor for the "Burwood Tramroad Continuation Act "Amendment Bill,"* and Mr. H. B. Bradley, *Solicitor for the "Australian Agricultural "Company's Newcastle Railway Bill,"* were in attendance.

By direction of the Chairman, Resolution of the House, referring to the Committee on 13th instant,—

"The Petition of T. Adams and certain owners of property and residents in or "near the City of Newcastle, representing the necessity for provision for pro- "tecting Petitioners' interests and the Public convenience, as respects the "intersections of streets and roads contemplated under this and the A. A. "Company's Bill, and praying the House to take the premises into favorable "consideration,"

read by the Clerk.

Petition then read.

Motion made (Mr. *Flood*,) and *Question*—"That this Petition be printed in the "Appendix to such Report as the Committee may hereafter make"—*agreed to.* (*Vide Appendix B.*)

By direction of the Chairman, *further* Resolutions of the House referring to the Committee,—

"1st. On 19th instant. The duties and powers of the Select Committee on the "A. A. Company's Bill, *now discharged*, together with the Bill itself, the "Minutes of Evidence, and other documents originally referred thereto."

"2nd. On 20th instant. The Petition of certain Inhabitants of the City and "Suburbs of Newcastle, praying the passing of the Burwood Tramroad Con- "tinuation Act Amendment Bill,"

read by the Clerk.

Petition then read.

Motion made and *Question*—"That this Petition also be printed in the Appendix to "such Report as the Committee may hereafter make"—*agreed to.* (*Vide Appendix C.*)

By direction of the Chairman, Resolution of the House, dated 24th instant, adding Mr. Forster to the Committee,—read by the Clerk.

Committee deliberated on the expediency of at once ordering proofs of the Petitions referred to them to be struck off for their information, and it was *Resolved:—*

"That the Government Printer be instructed to strike off twenty proofs of these "Petitions with the least practicable delay."

Committee then considered the advisability of proposing certain Regulations, by which for the future, at a fixed period prior to any application to introduce a Private Railway Bill into Parliament, the deposit of correct Plans and Sections at the Government Railway Office, for public inspection, may be rendered compulsory.

Committee then proceeded to consider whether they should call in the parties, and take the evidence of such witnesses as might be in attendance.

When the Chairman brought under their notice that he had received an intimation to the effect that it would not be in their power to examine the witnesses *this day*, owing to the sudden and severe indisposition of the Principal Short-hand Writer, which would obviate his attendance to his duties, the *present* employment of one of his Assistants in taking evidence upon another Committee, and the absence of the other, under a medical certificate.

Committee deliberated.

Mr. *Palmer* was then called in and questioned by the Committee.

Committee further deliberated, and it was *Resolved:—*

"That the parties be forthwith called in and informed by the Chairman of the "circumstances which have unexpectedly arisen to obviate the examination "of the witnesses, until their next day of meeting, when however the Com- "mittee will be prepared to first take evidence in support of the Bills."

Whereupon parties were called in, and informed accordingly.

Parties then withdrew.

Committee then deliberated as to the advisability of permitting the presence of the Chief Commissioner for Railways, and the Engineer-in-Chief, then in attendance during the inquiry, to watch the progress of the Bills in Committee for the Government, and it was *Resolved:—*

"That Captain *Martindale* and Mr. *Whitton* be now called in and apprised of the "willingness of the Committee that they should be present to watch these "Bills in Committee for the Government."

Whereupon Captain *Martindale* and Mr. *Whitton* were called in, and informed accordingly.

Committee then considered whether it would be the best course to take the evidence of these gentlemen upon the provisions contained in the Bills, or to request Captain *Martindale* to furnish a Report thereupon.

Motion made (Mr. *Cowper*) and *Question*—"That Captain *Martindale* be requested "to furnish a Report to the Committee upon the provisions set forth in these Bills, such "being the more proper and more expedient course,"—*agreed to.*

Committee further deliberated.

[Adjourned till Tuesday next, at Eleven o'clock.]

TUESDAY, 1 *DECEMBER*, 1857.

Members Present:—

W. R. Piddington, Esquire, in the Chair.

Mr. Cowper, | Mr. Flood,
Mr. Hargrave.

Captain *Martindale*, R. E, Chief Commissioner of Railways, and Mr. *Whitton*, C. E., Engineer-in-Chief to the Railway Department, present.

The Chairman laid before the Committee a Report from the Chief Commissioner for Railways, relative to the two Bills now under their consideration.

Report read.

Motion made (Mr. *Cowper*) and *Question*,—

"1. That this Report be printed in the Appendix to the Report of the Committee."

"2. That as its contents are of the most immediate importance to the Committee, "and parties interested for and against these Bills, proof copies thereof be "struck off as speedily as possible, for their information."

Agreed to.

Parties then called in.

Mr. *W. G. M'Carthy* further examined.

Mr. *H. B. Bradley*, Solicitor for the Australian Agricultural Company's Bill, and Mr. *A. Hodgson*, General Superintendent of the Australian Agricultural Company, examined.

And it appearing from certain statements made in their evidence that it would be most expedient that the examination of other witnesses in support of the Bills should be further postponed until such time as the two companies may have been able to confer, with a view to ascertain if there is any possibility of their agreeing to some joint line of action with reference to these Bills.

Committee deliberated.

The Chairman requested to be informed whether any of the witnesses then present in support of the Petitions lodged against the Bills were desirous of immediate examination, and consequently of objecting to the proposed further adjournment.

And no such objection having been raised,

Motion made and *Question*,—

"1. That the examination of witnesses before this Committee be again deferred, to "admit of the two companies conferring together, with a view to determine "whether they can agree to adopt some joint line of action with respect to "these Bills.

"2. That Tuesday next, the 8th instant, be the day now named for their next "meeting to be holden on."

Agreed to.

At the request of the Chairman, the Chief Commissioner for Railways briefly stated to the parties *present* the substance of the Report submitted by him to the Committee *this day*, illustrating his remarks by reference to a plan, prepared by the Engineer-in-Chief of the line of Railway, suggested therein.

[Adjourned till Tuesday next, at *Eleven* o'clock.]

TUESDAY, 8 *DECEMBER*, 1857.

Members Present:—

W. R. Piddington, Esquire, in the Chair.

Mr. Cowper, | Mr. Scott,
Mr. Flood, | Mr. Weekes,
Mr. Forster, | Mr. T. G. Rusden.

Mr. Whitton, Engineer-in-Chief to the Railway Department, present.

By direction of the Chairman, letter from Chief Commissioner for Railways, excusing his attendance before the Committee *this day*, on account of severe indisposition.

Committee deliberated.

Parties were called in.

The Chairman then requested the Solicitors for the Bills to state what course had been pursued by the two companies since the last meeting of the Committee, with respect to entering into some arrangement between them for the adoption of a joint line of Railway, as then recommended by the Committee.

Mr. *W. G. M'Carthy* and Mr. *H. B. Bradley* thereupon made statements to the Committee. (*Vide Minutes of Evidence appended hereto*, 8 *December*, 1857.)

Mr. *A. Hodgson* further examined.

Parties then withdrew.

Committee deliberated as to the advisability of now adopting, as the basis of their future proceedings, the recommendations contained in the Report made by the Chief Commissioner for Railways to the Committee, on the 30th November.

Report again read.

Mr. Whitton, at the request of the Committee, then explained fully the propositions set forth in the Report, as indicated by the plan prepared by him, shewing the line of Railway recommended therein.

Committee then deliberated as to the propriety of examining the Chief Commissioner for Railways with reference to the recommendations made in his Report, and being of opinion that such course of proceeding, in the present instance, was not only unnecessary but inexpedient;—

Motion

Motion made (Mr. *Scott*), and *Question*,—"That Mr. Whitton, Engineer-in-Chief to "the Railway Department, be forthwith examined relative to the recommendations contained "in the Report,"—*agreed to.*

Parties were then called in.

Mr. *J. Whitton* examined.

At the close of the witness's examination, Mr. H. B. Bradley stated that, on the part of the Australian Agricultural Company, he was quite prepared to proceed with the Bill then before the Committee, or to submit the matter to further arbitration; but that he certainly was not prepared to accept the terms of the proposition alluded to by the Solicitor for the "Burwood Tramroad Continuation Act Amendment Bill," in his evidence given before the Committee this day.

Parties then withdrew.

Committee further deliberated as to whether it would be the more expedient course to at once decide upon adopting the suggestions made in Captain Martindale's Report, or to take further evidence prior to arriving at such decision.

Motion made (Mr. *Flood*) and *Question proposed*:—

"1. That after hearing the evidence of Mr. Whitton, with respect to the propo-
"sition set forth in Captain Martindale's Report, and a careful examination
"of the plan prepared by the Engineer-in-Chief, the Committee are of
"opinion, that before agreeing to the Preambles of the two Bills under their
"consideration, in order that due regard may be had to public safety and
"convenience, the two companies should be required to amalgamate, and
"cross the Lake Macquarie Road *in joint line*, by a bridge; and the Maitland
"Road and Great Northern Road on high level, at the place where the present
"bridge stands.

"2. That the Parties be informed of the Resolution agreed to by the Committee."

Amendment proposed (Mr. *Forster*),—"To omit all the words after the word 'That' "at the commencement, with a view to add the words—'It is expedient that further "'evidence be taken, prior to coming to any decision with reference to the recommendations "'contained in this Report.'"

Question put,—"That the words proposed to be omitted stand part of the Question."

Committee divided.

Ayes, 3.	Noes, 2.
Mr. Piddington,	Mr. Forster.
Mr. Weekes,	Mr. T. G. Rusden.
Mr. Flood.	

Original *Question then put and agreed to.*

Parties were again called in.

The Chairman informed them of the purport of the Resolutions agreed to by the Committee.

Mr. *M'Carthy* then stated, on the part of the Coal and Copper Company, that he was desirous of submitting further evidence to the Committee in support of their Bill.

Committee were, however, of opinion, that unless the two companies appeared before them prepared to acquiesce to the terms of the Resolution just agreed to, the decision arrived at under such Resolution precluded their taking further evidence in the matter.

Parties then withdrew.

Committee deliberated, and it was *Resolved*:—

"That the next meeting of the Committee be postponed until this day week, for
"the purpose of affording the companies a final opportunity of arriving at
"some mutual understanding with respect to a joint line of Railway."

[Adjourned till Tuesday next, at *Eleven* o'clock.]

TUESDAY, 15 *DECEMBER*, 1857.

Members Present:—

W. R. Piddington, Esquire, in the Chair.

Mr. Weekes,	Mr. Scott,
Mr. Hargrave,	Mr. Forster,
Mr. Forster,	Mr. T. G. Rusden.

Captain *Martindale*, R. E., Chief Commissioner for Railways, and Mr. *Whitton*, Engineer-in-Chief to the Railway Department, present.

