

14087

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1877-8,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN FOUR VOLUMES  
VOL. IV.

SYDNEY :

THOMAS RICHARDS, GOVERNMENT PRINTER, PHILLIP-STREET.

1878.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.  
SESSION 1877-8.  
(IN FOUR VOLUMES.)

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1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAY CONTRACTS.

(PARTICULARS RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 17th July, 1877, That there be laid upon the Table of this House,—

- “(1.) A copy of the Specifications and Conditions for each Railway Contract from Goulburn to Wagga Wagga, from Bathurst to Orange, and from Murrurundi to Tamworth.
- “(2.) A copy of the Bond entered into by each Contractor for the due completion of the aforesaid Contracts.
- “(3.) A copy of the accepted Tenders for supplying the Rails for the Contracts referred to.
- “(4.) A tabulated Statement showing the cost of the Rails for each Contract delivered at Sydney or Newcastle, with dates of landing, showing contract price, also charges (if any).
- “(5.) The cost of removal from landing place to Railway (if any) at per ton, with total tonnage and cost delivered for each Contract.
- “(6.) The cost of carriage by Railway at per ton per mile, and total tonnage delivered, and cost for each Contract for distance as per Specification, including that which is not yet delivered.
- “(7.) A Summary of the tonnage and cost of Rails for each Contract length according to original Specification; also add to each Contract length the amount of accepted Tender for construction, showing the cost of each Contract length, with cost of Rails added.
- “(8.) The amount voted by Parliament per mile and total amount for each Contract length as submitted when Vote was taken.
- “(9.) A copy of the Minute of the then Secretary for Public Works, dated 14th July, 1873, referred to in the Report of the Engineer-in-Chief for Railways, dated 23rd January, 1877.”

*(Mr. Sutherland.)*

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## RAILWAY CONTRACTS.

Sections Nos. 1 and 2.

### D. Williams—Contract for Extension, Goulburn to Yass.

- No. 1. Specification.
- No. 2. Conditions.
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- No. 4. Letter from Commissioner to D. Williams respecting provision being made for a deviation of the line.
- No. 5. Letter from D. Williams in reply.
- No. 6. Bond.
- No. 7. Agreement for £5,000 security.
- No. 8. Agreement for extension of time.

#### No. 1.

THIS is the Specification, marked A, referred to in the annexed Articles of Agreement, dated the twenty-fifth day of September, A.D. 1873.

Witness.—M. S. HARTE.

DANIEL WILLIAMS.

A.

GREAT SOUTHERN RAILWAY.—EXTENSION FROM GOULBURN TO WAGGA WAGGA.

*Contract No. 1.—Goulburn to Yass.*

#### SPECIFICATION.

1. This contract commences in the town of Goulburn, at 134 miles and 20 chains from Sydney, as marked on the working section, and terminates near to Yass, at 188 miles and 41 chains, being a length of 54 miles and 21 chains.

2. The work for which tenders are invited, and to which this specification refers, comprises the providing of all materials (excepting such as are hereafter specified to be provided by the Commissioner), labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway, in accordance with this specification, and to the entire satisfaction of the Engineer-in-Chief for Railways.

3. The contractor to state in his schedule a price per cubic yard at which he will execute all the excavations, brickwork, and masonry, the timberwork per cubic foot; the ironwork in bolts, straps, and other similar ironwork at per lb.; the fencing per rod; ballasting and laying permanent way at per lineal yard; and sleepers at per sleeper, finding all materials and labour, the work being paid for on the net measurement as executed.

4. The plan is drawn to a scale of 4 chains to an inch, and the section to a horizontal scale of 4 chains to an inch, and a vertical scale of 40 feet to an inch.

5. The plan shows the course of the line. The centre red line represents the line of the stakes, which are driven down at intervals of one chain, and are in the centre of the line to be constructed.

6. The section represents the surface of the ground in black, and is taken along the centre line shown on the plan in red. The upper or blue line represents the upper surface of the rails when laid; the lower or red line represents the level of the bottom of the ballasting, or formation level in the centre of both cuttings and embankments, and is 1 foot 3 inches below the blue line.