By direction of the Chairman, Resolution agreed to by the Committee at their last meeting, on motion of Mr. Flood, read by the Clerk.

Committee deliberated.

Parties called in.

Mr. Scott withdrew.

The Chairman then requested the Solicitors for the Bills to state whether the two companies appeared before the Committee prepared to submit to the terms of the Resolution agreed to by the Committee at their last meeting.

Whereupon Mr. *W. G. M'Carthy* and Mr. *H. B. Bradley* made statements respectively to the Committee. (*Vide Minutes of Evidence appended hereto*, 15 *December*, 1857.)

And Mr. *Bradley*, after a statement to the effect that the Australian Agricultural Company were unprepared to enter into such agreement with the Coal and Copper Company as would comply with the terms of the Resolution of the Committee, proceeding to address a remonstrance

remonstrance to the Committee against their arriving at any decision until the case had been fully gone into, and all the evidence taken in support thereof, was stopped by the Chairman, who informed him that after his announcement that the Australian Agricultural Company were not prepared to carry out the plan recommended in the Resolution of the Committee, he could not be heard further in the matter.

The room was cleared.

Committee proceeded to deliberate on the Preamble of the Burwood Tramroad Continuation Act Amendment Bill.

Mr. Robertson withdrew.

Motion made and *Question proposed*,—" That sufficient evidence has now been taken " to manifest to the Committee that the allegations set forth in the Preamble of the Burwood " Tramroad Continuation Act Amendment Bill cannot be sustained."

Amendment *proposed* (Mr. *T. G. Rusden*),—" To omit all the words after the word " 'That,' at the commencement, with a view to add the words—'the evidence already taken " 'is insufficient to determine your Committee relative to this inquiry.'"

Question put,—" That the words proposed to be omitted stand part of the Question."

Committee divided.

Ayes, 3.	Noes, 2.
Mr. Piddington,	Mr. Forster,
Mr. Weekes,	Mr. T. G. Rusden.
Mr. Hargrave.	

Original *Question then put and agreed to.*

Committee further deliberated.

Motion made, and *Question*,—" That this Preamble stand part of the Bill,"—*put and negatived.*

Committee then proceeded to deliberate on the Preamble of the Australian Agricultural Company's Newcastle Railway Bill.

Motion made and *Question proposed*,—" That sufficient evidence has now been taken " to manifest to the Committee that the allegations set forth in the Preamble of the " Australian Agricultural Company's Newcastle Railway Bill cannot be sustained."

Amendment *proposed* (Mr. *T. G. Rusden*),—" To omit all the words after the word " 'That,' at the commencement, with a view to add the words—'the evidence already taken " 'is insufficient to determine your Committee relative to this inquiry."

Question put,—" That the words proposed to be omitted stand part of the Question."

Committee divided.

Ayes, 3.	Noes, 2.
Mr. Piddington,	Mr. Forster,
Mr. Weekes,	Mr. T. G. Rusden.
Mr. Hargrave.	

Original *Question then put and agreed to.*

Committee further deliberated.

Motion made, and *Question*,—" That the Preamble stand part of the Bill,"—*put and negatived.*

Whereupon parties called in, and informed by the Chairman of the purport of the Resolutions agreed to by the Committee.

The room was then cleared.

Chairman requested to report to the House, with reference to the two Bills, together with the Minutes of Evidence.

LIST OF WITNESSES.

LIST OF APPENDIX.

(*To Evidence given by Mr. W. G. M'Carthy, on 8th December*, 1857.)

SEPARATE APPENDIX.

1857.

Legislative Assembly.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BURWOOD TRAMROAD CONTINUATION ACT AMENDMENT BILL.

WEDNESDAY, 11 *NOVEMBER*, 1857.

Present:—

Mr. ARNOLD,	Mr. PIDDINGTON,
Mr. COWPER,	Mr. T. G. RUSDEN,
Mr. FLOOD,	Mr. SCOTT.

W. R. PIDDINGTON, Esquire, in the Chair.

W. G. M'Carthy, Esquire, appeared as Solicitor for the Bill, and was examined as follows:—

W. M'Carthy, Esq. 11 Nov., 1857.

1. *By the Chairman:* Will you have the goodness to make any statement to prove the Preamble of the Bill? The Preamble, in the first instance, recites three Acts—the fourteenth, fifteenth, and seventeenth Victoria—and I produce those Acts as proving that portion of the Preamble. The next recital is, that the right and interest of James Mitchell, in regard to the Tramroad authorised under those Acts, have been conveyed to, and are now the property of, the Newcastle Coal and Copper Company; in evidence of that recital I put in the Deed of Conveyance from Mr. James Mitchell, which is dated the thirty-first of December, 1856. To prove the next allegation, I may state that I am aware that it is the intention of the company to employ steam power in the traction of carts and vehicles along the said road. I beg to hand in a plan showing the situation of the Tramroad. [*The witness handed in the same.*]

2. *By Mr. Cowper:* How does the transfer of the rights of Mr. James Mitchell affect the matter now? Because the original Act recited was an Act authorising James Mitchell to form the road from the Burwood mine to the wharf; and the interest of Mr. Mitchell in that and the other two Acts referred to, is now vested in the Coal and Copper Company, by the Deed put in.

3. You state that the company purpose to employ steam power—on what ground is it necessary you should have authority to use steam power? We do not so much apply for liberty to use steam power as to make certain provisions which the use of it will render necessary; because, I think, by the very first Act we are authorised to use vehicles of all sorts—locomotives as well as those drawn by horses. I think the words used in that Act were to the effect that the company might use vehicles drawn by horses or otherwise, and I think that will quite include the power of traction by steam. In fact that seems to have been contemplated by the Legislature, because, in the original grant of the road to Mr. Mitchell, provision was made that gates should be erected at the two points where it intersects the public roads; and that provision could only apply to steam power, because with horse power it would not be necessary. But in the Acts alluded to there is no provision made for fencing in the road; but, as we now propose to use steam power, it will be necessary that such a fence should be erected along the road, to protect the public and prevent horses from being frightened, and so on.

4. *By the Chairman:* Will you point out to the Committee any particular clause in any of the former Acts authorising the company to use locomotives? At this moment I am unable to do so, and it is possible I may be mistaken. Therefore, before the Committee decide the point, I should request an adjournment, to enable me to prepare further arguments on a point which I did not expect would be disputed.

Dr. William Brookes, called in and examined:—

Dr. William Brookes. 11 Nov., 1857.

1. *By the Chairman:* You are an inhabitant of Newcastle? I am.
2. Are you acquainted with a certain petition, signed by Mr. Stacey, the Warden of the District of Newcastle, in reference to the Burwood Railway Bill, now before the Committee? I am aware there is such a petition.
3. Will you have the kindness to state to the Committee any objections you have to the Bill now before us? I have a plan which, I think, will show it better than the one before the Committee. [*The witness produced the same.*] The Coal and Copper Company now have the right of passing through certain lands of the Australian Agricultural Company, and when they arrive at the Maitland Road they cross it on a level, and then run for a considerable distance along the side of the road, occupying one portion of its footpath.
4. Can you state to the Committee the distance on the Maitland Road that the company propose to run? They already occupy some five or six hundred yards of the side of it. The objection to their having power to run locomotives on this dead level is the danger that would arise to the ordinary traffic of the city. The opinion of the inhabitants also is, that, by an arrangement with the Australian Agricultural Company, the Coal and Copper Company could cross over the road in the same manner as the former company's Railway does, and then all objections on the part of the inhabitants would cease.
5. In what manner do the Australian Agricultural Company cross the road now? They cross over on a bridge.
6. And if the Coal and Copper Company adopted the same plan of crossing by a bridge of sufficient altitude, that would meet the views of the objectors? Yes. There would be a further advantage by raising the road in this way. The company have five staiths, which are represented on this plan, and when they arrive at the wharf they have to reach a sufficient elevation to put the coals on board ship by very steep and clumsy inclines, at which they are obliged to keep a number of extra horses and men to perform that work, independently of the traction of the coals from the pit to the wharf. If a bridge were constructed over the Maitland Road it would give them that elevation at once, and they would approach the verge of the water at a sufficient height to put the coals in without any of this unnecessary expense to which they are put at present. I should think it would save them something like a thousand or fifteen hundred pounds per annum, on a rough calculation. There is another feature in which the public interest is concerned. The platform for the staiths would have, I believe, something like an elevation of seventeen or eighteen feet above the level of the wharves, and these wharves would then be capable of being occupied for other purposes, in addition to the use of them by the Coal and Copper Company—that I take to be an important public consideration.
7. From your local knowledge, can you point out to the Committee any line which would give a common access to the town to both the Coal and Copper Company and the Australian Agricultural Company? The Agricultural Company propose to cross the Lake Macquarie Road on a bridge, but they require to cut down the road in order to get the necessary gradient, because the distance is so short from the point where the Burwood Tramroad crosses their line at a fixed level, whereas, if the Coal and Copper Company had to raise their level, the Australian Agricultural Company could get their elevation without cutting down the road. The two companies should either agree or be compelled to go over the road at the same point. The inhabitants do not desire to oppose either of the companies, but, on the contrary, think they should have the utmost facility afforded them, consistent with the public safety in a city the traffic of which is becoming very large.
8. Where would the companies, if using a common line, cross the Maitland Road? They might cross at the new crossing of the Agricultural Company's line; but on that point you will get more competent evidence from the engineering department.
9. If your proposal for one common entrance were agreed upon, I presume the objection against running parallel with the highway for a distance of five hundred yards would be obviated? Entirely so. The Australian Agricultural Company have opened up their land within the last three or four years, and there are now nearly double the number of houses at and around that spot that exist in the city itself.
10. From the peculiar position of the city, bounded, as it is, one side by the sea and on the other by a precipitous hill, I presume the tendency of population is to occupy land to the westward, which is in the direct locality of the proposed line of rails? Precisely. The roads which the company propose to cross are the great inlets to the city.
11. If a common line were decided on, and a passage over the Maitland Road effected by means of a bridge of sufficient height, you do not think any danger would arise to the inhabitants of Newcastle? Certainly not; I think it would be most satisfactory to them as well as to the companies.
12. *By Mr. Cowper:* There is an allegation in the petition referred to by the Chairman to this effect: "That hitherto in similar powers granted to these companies, and in their manner "of carrying them out, the safety and convenience of the public have been little, if at all, "considered or provided for, and that the consequences have been, and are, most prejudicial "to both." Are you prepared to state to the Committee anything in proof of that allegation? I have no doubt proof might be offered, but I am no party to that petition. Nevertheless, I can state that the companies have power to traverse the road, and have not taken the precautions they might take to prevent accident. There have been several accidents, especially on the Burwood line. One man met his death in consequence of attempting to stop a horse and cart from crossing when a train was coming. I think that allegation of the petition refers to there being no sort of protection.
13. *By Mr. Flood:* Is there no protection where the line crosses the Maitland Road? None at all.
14. *By Mr. Arnold:* What protection would you suggest? There is no protection that can be adequate, because if a train is due the traffic of the city would have to be stopped.

15.

Dr. William Brookes.

11 Nov., 1857.

15. How then do you maintain the allegation that no sufficient provision has been made, when it is impossible to make any provision? I mean that if the Coal and Copper Company's Railroad is allowed to remain as it is it will have to be fenced in.
16. You would suggest that there ought to be gateways? Decidedly, at by-roads; but I would not allow the Railway to cross the high road at all on the level.
17. *By Mr. Flood:* You consider that for the safety and convenience of the public the Railway ought to be raised in order to cross the road by a bridge? Decidedly.
18. It is in a most dangerous condition now as regards passengers? Yes.
19. Do you consider that the introduction of steam power, instead of horse traction, as at present, will increase the danger to the public on the Maitland Road? Decidedly. Cattle and horses always take fright at a moving body not drawn by horses or cattle.
20. *By Mr. Arnold:* Have you read the Bill now under consideration by the Committee? I have.
21. Will you point out the provision in the Bill to which objection is taken by the petitioners? I conceive that the part of this Bill which the inhabitants oppose is that which gives the Company power to fence across the Maitland Road. They also object to their having been allowed to cross the Maitland Road at all, on the level. I am aware they have that power.
22. Then your objection refers rather to the powers the company at present possess than to any that they propose to assume under this Bill? The inhabitants object to any powers being added by this Bill which will render permanent the present inconvenient arrangements. There is not the slightest desire to hinder the company from crossing; but it is thought that it would be more conducive to the public safety, and would afford the company much greater facility, were they allowed to go over the road instead of on a level. It would save them a large annual sum in the destruction of their property, and the expense of maintaining extra men and horses.
23. *By Mr. Scott:* You have frequently used the words "the inhabitants object" to so and so, may I ask if you mean that the inhabitants are unanimous, or is there any division of opinion? Upon this question I may venture to say there is no division of opinion.
24. Neither among the inhabitants of the city proper, or of the space to the westward? Neither in the city nor in the suburb. If there is, I am not aware of it.
25. Your chief objection appears to me to be, to the running of locomotives on a level with the ordinary road? Just so.
26. You think the Coal and Copper Company should be compelled to go by means of a viaduct over the road? Yes,
27. Would you, as an inhabitant of Newcastle, make any objection to the Government Railway going on a level? I would; but, I may say, the Government Railway does not traverse the road; it has made a deviation of the road, and runs beside it instead of on it. The cases are not parallel.
28. If the Coal and Copper Company obtain this Bill, they will be enabled to fence in their line, and by that means take away a great portion of the public road, so as to narrow the road? Yes, by taking away the footpath. At the point where the Coal and Copper Company's Railroad reaches the Maitland Road, it crosses over it, and then runs along it, occupying the footpath on one side.
29. *By Mr. Arnold:* Then do you mean to say that this road is in common use as a footpath and as a tramroad? Yes.
30. Would it not be better to fence it off? It would be better to remove it altogether.
31. *By Mr. Scott:* This is the only road from the westward into Newcastle? Yes.
32. Do you know the width of that road? I believe it is sixty-six feet.
33. How much would it narrow the road if they fenced off this tramroad? I think power is taken by the Act to fence in a width of thirty feet, so that the road would be left only thirty-six feet wide if that were done; that is, supposing the company insist upon taking in the full width.
34. For five or six hundred yards, I think you said? Yes.
35. Does not the Australian Agricultural Company's Railroad cross the Maitland Road by a viaduct at the entrance of the city proper? Yes.
36. What provision has that company taken to leave a passage for carriages or for waggons? A very inadequate one, insomuch so that when an omnibus loaded passes under it, it catches people by the chin, unless they stoop.
37. What width is the bridge? The width of the road, but it is a very clumsy one. Trains have occasionally come over the bridge. I believe they have an old horse who has been over twice.
38. You are not aware who keeps this particular spot under the bridge in repair? Our Warden has done a little to carry off some water very near it, but there seems to be no one to keep it in repair.
39. Would the viaducts leading across the road, as you propose, interfere with the Government Railway? No; it would be a decided advantage to it, inasmuch as it would obviate the necessity of stopping the trains on one line while those on the other were passing over.
40. Have the Coal and Copper Company any positive right to their present wharves where they ship their coal? That question has arisen before a Committee of the House before, when Captain Mann gave evidence that they were on sufferance, as he understood.
41. *By Mr. Arnold:* Supposing matters to continue precisely as they are now, do you think it desirable that the present tramroad should be fenced off? It would be desirable.
42. Do not the objections made in this petition rather apply to the Australian Agricultural Company's Bill? They apply to both. The petition refers to both. You will have a more specific petition from the inhabitants of the Lake Macquarie Road laid before you, relating to the Australian Agricultural Company's Bill more especially.
43. Will not the clause authorising the fencing off of this Railway be a compliance with the prayer of this petition? Certainly not. The petition desires the removal of that line from the level of the road, as I understand. I was no party to the petition.

Dr. William Brookes. 11 Nov., 1857.

44. *By Mr. Scott:* Are you aware whether the Coal and Copper Company and the Australian Agricultural Company could agree to any mutual line? I do not know whether they could agree, but I think they ought to be made to agree.

45. I understood you to say before, that the inhabitants have no objection to the Railroad crossing on a level any parish road or by-road? I did not say the inhabitants had no objection; but, incidentally, I expressed an opinion that there may be some of the by-ways on which you may forego those precautions which are necessary on a highway.

46. But you have a decided objection to the Railroad crossing the public road on a level immediately before you enter the city itself? Yes; at a point which will be the centre of the city in a very short time.

47. *By Mr. Arnold:* You have said the two companies ought to be made to agree on a mutual line—can you suggest the process which would effect that object? By the kind offices of this Committee and the Legislature.

48. *By Mr. Flood:* I suppose you mean that a law should be introduced by which these two lines should be amalgamated? Yes, or constructed alongside each other. I think no obstruction should be offered to the companies; on the contrary, that every facility should be granted them, but, at the same time, sufficient precaution should be taken that the public interest should not be intrenched upon.

Mr. Alexander Brown examined:—

Mr. A. Brown. 11 Nov., 1857.

1. *By Mr. M'Carthy:* You have heard the evidence of Mr. Brookes—will you state your impressions on the various points on which you differ from him? Alluding to the Maitland Road, Dr. Brookes stated that it was sixty-six feet wide, but I believe I am correct in saying that it is ninety feet wide, and that the tramway, if fenced in, will take about fifteen feet, instead of thirty, off the ninety, so that there will still be seventy-five feet clear of the tramway. Then as to coming on a level, the Hunter River Railway—that is, the Government Railway—crosses our road inside the Australian Agricultural Company's crossing, and runs alongside our line outside of us; it fences us entirely in, as far as where the Agricultural Company's crossing is. I think the distance here is about two hundred yards from the Australian Agricultural Company's crossing to where we cross the Maitland Road. I think it would be more injurious to come at a height than it would to come on a level, because horses and other animals passing under would be a great deal more likely to be frightened by the noise of a train above their heads. And, besides, doing away with our present line would not do away with that objection, because the Hunter River locomotives run alongside.

2. Would the raising of the Newcastle Coal and Copper Company's line, in the manner proposed by Dr. Brookes, interfere with the use of that line by the public as they have authority to do? Our line is a public road, and if we were to raise it sixteen feet high, the public would have hard work to get their goods up to it; they would have to get machinery to do it.

3. *By Mr. Arnold:* Do I understand you to mean that, were the tramroad removed, the evils complained of would not be abated, because the Government Railway comes alongside of it? Yes.

4. Then, in order to remove these evils, the Government line would have to be removed also? Yes.

5. *By the Chairman:* I think you stated that in your opinion two hundred yards is the distance for which your line runs parallel with the highway? Yes; I think it is not more from the company's crossing to where we cross over the Maitland Road. I am only speaking roughly.

6. How do you make out that it would be more injurious to cross the road on a raised platform than to run along it on a level? Because horses and other animals, seeing the trains and hearing the noise above them, would be more frightened.

7. What would be the width of the bridge if the line were carried over the road? I should think it would have to be about twenty feet.

8. Then you think there would be more danger in crossing over a highway by a bridge twenty feet wide than in running parallel with it for two hundred yards on a level? The objection as to the line running parallel with the road would not be obviated by the removal of our Railroad, because the Hunter River Railway runs alsongside the road at the same place.

9. What distance is the Hunter River Railway from the highway? The Government have taken part of the highway and shifted it more to the other side. They have fenced it in now.

10. Do I understand that the Government Railway runs parallel with the existing highway? They do in some portions of it, from the Australian Agricultural Company's bridge. The Burwood Tramway is between the Hunter River Railway and the water; and the Hunter River Railway is next the road at the Australian Agricultural Company's crossing.

11. *By Mr. M'Carthy:* Is that all along the line? No, just at the Australian Agricultural Company's crossing; then they come inside the Burwood line for these two hundred yards and run alongside of it.

12. Would it be possible to erect a fence of sufficient height along the Burwood Tramroad to shut out the locomotives altogether from the view of horses on the highway? It would be possible, but it would not be likely to stand, because it would have to be so high that the wind would have great power over it. I suppose a locomotive is about sixteen or seventeen feet high to the top of the chimney, and then there would be steam above that.

13. What would be the expense of raising the Burwood Tramroad in the manner proposed by Dr. Brookes? I should say four or five thousand pounds, at least, from what I can see.

Mr. A. Brown.
11 Nov., 1857.