7. When the railway is in cutting, a ditch 3 feet wide at the top, 1 foot at the bottom, and 1 foot 6 inches deep, shall be made on the higher side of the ground to be occupied by the railway; on the lower side it will not be necessary to have any ditch. The drains are to be made to fall into the ditches or watercourses at present existing for the drainage of the adjoining lands, or into the diverted channels, as the case may be; and whenever the fall of the drains, or that of the diverted channels, shall be so great as to endanger the stability of the sides or bottoms of such drains, the same to be protected by pitching; and whenever it may be considered desirable to carry the water from such drains down the slopes of the cuttings, a pitched drain shall be constructed on the slopes, but these matters will be considered as extra works, and arranged for as provided in clause No. 5 of the General Conditions.

8. A ditch similar to that described on the top of the cuttings to be formed at the foot of the embankments, on the higher side only.

#### *Earthworks.*

9. The excavations in the centre of the cuttings are to be made to the depth shown on the longitudinal sections by a red line, being a depth of fifteen inches below the level of the upper surface of the rails, as indicated by the blue line.

10. The bottom of the cuttings to be slightly convex, being fifteen inches below the level of the rails in the centre, and eighteen inches at the sides, having a fall from the centre to the bottom of the slopes.

11. The cuttings to be sloped at the batters stated on the longitudinal section, or to such other batters as may be ordered by the Engineer-in-Chief during the progress of the works; to be 15 feet wide at the bottom, that is to say, at the formation level. The sides, as the excavation proceeds, to be uniformly trimmed or dressed to the specified inclinations, proper battering rules being used and provided by the contractor at his own cost for this purpose.

12. Cross sections have been already taken at the expense of the Commissioner, and should the contractor not take exception to the accuracy of these sections before the work in the cuttings to which they refer has been commenced, it will be taken as an acknowledgment on his part that they are correct; and that he will be satisfied to have the quantities of work for which payment is to be made measured from the sections furnished by the Engineer, provided the works cannot be otherwise satisfactorily measured, and the quantities accurately ascertained. Should the contractor prefer to take cross sections for himself no measurements taken from them will be admitted as the correct quantities unless the accuracy of such sections has been confirmed by the Engineer or superintending officer.

13. The centre line has been very carefully staked out, and every care must be taken by the contractor not to remove any of the centre stakes without taking the precaution to fix such marks as will enable him to find the position of the stake or stakes so removed.

14. Any stakes removed which the contractor is unable to replace will be replaced by the officer in charge of the works; but it must be distinctly understood that every expense attendant upon such replacement must be paid by the contractor, the Engineer-in-Chief reserving to himself the right to deduct at once such cost from any certificate then due in favour of the contractor for work done on this contract.

15. The embankments throughout the whole contract to have slopes of  $1\frac{1}{2}$  to 1, and to be not less than 15 feet wide at formation level.

16. On the completion of the cuttings and embankments the whole of the formation shall be properly trimmed. The formation of the cuttings shall be trimmed to the level shown on the working section, and the embankments shall be trimmed to such level as the Engineer may direct.

17. The excavations shall at all times be kept free from water, and so conducted as always to afford the utmost facilities for the escape of the water, by casting, and keeping properly cleaned out ditches (which shall in no case be deeper than the formation level) on each side of the excavation, and also by pumping if necessary.

18. The contractor must deposit the material from the cuttings either to the embankments named for its reception or to such other place, not exceeding a lead of one mile, that may be directed by the Engineer during the progress of the works.

19. Any stone or gravel that may be found in the cuttings suitable for ballasting may be laid aside by the contractor, at his expense, instead of being taken to embankment; but any deficiency in the embankments caused by such appropriation of material from the cuttings shall be supplied entirely at the expense of the contractor, either from side cutting or by increasing the width of the cuttings to the extent only of the width required for a double line.

20. The price stated in the schedule for excavations from cuttings is to be the average price per yard, whatever the nature of the material excavated may be, and the contractor must therefore satisfy himself as to the nature of the excavations in the different cuttings before sending in his tender. Trial holes have been made in nearly all the cuttings, and the strata through which they pass is marked on the section. These trial holes, however, shall in no way bind the Commissioner or be assumed to be a guarantee to the contractor of their accuracy; but, as they are left open, he must satisfy himself by personal inspection, as no allowance will afterwards be made to him beyond the price stated in his schedule, whatever material may hereafter be found in the cuttings.

21. All excavations, when the lower portion only is in rock, shall be taken out as shown by a diagram on the working sections, the gullet in all cases keeping pace with the excavation of the slopes. If any cutting be composed entirely of rock the sides shall be left perpendicular throughout, unless otherwise directed.

22. The earthwork must be well panned for such distance as may be required, not exceeding three yards on either side and one yard in depth, over the top of all culverts, without any charge beyond the price stated in the schedule for earthwork.

23. The quantities stated on the longitudinal section are placed there for the contractor's guidance to enable him to determine the length of lead, but the quantities to be paid for will be the actual measurement of the works satisfactorily executed, whether in excess or diminution of the quantities marked upon the section.

24. The Commissioner will lend to the contractor for the execution of the earthworks on this contract rails for a length of two miles of single way, but any rails beyond this quantity, if required by the contractor, must be provided at his own expense. The rails which will be lent will weigh about 40 lbs. to the yard, but no fastenings, either fish-plates or dogs, will be lent by the Commissioner.

25. All rails lent to the contractor for temporary purposes must be returned by him and stacked at the Yass end of his contract, having first been straightened to the satisfaction of the Engineer. Any rails cut, broken, lost, or so damaged by the contractor as to be rendered useless must be paid for by him at the price per ton at which rails of a similar description are valued in the Colony. These rails will be delivered, free of charge, to the contractor at the Goulburn Station.

26. The whole of the land inside the fences of the railway, or road approaches (and for a distance of half a chain beyond such fences) should it be considered by the Engineer desirable, to be cleared of timber or brushwood, the fallen timber being entirely removed or destroyed. See clause No. 8 of General Conditions. The cost of clearing will not be paid for as a specific charge, but must be included in the price stated in the schedule for earthwork.

27. All embankments which have to be formed on side-lying ground must have benchings cut so as to prevent the bank from slipping, and such benchings shall be done to the satisfaction of the Engineer or superintending officer. The excavations for these benchings to be paid for at the price stated in the schedule for side cutting.

28. During the progress of the works, every protection shall be afforded to the public by the erection of proper fences alongside all excavations which join upon any public road, and where the road is crossed by the railway temporary crossings or diversions shall be made at the expense of the contractor, and lights shall be kept burning between the hours of sunset and sunrise at all intersections or diversions of all public roads, if considered necessary by the engineer or superintending officer. The contractor will however be held responsible for any accidents which may occur at any of these crossings during the progress of the works.

#### *Timberwork.*

29. The timber to be used in the superstructure to the bridges shall be ironbark, free from sap and wane, perfectly sound, straight, and well-seasoned, and to be framed as shown on the drawings.

Great

Great care must be taken in framing the work and in fitting the ironwork, which must be done with the greatest accuracy. The bearing and batter piles to be round, the diameter at the top being not less than 16 inches, and the bottom 12 inches, to be driven as hereafter directed, and may be of ironbark, box, stringybark, or other approved timber.

30. The girders, trusses, headstocks, and corbels shall be hewn timber, perfectly square, and the sleepers, transomes, walings, braces, and planking shall be of sawn timber, straight and sound. All beds and joints of the timberwork to have a thick coat of red lead and oil previous to being fixed, the cost of doing this to be included in the price stated in the schedule for timberwork.

31. Should any of the bridges have to be erected on rock foundations, timber sills bolted to the rock shall be substituted for piles, in accordance with drawings which will hereafter be furnished; the rock shall be dressed off perfectly true to receive the sills, and the cost of doing this shall be paid for at the price named in the schedule for excavation to foundations in rock.

32. The whole of the timberwork will be paid for at per cubic foot, and the round piles of the size stated will be considered as equivalent to a cubic foot for every foot in length of pile, and paid for at the price per lineal foot named in the schedule.

33. When the piles are being driven, every precaution must be taken to prevent splitting during the driving, as no split piles will be allowed to remain in the work.