14. *By Mr. Arnold:* There are three Railways now entering Newcastle? Yes.
15. Would it be possible for all these to enter by one line? They could.
16. Supposing the Coal and Copper Company and the Australian Agricultural Company were to unite and enter Newcastle by one viaduct, could the Great Northern Railway enter by the same viaduct? It could not.
17. Then, supposing unanimity to exist between the two companies, the evil complained of would still remain, in consequence of the Northern Line running parallel to the street in the same way as the Burwood Tramroad? Yes, decidedly.
18. *By Mr. Scott:* You think the Government line will be as great a nuisance as your line? Yes.
19. Taking the commerce of the city into consideration, do you still think crossing the road on a level is preferable to crossing on a viaduct—would they not have to keep the gates shut whenever trains were due, and thus stop the traffic very frequently? I do not see any difficulty; the same thing will have to be done in the case of the Government line.
20. *By Mr. Arnold:* What is the population of Newcastle? About two thousand, I think.
21. Are you aware that in many more populous towns Railways cross streets on the level? Yes, they cross in many parts of London, and in several other cities.
22. *By Mr. Scott:* Can you mention in what part of London? Most of the termini are on a level with the streets. I cannot mention any particular part, not being familiar with the localities; but the different Railways I have gone to in London have been on a level. There is one just across London Bridge; and there is the North-Eastern Line.
23. *By the Chairman:* Does that line cross the street on a level? The terminus is on the level.
24. *By Mr. Scott:* Even supposing that to be so, there are many other roads to enter London? Yes.
25. Is there any other road than the one your line crosses by which people can enter Newcastle? Not unless they come over the hill, and by King-street.
26 *By Mr. Arnold:* Does the Northern Railway cross the Maitland Road on the same level? It does, about a mile further out than we do.
27. Is the proposed crossing in the town of Newcastle? Not at present.
28. *By the Chairman:* How far is it from the existing city boundary? I think about three or four hundred yards.
29 Is not the town extending in a westward direction along this road? Yes.
30. *By Mr. Flood:* You are a proprietor of the Coal and Copper Company? I am.
31. You possess considerable interest in the company? I have a little interest in it.
32. Are you not one of the Directors? Yes.
33. Are not viaducts passing over public roads very common in the Mother Country? I believe they are.
34. Are they considered more objectionable in England than level crossings? I never heard any objections the short time I was in England.
35. Do you not think there would be more danger to foot passengers from crossing on a level than to persons on horseback or in carriages, from the noise of the engines going over a viaduct? I do not see how it would affect foot passengers if it were fenced in, because they could not get upon the line when the trains were passing.
36. Do you not think it very undesirable to contract the present entrance to Newcastle? I do not think it will contract it; it will leave it seventy feet wide, as I have said before.
37. You stated that the Government Railway crossed the other lines? It crosses our tramways.
38. Does it not pass under each of them? It crosses us on a level just as it comes through the Australian Agricultural Company's bridge.
39. It passes under the Australian Agricultural Company's bridge? Yes, on the same level as we do.
40. If your road were raised to a level with that of the other company there would be no necessity for that level crossing, inasmuch as the Government Railway would pass under the other two lines? Yes.
41. Do you not consider that that would be a much greater protection to life and property than the present mode of working your line? I cannot see that it would be any protection. I think a fence would give every protection.
42. Then you are of opinion that it would not give any protection to raise your line on a viaduct, so that the inhabitants could pass under instead of on a level with your line? I think the danger would be all obviated by fencing it in.
43. How would you get over the difficulty where your line crosses the Maitland Road? By putting a pair of gates.
44. Still the public would have to cross your line on a level, and would thereby be exposed to danger, notwithstanding the fencing in; but if your line was raised there would be no necessity for gates? Certainly not.
45. *By Mr. Arnold:* Do you anticipate any insuperable objection to the two companies uniting and forming one common line? Only the great expense it would put the companies to.
46. What would be the extra expense? Four or five thousand pounds.
47. You do not think there is any other objection? I can scarcely say, as I have only just arrived from London.
48. *By Mr. Flood:* Have you made any calculation of the cost of the amalgamation? No; it is merely a rough guess on the spur of the moment.
49. *By Mr. Arnold:* Would not the additional expense be entirely thrown on your company—it would necessitate no additional expense on the part of the Australian Agricultual Company? It is their land.
50. Do you anticipate any difficulty on the part of the other company in allowing you to join your line to theirs? They would want compensation for their land.

Mr. A. Brown. 11 Nov., 1857.

51. Do you include all that expense in your estimate of four or five thousand pounds? Yes.
52. The four or five thousand pounds would be your expense? Yes. We should have to carry our line on trestles, at a great height, the whole of the way.
53. *By Mr. Scott:* Would you save anything annually by doing away with these embankments of yours? I cannot see that we would save anything by it.
54. You were a long time with the Australian Agricultural Company? I was.
55. And have also been a considerable time connected with the Coal and Copper Company? Yes.
56. Then you know the traffic in the busy times—how often would you estimate the trains would go backwards and forwards in a day with coal? I suppose they take about a hundred tons each time, and go backwards and forwards about five or six times a day;—say the trains of each company would pass ten times a day.
57. Twenty times a day, for the two companies? Yes.
58. Then, if the level crossings are continued, the commercial business of the city will be impeded that number of times each day by the gates being shut? It would be only for the time the trains were crossing.
59. *By Mr. Arnold:* Would any of the evils or dangers, whatever they are, arising from the crossing of the road by your Railway be aggravated or mitigated in any way by the Bill now under consideration? I do not see how they can be aggravated. The only things we ask are to fence it in and to run locomotives. We would not alter the line in any way.
60. *By Mr. Flood:* Could you inform the Committee what is your weekly expenditure for fodder and for wages to the men tending the horses you use at and near the staiths, as well as the horses used near the pits for the purpose of moving the waggons? I do not known anything about that part of it. I believe the contract price is one and nine-pence per ton, or per waggon, I cannot say which.
61. Does the contractor ship the coal? He takes the coal from the pit's mouth and ships it. We only find the waggons and the line.
62. Can you give the Committee the average number of tons you remove per week?

FRIDAY, 1 *DECEMBER,* 1857.

Present:—

Mr. PIDDINGTON,	Mr. HARGRAVE,
Mr. COWPER,	Mr. FLOOD.

WILLIAM RICHMAN PIDDINGTON, Esquire, in the Chair.

W. G. M'Carthy, Esquire, called in and examined:—

W. M'Carthy, Esq. 1 Dec., 1857.

1. *By the Chairman:* I would ask the Solicitors for the Bills, Messrs. M'Carthy and Bradley, whether they have seen Captain Martindale since the last meeting of the Committee, and whether they have arrived at any conclusion as to joining proceedings, and having a joint line of Railway? I have seen Captain Martindale, in conjunction with two of the Directors of the Newcastle Coal and Copper Company. No conclusion was arrived at. We settled the preliminaries of some inquiries which the two companies might make between them, so as to give them a basis on which they can come to some determination hereafter, if our present attempt to pass the Bill fails.
2. *By Mr. Cowper:* You wish to prosecute your attempt to pass the Bill first? Yes, I think so.
3. The Solicitors of the Bills have not arrived at any common understanding yet? There has not been sufficient time. If there is no objection on the part of Mr. Bradley, I will inform the Committee of the terms of the proposal we made to the Australian Agricultural Company. (*Witness reads the following letter*):—

"*Sydney,* 27 *November,* 1857.

"Dear Sirs,

"The Commissioners of Railways having intimated an opinion that the difficulties "attending the consideration of the questions raised by the respective Railway Bills of the "Australian Agricultural and Newcastle Coal and Copper Companies would be materially "lessened if the two companies could concur in some arrangement for the construction of a "joint line passing in the direction, and at the elevation proposed by the Bill of the former "company, we beg leave, on the part of the latter company, to make the following suggestion, "as a first step towards ascertaining the practicability of such an arrangement, viz.:—

"That it be referred to some competent person, say to the Chief Commissioner of "Railways, to declare in what proportion the expense of the proposed new line, if made "available for both companies, ought to be paid for by each, having regard to all the circum-"stances, and to the respective values of the land to be given up from the old and taken up by "the new line.

"If the contribution required from the Newcastle Coal and Copper Company should "not exceed, in the opinion of its Directors, the advantages to be gained to it by the new "arrangements, they are prepared to co-operate with the Australian Agricultural Company in "the necessary work, upon obtaining the sanction of the Legislature.

"We shall be obliged by your submitting this proposal for the consideration of the "Principal Superintendent of the Australian Agricultural Company without delay.

"We are, &c.,
"HOLDEN & M'CARTHY."

"Messrs. Bradley & James,
"Solicitors."

4. *By the Chairman:* Have you had any reply to that letter? Not yet.

H. B. Bradley, Esq., called in and examined :—

1. *By the Chairman:* Have you replied to that letter which has been read by Mr. M'Carthy? No; the Secretary to the Australian Agricultural Company was at Newcastle when I received it; but I immediately forwarded him a copy. He has returned to Sydney, and we shall, therefore, be in a position to write to our friends in reply. There is no objection, I may state, to our meeting the proposition in some shape. The details of the matter will have to be settled between us. The main features of the measure will have to be referred to a common arbitrator; and it has been proposed that it should be referred to the Chief Commissioner of Railways. H. B. Bradley, Esq. 1 Dec., 1857.

2. *By Mr. Cowper:* You are not, of necessity, obliged to fix on Captain Martindale? No, not of necessity; there seems to be some objection to it. It appears to the company I represent that it would be better if some private individual were chosen, and Captain Martindale left to exercise his inspection, and make his report, and give information to the Committee.

3. Do you think it desirable to go on with any evidence until that arrangement is made? I think it would be hardly to any purpose if evidence were taken in the meanwhile.

Arthur Hodgson, Esq., called in and examined :—

1. *By the Chairman:* Is there any probability of the coal in the F coal pit being worked out? I thought this was so important a question that I directed the Manager to give a Report on the F pit. He states that the F pit can be worked for nine years with the present seam. Under the present seam we come to the bore hole. A. Hodgson, Esq. 1 Dec., 1857.

2. With reference to the statement of the petitioners against the Bill before the Committee, is it a fact, or not, that these parties got their land from the company with an understanding that they should have a right of way to the Macquarie Road? I am not prepared to answer that question. I am, however, prepared to say, that in the Bill before you we have inserted a clause which gives compensation for the destruction of any streets we may traverse in our proposed extension.

3. Do you give compensation to the holders of building allotments? The Bill provides two things,—one to enable us to traverse the roads with our locomotives, and, secondly, we are to grant compensation to the persons who are injured.

TUESDAY, 8 *DECEMBER*, 1857.

Present :—

MR. COWPER,	MR. PIDDINGTON,
MR. FLOOD,	MR. FORSTER,
MR. SCOTT,	MR. WEEKES,

MR. T. G. RUSDEN.

WILLIAM RICHMAN PIDDINGTON, ESQUIRE, IN THE CHAIR.

W. G. M'Carthy, Esq., appeared as Solicitor for the Newcastle Coal and Copper Company.

H. Burton Bradley, Esq., appeared as Solicitor for the Australian Agricultural Company.

W. G. M'Carthy, Esq., further examined :—

1. *By the Chairman:* Will you state to the Committee what has been done by the two companies interested in the Bills before this Committee, with reference to the proposal to amalgamate the two lines of tramroad? Immediately after the last meeting of this Committee, the Manager of the Australian Agricultural Company, and the Board of the Newcastle Coal and Copper Company, agreed upon a reference to Mr. Wright, of Newcastle, who was proposed by Mr. Hodgson as the referee. The following questions were referred to him :— W. M'Carthy, Esq. 8 Dec., 1857.

"1. To estimate the expense of the line submitted in the plan laid before the "Committee of the Legislative Assembly by the Chief Commissioner, distinguishing the "following details :—

"(1.) If a single line for the A. A. Company?

"(2.) The additional expense, if a double line for the use of the two "companies.

"(3.) To specify the separate expense of the bridges over the Maitland and "Lake Macquarie Roads, and describe the nature of the bridges "proposed.

"(4.) The expense of connecting the lines with the wharves, distinguishing "that imposed on each company.

"2. To estimate the expense required to connect both lines with the Hunter River "Railway on the level, if this plan be adopted."

Mr. Wright's Report is as follows :—

"*Newcastle*, 7 *December*, 1857.

"GENTLEMEN,

"In accordance with the instructions contained in yours of the 1st instant, "with tracing enclosed, I at once proceeded to make a survey of the proposed new lines, "with an estimate of the cost of their construction, which I now lay before you, showing "the

W. M'Carthy, Esq.

8 Dec., 1857.

" the amount fairly chargeable to each company, with a tracing of the bridge over the Lake " Macquarie Road, which is a strong and simple structure.

" The viaduct which I propose to cross the Maitland Road and the Great Northern " Railway to the point shown on plan (I now return) is a series of the same design, well " adapted for the place.

" The expense of connecting both companies' lines with the Great Northern Railway " on the level will be very trifling, as the estimate shows. In adopting this course you " entirely shut out the A. A. Company's F pit; however, if it is so nearly worked out as is " reported, it matters little.

" The expense of connecting the lines with the wharves should be left in the hands " of each company, to make whatever improvements in their staiths that experience may " suggest, as the whole of the present staiths will be rendered useless, owing to their low level.

" I would strongly recommend you to impress upon the Government the advantage " of erecting either steam cranes or staiths, for the shipment of coals, which I have no doubt " would result in a mutual benefit. Let both companies come in on a level, and other " collieries would soon follow the example.

" I remain, Gentlemen,
" Your obedient Servant,
" WM. WRIGHT."

" To Arthur Hodgson, Esq., and
" Messrs. Holden & M'Carthy,
" Sydney."

I beg to lay upon the table the estimates which Mr. Wright has given in detail, (*vide Appendices A, B, and C*); but, without going minutely into them, I may say that the total expense of going on the high level proposed by Captain Martindale, and joining the Australian Agricultural Company's line, would be nearly £5,000; but, following the course our tramroad now pursues, the expense of connecting it with the Great Northern Railway would be only £72—that is the result, in short, of the whole survey. We have used steam carriages experimentally upon the tramroad at present in use to our wharves, and experience has shown that they work well along the rails which are at present laid down, and which I may mention were originally laid in reference to steam locomotives; these rails having formed part of a shipment to Port Phillip, and having been purchased there. As I have said, we have tried them with steam carriages, which go across the road, and there has been no complaint of nuisance from the public. In fact, I think I shall be able to show that there is really no danger in crossing the road on a level with steam carriages.

2. *By Mr. Cowper:* When did you run them first? Within the last few days, I believe. Unless the Australian Agricultural Company is prepared to go to the whole expense, it will be impossible that we could join with them in making this road, because we should be called upon to pay some £4,000, according to Mr. Wright's estimate, which does not include the alterations of the staiths or the wharves, for which we should have to incur an expense of some £7,000 or £8,000 in addition; so that we should have to pay altogether some £12,000, and really get no advantage from it. On the contrary, I am told it will be a disadvantage to us, because coals shot at these high levels get broken and spoiled by the fall. But evidence on that point will come more satisfactorily from a competent witness, whom I will examine on the subject.

APPENDIX A.

Newcastle, 7 December, 1857.

DETAILED ESTIMATE of a single line of Railway for the A. A. Company, commencing at the point marked on the tracing furnished, crossing Lake Macquarie Road, Maitland Road, and the Great Northern Railway, leaving a clear headway of 16 feet, and terminating at the point marked on the tracing.

Earthwork, 18,732 cubic yards, @ 2s....				£1,873	4	0
Bridge over Lake Macquarie Road:—						
Timber work, 1,081 cubic feet, @ 5s. 6d. ...	£297	5	6			
Iron work, 372 lbs., @ 8d.	12	8	0			
				309	13	6
Viaduct from end of embankment over Maitland Road and Great Northern Railway to point marked on plan:—						
Timber work, 6,647 cubic feet, @ 5s. 6d. ...	1,827	18	6			
Iron work, 1,904 lbs., @ 8d.	63	9	4			
				1,891	7	10
Pulling up permanent way and relaying with new sleepers and ballast:—						
Ballast, 1,460 cubic yards, @ 2s. 6d.	182	10	0			
Sleepers, 725, @ 3s.	108	15	0			
Laying and boxing, 725 yards, @ 6s.	217	10	0			
Laying road on viaduct, 164 yards, @ 4s. 6d....	36	18	0			
Pulling up and removing old road, 830 yards, @ 1s. 6d.	62	5	0			
Removing old bridge	50	0	0			
				657	18	0
TOTAL				£4,732	3	4

APPENDIX B.

APPENDIX B.

W. M'Carthy, Esq.
8 Dec., 1857.

Newcastle, 7 December, 1857.

DETAILED ESTIMATE showing the Expense of an additional Line for the use of the Coal and Copper Company. The Line being single until it meets the A. A. Company's, from thence the Estimate shews the cost of the double line chargeable to the Coal and Copper Company.

Earthwork, 6,740 cubic yards, @ 2s.				£674	0	0
Bridge over Lake Macquarie Road. Difference between double and single line :—						
Timber work, 508 cubic feet, @ 5s.	£127	0	0			
Iron work, 224 lbs., @ 8d.	7	9	4			
				134	9	4
Viaduct from end of embankment over Maitland Road and Great Northern Railway to A. A. Company's boundary. Difference between double and single line :—						
Timber work, 2,924 cubic feet, @ 5s.	731	0	0			
Iron work, 629 lbs., @ 8d.	20	19	4			
				751	19	4
Viaduct for a single line from A. A. Company's boundary to point shown on tracing :—						
Timber work, 7,820 cubic feet, @ 5s. 6d. ...	2,150	10	0			
Iron work, 2,240 lbs., @ 8d.	74	3	4			
				2,224	13	4
Laying permanent way :—						
Ballast, 1,450 cubic yards, @ 2s. 6d.	181	5	0			
Laying and boxing, 725 lineal yards, @ 6s. ...	217	10	0			
Laying road viaduct, 352 lineal yards, @ 4s. 6d.	79	4	0			
Pulling up and removing old road, 900 lineal yards, @ 1s. 6d.	67	10	0			
Sleepers, 725, @ 3s.	108	15	0			
				654	4	0
TOTAL				£4,439	6	0

APPENDIX C.

Newcastle, 7 December, 1857.

DETAILED ESTIMATE of the Expense required to connect the A. A. Company's Railway with the Great Northern on the level.

Earthwork, 900 cubic yards, @ 2s.	£90	0	0
Ballast, 300 cubic yards, @ 2s. 6d.	37	10	0
Sleepers, 300, @ 3s.	45	0	0
Laying and boxing, 300 lineal yards, @ 6s.	90	0	0
Pulling up and removing old road, 830 yards, @ 1s. 6d.	62	5	0
Removing old bridge	50	0	0
TOTAL	£374	15	0

Ditto ditto required for the Coal and Copper Company.

Sleepers, 118, @ 3s.	£17	14	0
Laying and boxing, 118 lineal yards, @ 6s.	35	8	0
Pulling up old road, 264 lineal yards, @ 1s. 6d. ...	19	16	0
TOTAL	£72	18	0

Henry Burton Bradley, Esquire, examined :—

H. B. Bradley, Esq.
8 Dec., 1857.

1. *By the Chairman :* Will you have the goodness to state what are the views of the company you represent with reference to the proposed junction? On behalf of the company I represent, I beg to state, that, while we have been quite prepared to meet, in co-operation with the Coal and Copper Company, the views of the Committee in case of its being considered desirable to adopt Captain Martindale's Report, we cannot at all entertain the idea of undertaking the whole expense; and we must submit, with deference, that the plan which we originally proposed is the only one which we can undertake the whole expense of.

2. *By Mr. Scott:* Will it affect the interests of the Australian Agricultural Company if you go on the same level as the Government Railway? I am not prepared to say. The engineer will be able to answer that question.

Arthur Hodgson, Esquire, General Superintendent of the Australian Agricultural Company, further examined:—

A. Hodgson, Esq. 8 Dec., 1857.

1. *By Mr. Scott:* If the Australian Agricultural Company's tramroad is kept on the same level as the Government Railway will it be injurious to the working of their coal pits? The Australian Agricultural Company have five hundred yards of water frontage, granted to them by the Crown, and it would be an injury to them to give up the right to that wharfage for the shipment of their coals. The company cannot be compelled to abandon their present wharves.

John Whitton, Esq., called in and examined:—

J. Whitton, Esq. 8 Dec., 1857.

1. *By Mr. Scott:* You have been at Newcastle lately on business connected with the Bills now before this Committee? I have.

2. Will you state what your opinion is with respect to the proposed alterations? I produce a plan of Newcastle [*laid on the table*], shewing the line of the Coal and Copper Company, the line of the Australian Agricultural Company, and the Great Northern Railway. The Coal and Copper Company's tramroad at present crosses the Maitland Road on a level, and will also cross the Great Northern Railway on a level, to arrive at their coal staiths adjoining the wharf; and the Australian Agricultural Company have a line now passing over the Maitland Road at an elevation of nine feet, which they propose to improve by diverting a portion of the line, and constructing a bridge with a headway of fifteen feet over that road, and again across the Great Northern Railway. Instead of that diversion—to get rid of the crossing of the Coal and Copper Company's tramroad across the turnpike road and across the Railway—I propose an amalgamation of the two lines of the Australian Agricultural Company and the Coal and Copper Company, by running a line for the Coal and Copper Company alongside the line of the Australian Agricultural Company—both being raised to a higher level—which would in fact make a double line from the junction of the two tramroads to their present staiths. I think that plan would be found extremely convenient, and would set at liberty a portion of land which might be used for building purposes, but which is now occupied by the Coal and Copper Company's tramway.

3. Do you propose that the Coal and Copper Company, on giving up their present tramroad—according to the plan you propose—should be allowed any compensation by the Australian Agricultural Company for the land which would then revert to them? I think if the land now used be given up, an allowance ought to be made to the Coal and Copper Company in the construction of the double line, but to what extent I am not prepared to say. I imagine it would be a matter for arbitration.

4. Have you calculated the additional expense the Coal and Copper Company would be put to by the adoption of your plan? I have not.

5. Are you aware, as an officer of the Government, whether the Coal and Copper Company have any right to the wharves they at present use? I understand they have not, but I only speak from what I have heard.

6. *By Mr. Flood:* Can you give the Committee any opinion as to the value of the land you speak of, which would be surrendered by the Coal and Copper Company should this alteration take place? I can only judge of it from the price asked for land taken for the Government Railway in the same neighbourhood.

7. Is there much of it? Not very much; but the whole block through which the Coal and Copper Company's tramroad now passes is intersected by it so obliquely as to render the land at present useless; whereas the alteration of the line, in the way I propose, would make the whole area available for building purposes.

8. Can you give an approximate estimate of the value of this land? No, I cannot.

9. Do you know who owns the land on each side of the Coal and Copper Company's tramroad? I believe it is owned by the Australian Agricultural Company.

10. Then all the land that would be surrendered would be that actually occupied by the Coal and Copper Company's line? Yes—which, no doubt, would improve the value of the adjoining land.

11. Do you think the public safety would be much endangered should the two companies adopt the level of the Great Northern Railway? I think so. Level crossings are so objectionable that they should never be used where they can be avoided.

12. I suppose you are not able to give any idea how often during the day these two companies' locomotives would cross the Newcastle and Maitland Road? No, I am not. I think I heard Mr. Brown state before the Committee that they cross about twelve times a day each way; but they might find it necessary to cross oftener, or they might work all night.

13. You recommend the line shown on the plan you have laid on the table? Yes. I am quite satisfied it would be the best arrangement for the public; but, whether it would be the best for the two companies, I am not prepared to say. It might not be the most economical for them, perhaps, but it would be the most convenient to the public; and it certainly interferes less with the Australian Agricultural Company's land than if they adopted their own plan.

14. Have you made any estimate of the probable cost of the alteration to both companies? I have made no estimates whatever.

15. Have you read Captain Martindale's Report to this Committee, dated 30th November, 1857? Yes.

16. Do you approve of his suggestions? I do.

17. Fully? Yes.

18. *By Mr. Forster:* You spoke of compensation being allowed to the Coal and Copper Company for giving up their present line—by whom did you intend that compensation should be paid? It should be allowed for in the construction of the works. I think the Australian

J. Whitton, Esq.

8 Dec., 1857.

Australian Agricultural Company should pay a greater proportion of the cost of the joint line, in consideration of having this land given up to them.

19. Do you mean that any compensation should be paid by the public? No. I think the cost of the works should be an arrangement between the two companies.

20. I think you said this plan shows the Government Railway? Yes.

21. Is that the plan originally laid down—from the very beginning? I do not know. It is the only plan I have seen, excepting the line proposed to be formed to deep water at Honeysuckle Point. This is the only plan I am aware of, of the extension from Honeysuckle Point into Newcastle.

22. Are you not aware of a petition presented by some one from Newcastle, against what he supposed, or understood to be, a deviation from the line laid down? I believe Mr. Croasdill has presented such a petition.

23. Have you seen that petition? I have.

24. Did you consider that any of its allegations were at all sustained, or could be sustained? If what Mr. Croasdill stated he was in a position to prove be true, they would be sustained. He spoke of a deviation of the line near the Bank of Australasia, and said that, in consequence of that deviation, certain lands were taken from him, which it was not originally contemplated to take. But I never saw any plan showing such a line as he describes.

25. Have you ever considered the idea of joining all these three Railways in one in the Government Railway? I have never thought much of it, because I know we are not in a position to take the traffic if we had it.

26. You have considered some proposal to join the three, and you do not approve of it? I do not, at present.

27. On the ground that it would require the Government to go to great expense in providing wharves and shipping accommodation, which you do not think advisable at present? On that ground I am not in favor of such a proposition. If it were acted upon immediately, we should deprive the Australian Agricultural Company and the Coal and Copper Company of the use of their present shoots, and give them nothing in return. We have no means whatever of shipping coal at our terminus; and we shall not have any until we go to considerable expense.

28. Putting these two companies out of the question, do you not think a Government Railway ought to be constructed with a view to carrying coal as well as other minerals? Undoubtedly.

29. Will not that be included in the plan of this Railway at some time or other? Some time or other it may be; and in the case of the Coal and Copper Company, if we were to go to considerable expense, we might accommodate them shortly; but with regard to the Australian Agricultural Company, I do not know that they would use our line if we had ever so much accommodation, because they have staiths of their own of which we cannot deprive them.

30. The line the Australian Agricultural Company at present uses with horses, crosses public streets or roads, does it not? Yes, but not on a level; they cross over the Maitland Road at an elevation of nine feet, which they propose to raise to fifteen or sixteen.

31. You say it might be convenient for the Coal and Copper Company to use the public Railway? Yes; considering that they have no place for shipping their coal except upon sufferance, it would probably be to their advantage to do so, if we could make arrangements for them.

32. Have you any idea, in round numbers, what the expense of providing for the shipment of coal on the public Railway would be? I have not.

33. *By Mr. Scott:* Under whose charge should all lands reclaimed from the sea be? I think the Secretary for Lands and Public Works.

34. Not under the charge of Captain Martindale? No, I think not.

35. Are you aware that the Australian Agricultural Company have taken in a good deal of land with ballast? I believe they have.

36. Do you think that land properly belongs to them or the public? That is a matter I would rather not offer an opinion upon.

37. *By Mr. Weekes:* Do you not consider that Railways running on a level across the streets of a town likely to be densely populated must be the cause of great danger to the public? They are very dangerous, but more inconvenient. It would render it extremely inconvenient even to get to the Railway Station if these lines are allowed to run as proposed; persons having to wait for an opportunity to cross them might lose the train in consequence. In England there are many places where they do cross; in Lincoln, for instance, there are two such crossings, and I have frequently lost the train from the Midland Station in consequence of not being able to get over the crossing of the Great Northern Line.

38. Do you think it desirable, if it can be avoided, that three separate lines of Railway should intersect so small a town as Newcastle? Their doing so might, in some cases, be a matter of great public convenience; but, in this case, I do not see any necessity for having three different lines. The Australian Agricultural Company no doubt will have their own line, and, I think, the Coal and Copper Company should run their tramroad on the same level.

39. Your plan does away with crossings on a level? It does.

40. Does it afford the inhabitants any greater facility of access to the water frontage? It does.

41. *By Mr. Forster:* You are speaking of the plan recommended in Captain Martindale's Report? Yes.

42. Putting the Australian Agricultural Company out of the question—do you not think it desirable that, where a public Railway exists, no other Railway should be allowed to absorb any part of the traffic? They have their Railways now, and I do not think it would be a fair thing to compel them to use the Government Railway.

43. *By Mr. Weekes:* Your proposal is simply to put a second line of rails where one already exists? In a great measure the direction is the same; but I propose that the rails should be

J. Whitton, Esq.

8 Dec., 1857.

be raised so as to give a headway of fifteen feet over the Maitland Road. The Australian Agricultural Company themselves propose to raise their line to that height.

44. *By the Chairman:* You mentioned the City of Lincoln as a place where Railways cross the public streets—are you acquainted with many other places similarly situated? frequently happens, in Lincolnshire especially, where the country is so flat, that the crossings cannot be made otherwise than on the level, except at very great expense

45. Are you acquainted with any places where, although bridges could have been used, there are level crossings? There are such places on some of the old lines; but the Board of Trade now insist on bridges being made wherever it is possible; and many of the companies are doing it themselves, to save the expense of keeping men to attend to the gates.

46. Then it is the rule now to cross either above or below streets or roads? Yes, the universal rule.

47. *By Mr. Weekes:* Do you know any instance where the whole water frontage of a town is cut off by a Railway? I do not remember any at the present moment; but there might be peculiar advantages given which would compensate the inhabitants for the inconvenience. In the case of Newcastle, it is a great benefit to the inhabitants to have the Railway carried into the town. I think it will improve Newcastle more than anything that has ever been done to it in the shape of communication.

48. *By Mr. Hodgson:* By removing the Coal and Copper Company's present line, and making the Australian Agricultural Company's a double line, as you propose, would there not be so much the more land occupied by that double line? Not much more land than is at present occupied, and that land is in a position not nearly so valuable for building purposes as the land which the removal of the Coal and Copper Company's line would set free.

49. Do you see any serious objection to the line projected by the Australian Agricultural Company? No, I do not see any serious objection to it; but I think that if the Coal and Copper Company's line were allowed to run alongside, as shewn on this plan, it would cause less damage to the property of the Australian Agricultural Company than if the proposed lines were carried out in the direction shewn on your plan.

50. Do you not think it would be manifestly unjust to deprive the Australian Agricultural Company of the right of way which they have had for so many years? That is a matter I can scarcely give any opinion upon. If they have it, and have a right to have it, I suppose they will not be interfered with.

51 *By Mr. M'Carthy:* You have spoken of the interests of the public—I presume you confine the term public to the inhabitants of Newcastle? The people of Newcastle are more interested than any other portion of the public.

52. Are you aware that there are smelting works in connexion with the Coal and Copper Company's tramroad? I have heard they have been built, but never used.

53. Assuming that they have been, or will be used, by what means could ore brought from the interior be carried to these smelting works if the high level you propose be adopted—how is the ore brought down by the Northern Railway to be raised to that high level? I have not heard that any ore was coming down, but arrangements could be made, I should suppose.

54. Arrangements that would involve considerable expense—What height would the ore have to be raised to get it on to the level of the conjoined Railway you propose? It might not have to be raised at all. You might make an incline from the Northern Railway, and if you had sufficient traffic I have no doubt the Government would do it for you.

55. Assuming that ore would come down to these smelting works, additional works would have to be made by somebody? Yes. It would depend upon the quantity, I presume, whether the cost would be borne by the company or the Government.

56. If a junction could be effected between the Northern Railway and the Newcastle Coal and Copper Company's present line, it would put the company to no expense? It would not cause much expense, but it would be extremely dangerous. I think it most objectionable to have a tramway running across a passenger line of Railway. I cannot conceive greater danger to the public than by making the crossing of your tramway on the level of the Great Northern Railway.

57. Still I understand you to say, that crossings are not infrequent in England? They are not, but they are not the less dangerous.

58. Could not provision be made for stopping the Coal and Copper Company's trains, when the trains on the Northern Railway were expected? They might not stop at the proper time. Level crossings are always objectionable, and if they have done a bad thing by allowing them in England, that is no reason why we should do the same here.

59. Is it proved that they are bad things? I think it is a matter which hardly requires to be proved, and I may say, that in England the Government will not now permit the use of level crossings when bridges are practicable.

60. You have admitted that compensation should be given to the Newcastle Coal and Copper Company, by the Australian Agricultural Company, for giving up their present line on the latter Company's land—would not the Coal and Copper Company also be entitled to compensation for that portion of the line which runs along the Maitland Road? What I said about compensation from the Agricultural Company, was merely an exchange of land for works; but I cannot see why, because you have laid your rails on public streets, the public should pay you for taking them up again.

61. We have laid them down under the authority of an Act of the Legislature? That is a matter I am not acquainted with.

62. How many streets does the Northern Railway cross in Newcastle? I think when the line was first projected it did not cross any streets, because there were none to cross.

63. By the existing plan of Newcastle? The existing plan of Newcastle shows streets where it is all water. The Railway has in some cases formed streets, by filling up holes formerly filled with water. The plan is here; you will see no street is crossed, excepting Watt-street, at its junction with the Queen's Wharf.

64. The tramroad of the Coal and Copper Company in its present course goes alongside the public Railway on a level? Yes, and crosses it on a level. J. Whitton, Esq. 8 Dec., 1857.

65. By the adoption of your plan, the ground occupied by that tramroad would be given up to the public? No doubt, if your tramroad was not there, the public would have the use of an additional width of road.

66. Would not that be a ground for compensation? That is a matter to be settled by the Government.

67. *By Mr. Hodgson:* Have you seen a petition, in reference to this matter, signed by the Warden of Newcastle on behalf of the inhabitants? I have not read it, but I know there is such a petition.

68. You are not aware whether this plan laid on the table is generally in accordance with the views expressed in that petition? I am not. The plan I have laid on the table is strictly in accordance with my own views on the subject. Before this arrangement was proposed, I had heard that it would be a great public convenience to have the Coal and Copper Company's tramroad removed from the public street. I think it requires very little consideration to see that.

69. *By Mr. M'Carthy:* You are aware there has been a petition, very numerously signed, in favor of the Coal and Copper Company's proposed line? I believe that is the case. But I may say, distinctly, that I never read a single petition connected with these matters, although I have seen several, both in the newspapers and on the table of the Committee.

70. From what you have heard from the tenor of these different petitions, are you not aware that the opinion of the inhabitants of Newcastle is not unanimous on this subject? I think I have heard some one say so; but it could merely be a common report.

TUESDAY, 15 *DECEMBER,* 1857.

Present:—

Mr. FORSTER, Mr. HARGRAVE, Mr. PIDDINGTON, Mr. ROBERTSON, Mr. T. G. RUSDEN, Mr. SCOTT, Mr. WEEKES.

WILLIAM RICHMAN PIDDINGTON, Esquire, in the Chair.

W. G. M'Carthy, Esq., appeared as Solicitor for the Newcastle Coal and Copper Company.

H. B. Bradley, Esq., appeared as Solicitor for the Australian Agricultural Company.

W. G. M'Carthy, Esq., further examined:—

1. *By the Chairman:* Have you varied your determination with respect to the course of proceeding you intend to take on this Bill? I hardly know in what sense to take your question. At the last meeting, I understood the Committee to say that they had made up their minds to adopt Captain Martindale's Report, and take no further evidence; to which I very strongly objected; and I also stated that it was quite impossible the Coal and Copper Company and the Australian Agricultural Company could come to any agreement, unless upon the terms of the company I represent—being indemnified from all expense; and that determination our Directors adhere to at the present time. When I say indemnified for all expense, I mean what is almost tantamount to it—that there should be a very liberal contribution on the part of the Australian Agricultural Company for the construction of the line proposed by Captain Martindale. W. M'Carthy, Esq. 15 Dec., 1857.

Henry Burton Bradley, Esq., further examined:—

1. *By the Chairman:* May I ask what course the company you represent propose to pursue? I am afraid that I must trouble the Committee at some length. It so happened that I was obliged to leave the building on the last occasion before the Committee had ceased sitting, and, from what I could learn, I assumed that the decision then arrived at was only an *interim* expression of the opinion of the Committee previous to their having heard the whole of the evidence. If I am wrong in having attributed an insufficient amount of force to that decision, I am of course liable to correction; but I naturally concluded that a final decision could scarcely be arrived at until the whole of the evidence had been laid before the Committee. In that view, I may state the conclusion at which we have arrived as an ultimatum between ourselves and the Coal and Copper Company, and also what I propose to do, in case the two companies cannot agree, on behalf of the company I represent, if permitted. In the first instance, then, we are prepared to submit to arbitration the question of the proportion to be borne by each company of the expense of forming a line in the way recommended by Captain Martindale. We are prepared to co-operate in the formation of that line, but the Coal and Copper Company refuse to join in its construction. Under these circumstances another position arises, which we are also prepared to meet, namely, to carry out our original plan submitted to the Committee, towards which, I may remark, a great deal of work has been already executed. But we are not prepared to carry out alone Captain Martindale's plan, which would involve to us a largely increased expense and great inconvenience, without any corresponding advantage. We are not prepared to undertake to make the ways for both companies at our sole expense. H. B. Bradley, Esq. 15 Dec., 1857.

SEPARATE APPENDIX.

APPENDIX A.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of J. G. Stacy, Warden of Newcastle, on behalf of himself and certain of the Inhabitants of the City of Newcastle and its neighbourhood, assembled in Public Meeting, held pursuant to due notice, on Saturday, the 31st October, 1857,—

HUMBLY SHEWETH:—

That your Petitioner has heard that two Bills have been introduced into your Honorable House for granting further powers to the Australian Agricultural Company, and to the Newcastle Coal and Copper Company, respectively, in connexion with Railways now, or hereafter to be, formed by them, and affecting several streets and highways in this City and its suburbs, and the safety and convenience of your Petitioner, and of the other inhabitants thereof.

That hitherto, in similar powers granted to these companies, and in their manner of carrying them out, the safety and convenience of the public have been little, if at all, considered or provided for, and that the consequences have been, and are, most prejudicial to both.

That the increase of trade and population in this neighbourhood now require that this subject should be settled on a permanent and satisfactory basis for the public, and your Petitioner humbly submits that the present applications made by these companies to Parliament, as well as the powers which the Executive has preserved, (as regards the Newcastle Coal and Copper Company) in retaining the property in the wharves here used by them, afford the desired opportunity for doing so.

That as the western approach to this City by the Maitland Road is the only one which communicates with the interior of the country, as well as with the coal mines, (the town being bounded on the other sides by the sea, and by a precipitous hill), it is plainly a public necessity that by a joint arrangement the two companies should enter the town by a viaduct common to both, with their respective Railways in immediate proximity to each other, so as to interfere as little as possible with the public communications.

That on this indispensable basis, therefore, the question, as your Petitioner respectfully submits, becomes one of an engineering character for the determination of the best mode of carrying it out.

That your Petitioner therefore humbly prays,—

First.—That your Honorable House will be pleased, (before granting further powers to either company), to take evidence on the subject, by the examination of competent Engineers of the Government and Railway Departments.

Secondly.—That by the repeal of such portions of former Acts as authorize interference with the important thoroughfare called the Maitland Road, and by the necessary legal provision for the construction of fences, and by sufficient restrictions on the authority to cross Lake Macquarie Road, and the other roads intersected, and in other essential matters, your Honorable House will be pleased to take sufficient securities and precautions for the public safety and convenience, before permitting these measures to become law.

And your Petitioner will ever pray.

J. G. STACY,
Warden of Newcastle,
Chairman on behalf of the Meeting.

APPENDIX B.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Owners of Property and Residents in or near to the City of Newcastle, in the said Colony,—

HUMBLY SHEWETH:—

That your Petitioners have heard that Bills have been introduced into your Honorable House for granting further powers to the Australian Agricultural Company, and to the Newcastle Coal and Copper Company, in connection with the Railways already formed, or to be formed, by them in or near to this City.

That your Petitioners are owners of land in or near to the streets intersected by these Railways, which land was purchased at high prices from the Australian Agricultural Company, on the understanding that the streets thus intersected would be duly opened out; and your Petitioners respectfully submit that these intersections would now injuriously affect the value of the said land by stopping the passage through these streets, if not restricted and provided for by law; and that in other ways, on public grounds, unrestrained interference with these thoroughfares would be prejudicial to your Petitioners and to the other Inhabitants of this City and District.

That, as shewing the necessity that private interests, as well as the public safety and convenience, should be protected and provided for in the Bills aforesaid, your Petitioners beg respectfully to state that the present and proposed Railways of the Australian Agricultural Company intersect and cross, on a level or otherwise, nineteen streets, as per plan, of that company's

company's township, many of which streets are thus rendered unavailable for public use, although urgently required.

That the Newcastle Coal and Copper Company's present line of Railway crosses and intersects ten streets before it crosses and takes possession of a considerable portion of the Maitland Road, which is the only available entrance into the City; and that no provision has been made, or is proposed to be made, by either company for the protection of private interests, or for the public safety and convenience in the Bills now before your Honorable House.

That your Petitioners would particularly call attention to the present and proposed crossing, by the Australian Agricultural Company's Railway, of the Lake Macquarie Road, Church-street, King-street, and Hunter-street; and, while stating to your Honorable House that the interests of your Petitioners, and the safety and convenience of the public, are thus totally disregarded, would respectfully submit that no real necessity exists for these encroachments on personal and public rights; in proof of which your Petitioners submit the following outline for your consideration as affording the means by which these encroachments may be avoided, and increased facilities may be given for the transit of coals by both companies, namely:—

That at a point in the present and proposed Australian Agricultural Company's line of Railway from D pit, near Aucland-street, as per that company's plan, the company in question be required to form a curve which will join the Newcastle Coal and Copper Company's line of Railway where it intersects the north side of Church-street, at such a gradient as, when carried to the Maitland Road, it may pass over the same and the Great Northern Railway at an elevation of eighteen feet.

That the Newcastle Coal and Copper Company's line of Railway do commence at its intersection with Bull-street, with such a gradient as will unite with that of the Australian Agricultural Company's line on the north side of Church-street, and continue on the same viaduct or platform until it shall cross the Maitland Road and the Great Northern Railway, when the coals of each company, or other produce, may reach the shipping by passing along over the vacant space between the Great Northern Railway and the water frontage.

That with regard to the Australian Agricultural Company's line of Railway from F pit, your Petitioners believe that on inquiry it will be found that the yield of coal in that direction must soon cease, or that, should it be otherwise, the Coal and Copper Company's line can be made available; and thus in entering by Railways that which will soon become a thickly-peopled locality, danger and inconvenience will to a considerable extent be avoided, and the interests of both companies at the same time secured

That your Petitioners would likewise respectfully submit that in order to secure the means of approach to the city for those others who may hereafter become engaged in the raising of coals in this neighbourhood, and who may require to reach the harbour by Railway, both the lines now under notice should be opened by law to the public use, at a reasonable charge, and that such portions of these Railways as may be within the future municipal boundary of Newcastle should be under the control of such corporate body as may have charge of the affairs of the city, so as that the safety and convenience of the public may be fully provided for, and the interests of the general coal trade protected and developed.

That the extent to which the personal interests of your Petitioners as owners of land at the part in question are involved in this measure, will be estimated by an inquiry as to the prices which the Australian Agricultural Company now require for land in the same neighbourhood.

That your Petitioners therefore pray that your Honorable House will be pleased to take the same into your favourable consideration while the Bills in question are before you, and that you in your wisdom will take such steps as you may consider necessary for the protection of your Petitioners, and for the removal of the evils immediate and prospective of which your Petitioners complain.

And your Petitioners will ever pray.

[*Here follow* 12 *Signatures.*]

APPENDIX C.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of the undersigned Inhabitants of the City and Suburbs of Newcastle,—

SHEWETH:—

That your Memorialists understand the Newcastle Coal and Copper Company have obtained leave to introduce a Bill, intended to regulate the use by them of steam locomotives on the tramroad hitherto used with horses.

That your Memorialists are deeply impressed with the advantage to the City and Port of Newcastle of facilities for the conveyance of coal from the adjacent mines, and are anxious that every privilege should be granted to this and other companies for this purpose, consistent with public safety.

That your Memorialists consider, that if a fence be erected along that portion of the tramroad which passes along the side of the continuation of Hunter-street into the Maitland Road, the traffic could be carried on by steam power, even more safely than is the case with the use of horses in the present exposed state of the tramway, especially as the use of steam power would greatly reduce the frequency of the transit of the trucks.

That as the Hunter River Railway now runs close along the side of the tramway, and at one point crosses and passes within the line of tramway any objection to the tramroad would, if tenable, be equally applicable to the Railway.

That

That the continuation of Hunter-street into Maitland Road is of ample width for all required purposes, irrespective of the 16 feet occupied by the tramroad, being of a surplus width of 83 feet, namely' 17 feet wider than Hunter-street which leads into it.

That your Memorialists are of opinion, that the continuance of the present line and level of road will be less inconvenient to the public than the altered line and level which your Memorialists understand to have been suggested by some opponents of the Bill.

Your Petitioners therefore pray that the Bill referred to may be allowed to pass into law.

And your Petitioners, &c., &c.

[*Here follow* 255 *Signatures.*]

APPENDIX D.

REPORT to the Select Committee on the Burwood Tramroad Continuation Act Amendment Bill and the Australian Agricultural Company's Newcastle Railway Bill.

Railway Department, Sydney,
30 *November*, 1857.

SIR,

In compliance with your request, I have the honor now to lay before the Committee a report on the Bills submitted to them.

It may be desirable, in the first place, to put the Committee in possession of the different views that some of the parties concerned in these Bills have laid before me.

On the 24th instant, Mr. Hodgson, the Superintendent of the Australian Agricultural Company, called to state his willingness to form a joint line with the Coal and Copper Company, as shewn on the plans marked 1 and 2—the expense of the construction of the joint line to be shared according to agreement by the two companies, and the expense of the diverging lines to be borne by the company constructing each.

Herewith.

This proposition is in *general* accordance with the views set forth in the petition of the Warden of Newcastle and others, marked Appendix A, the details of the proposition being altered at the discretion of the Committee.

On the 25th instant, Mr. Mitchell and Mr. Browne, of the Coal and Copper Company, called to state that they considered the Australian Agricultural Company should unite their line from the D and E pits with the line of the Coal and Copper Company, and also their line from the F pit; that the entire lines should cross the Maitland Road and the Great Northern Railway on the level, and continue inside the latter along the level of the wharf, all staiths and shoots being done away with, and the coal shipped by steam cranes.

On the 26th instant, Mr. Kemp and Mr. Adams called; the former was, as I understood, indifferent to the exact course the lines should take provided they crossed the main roads upon such a level as not to inconvenience the public. Mr. Adams' views are in accordance with those set forth in the petition, (Appendix B.) He represented that the Australian Agricultural Company's present line from the F pit cut off the ground to the east of it from the Lake Macquarie Road, whereas property had been purchased there on the clear understanding that Pitt-street, Sydney-street, Church-street, and King-street, should join the Lake Macquarie and the Maitland Roads respectively. That to permit the Coal and Copper Company therefore to form a joint line with the Australian Agricultural Company, crossing the Lake Macquarie Road, and intersecting the above-named streets on the level, would be to perpetuate a wrong. Nor was such a line necessary, because within two or three years the F pit would be worked out, and no more coal was to be found in its neighbourhood nor to seaward of it. Supposing it to be otherwise even, it would be more just, and preferable, to divert the line from the F pit into that of the Coal and Copper Company and uniting with it the line from the D and E pits to cross the Maitland Road further to the westward, than to bring a joint line across the Lake Macquarie Road and across the Maitland Road on the present site or on that proposed by Mr. Hodgson, because the town would be virtually shut up to the eastward of a line so constructed; but that indeed there was no occasion to cross the Lake Macquarie Road at all, seeing that all the coal-beds lie to the south-west of that road. He proposed, therefore, that the Australian Agricultural Company's line from the D and E pits should join that of the Coal and Copper Company, as shewn on plan No. 4, should cross the Maitland Road and the Great Northern Railway on a high level, and discharge at the present staiths and shoots. That the line from the F pit should either be diverted high up the Lake Macquarie Road to join the line of the Coal and Copper Company, or remain as at present, with the exception of its gradient being altered so as to admit of the line crossing the Maitland Road and the Great Northern Railway on a proper level.

Herewith,

Plan 3.

The Petition (Appendix B) prays, in addition, that both the companies should be compelled to act, as public companies, for the benefit of those who may hereafter become engaged in the raising of coals in the neighbourhood, and that such portions of these Railways as may be within the future municipal boundary of Newcastle should be under the control of such corporate body as may have charge of the affairs of the City.

On the 26th instant, Mr. Whitton, the Engineer-in-Chief of my department, with whom I had visited Newcastle upon this subject, laid before me a plan (No. 5) for a joint line for the two companies to cross the Lake Macquarie Road by a bridge, and the Maitland Road and the Great Northern Railway on a high level, at the place where the present bridge stands, the staiths of the Coal and Copper Company to the north of the Government Railway being framed work, so as to afford the public access to the wharf beneath.

On the 27th instant, the Honorable Mr. Holden, M.L.C., Mr. Smith, and Mr. M'Carthy, called on behalf of the Coal and Copper Company; their project being to cross the

the Maitland Road and Great Northern Railway on the level, and run along the latter to their present staiths and shoots. Plans 6 and 7.

The Petition, marked Appendix C, virtually prays that the present line of the Coal and Copper Company may be continued.

So far as the evidence now before the Committee goes, I should give the preference to the line proposed by Mr. Whitton. Because, while the abandonment by the Coal and Copper Company of their present level line from Laman-street would be a great public convenience, it would throw open for building purposes all the ground their line now intersects between that street and the Maitland Road; and by crossing the latter on the site of the present bridge, would interfere as little as possible with the Australian Agricultural Company's land to the north of the Government Railway, and thus tend to facilitate an agreement between the two companies as to the share each ought to pay towards the construction of the new joint line: and there appears to be no real objection on the part of the two Companies to form a joint line and to cross the principal roads on a high level, if terms fair to both can be arranged, and if a plan can be devised to effect it at a moderate cost.

Before offering this, however, to the Committee as my final opinion, I consider evidence is required on the following points:—

Whether the land to the eastward of the present Railway from the F pit has been sold to parties with the understanding that the streets shewn on plan No. 4 should communicate with the Lake Macquarie Road; and if so, within what definite time; and whether the interruption of such streets by perpetuating this line of Railway, would be a public inconvenience; or would simply deteriorate the value of the property sold to such an extent as to give a fair claim to compensation?

Whether equal or greater public inconvenience would be caused, or equal or greater deterioration of property take place by the construction of the line proposed by Mr. Adams?

Whether it is the fact that the F pit is so nearly worked out as is alleged, and that there are no other coal fields except to the south-west of the Lake Macquarie Road?

Whether the Australian Agricultural Company could divert their line high up the Lake Macquarie Road without great inconvenience and expense?

Whether the retention of the present site for a bridge crossing the Maitland Road and Government Railway, with a proper span and headway, would be a source of public inconvenience, or more so than a bridge further to the westward; it being understood to be the present intention of the Commissioners for Railways to retain the station at Honeysuckle Point, and bearing in mind the injury the Australian Agricultural Company would sustain by a Railway passing through so much of their land to the north of the Government Railway as must be the case if the crossing were much farther to the westward.

When these facts have been elicited, I am of opinion the Committee will be in a position to decide what Railway arrangements will be most conducive to the public convenience, and at the same time to the interests of the two companies.

The amount each company should pay towards the construction of any joint line should be settled by mutual consent, or by arbitration, previous to the passing of the Bill.

There is one point affecting the Coal and Copper Company to which I must draw the attention of the Committee, viz., the tenure upon which this Company use the present staiths. This is said to be on sufferance, and it would only be fair, if the Company are to be called upon to alter their present arrangements and incur expense partly for the public convenience, that the use of these, or others replacing them, should be assured to the Company on such terms as may be now agreed upon.

Until the Committee have decided upon the general principles and arrangements upon which they may think fit to permit the use of Locomotive Engines to these two companies, it is almost premature to discuss the Bills now before the Committee; but attention may be called to a few salient points.

The preamble of the Burwood Bill has already, I am informed, been ordered to be revised; but the Bill is throughout defective, and while seeking for the Company unusual powers as public carriers, is silent as to the usual liabilities and penalties attached to them. The principal objections to the Australian Agricultural Company's Bill are, that while it is merely a private Bill, it seeks *general* powers to alter streets, roads, &c., and to construct bridges, &c., and leaves it in the power of any two Justices of the Peace to determine matters affecting the public convenience, and even the crossing of a highway on the level. When the Committee have determined upon the general arrangements upon which the companies are to act, the companies should be called upon to prepare plans and sections on such a sufficient scale as *clearly to shew* the works they propose to execute, and especially the manner in which they propose to cross all roads, streets, &c., and a schedule should be attached to the Bill, specifying each and every road, street, &c., to be crossed, and the manner of crossing the same, and the Act should confer powers to do such works as are specified in the said plans, sections, and schedule, and no other—a certain small amount of deviation being allowed for alterations in the work while being executed. And any questions that may arise affecting the public convenience, should be referred to and dealt with by the Governor and Executive Council, and not by any two Justices of the Peace.

In reference to the prayer in the Petition—Appendix B—that both companies should be compelled to act as public carriers, and be subject when within the municipal boundary of Newcastle to the municipal authorities, I understand that the Australian Agricultural Company's line runs within their own land, except where it crosses public roads and railways, and evidence should in the first instance be taken as to how far the company may wish to assume the duties and liabilities attendant upon becoming public carriers. The Honorable Mr. Holden informed me, that the Burwood Tramroad Act was made a public Act, at the express suggestion of the Right Honorable the Secretary of State for the Colonies, but he believed the Company had no desire for a public Act, and would offer no objection to it.

The Petitioners should be called upon to prove the necessity or advantages of continuing this company as public carriers.

I cannot recommend that a body, annually elected like the municipal authorities, should in any degree control these Railways, whether the companies act as public carriers or not. If it be thought necessary to retain a certain amount of supervision over them, arrangements might be made for their periodical inspection by the Government, as in England or America; but this matter can be discussed when the other details of the Bills are under consideration.

I have the honor to be,
Sir,
Your most obedient servant,
B. H. MARTINDALE.

W. PIDDINGTON, ESQ., M.P.,
Chairman of Select Committee,
&c. &c. &c.