34. Each pile must be driven with an iron ram weighing not less than 20 cwt., and every pile shall be driven to such a depth as may be required by the superintending officer.

35. The contractor must ascertain for himself the required length of each pile, as no scarfing to any of the piles will be permitted, and all piles pitched too short must be drawn and others substituted of the requisite length.

36. An allowance will be made to the contractor of 3 feet on each pile beyond the net measurement when cut off, for the reception of the headstocks for waste in driving.

37. The whole of the bolts, nuts, straps, spikes, plates, washers, strap-bolts, and pile-shoes to be of wrought iron of the best quality, and of the form and dimensions shown on the drawings. The whole of the iron-work, except pile-shoes, to be heated and dipped in linseed oil before being taken on to the works.

*Culverts.*

38. The whole of the masonry, except where otherwise described, is to be laid in mortar, mixed in the proportion of one of stone-lime to one of clean sharp sand, or any other proportion the Engineer may hereafter direct.

39. The price stated in the schedule for excavations is also to include keeping the foundations free from water, and filling and well ramming round the masonry or brickwork, to the level of the original surface of the ground, as the work proceeds.

40. No masonry or brickwork shall be commenced without an order from the engineer or superintending officer, and when the excavation is ready to receive the brickwork or masonry the contractor must give notice to the engineer or superintending officer to that effect, so that the foundations may be approved before the work be commenced.

41. The culverts, except those of a square form, are to be built of the form shown on drawing No. 3; the materials and workmanship to be of the best description. If of stone, the beds and joints shall be boasted throughout, and rock-faced (excepting the soffit of the arch and invert, which must be picked off to an even surface), laid in 12-inch courses, header and stretcher alternately, and grouted in flush with good mortar at every course.

42. The bed of each stretcher, from 2 to 5 feet culverts inclusive, must be equal to the thickness of their walls respectively. Two stretchers may be used in the 8-foot and 10-foot culverts, but each arch must be formed of single stones, the bond throughout being not less than twelve inches.

43. Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing-up the masonry or brickwork, the whole of the work in such culvert will be condemned, and must be re-built at the expense of the contractor.

44. The square culverts are to be built "dry," of the form and dimensions shown on drawing No. 3; all beds and joints to be picked true, the face may be roughly knocked off.

45. If earthenware pipes be used for drains, they shall in all cases be sunk not less than their outside diameter below the ordinary surface of the ground, and the joints made with properly tempered clay. Brick-heads to be built for these pipes, as shown on drawing No. 3.

46. If bricks be used in the culverts, they shall be good, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for cutwaters where required, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement, as may be hereafter directed.

47. The bricks to be well bedded, and the joints flushed with mortar or cement at every course, and well grouted.

*Inlets and outlets.*

48. Excavations from inlets and outlets, also from foundations of culverts, to be run into the main line embankment where directed, such run not to exceed sixty yards.

*Permanent way and ballasting.*

49. The ballast to be of the depth shown on drawing No. 7, being nine inches above the formation level in the centre of the cuttings, to be level on the upper surface on straight portions of the line; but on curves the outside of the ballast shall be of sufficient thickness to give the proper super-elevation to the outside rail, the inner rail being kept at the height shown on the longitudinal section.

50. All ballast and sleepers required for the works under this contract must be provided by the contractor, who will have to lay the rails, &c., and deposit the ballast on the line of railway as hereafter described.

51. The Commissioner will provide all ironwork for the permanent way rails, fish-plates, bolts, nuts, spikes, and screws. These permanent way materials will be delivered to the contractor at the Goulburn Station free of cost, but all expenses attendant upon their removal from thence to the places where they are to be used must be borne by the contractor; and on the Commissioner delivering to the contractor all such materials as are to be provided by him for this work, the contractor will be bound to receive



receive them, and to give the Commissioner or his agent a receipt for all such materials so delivered; and after receiving such materials, he will be held responsible for all damage, breakage, or loss while in his possession, either during their transit from the place of delivery or in putting them into the work; and in all cases where they may be damaged, lost, or destroyed, the contractor will have to replace or repair them at his own expense.

52. The contractor must supply all engine-power, waggons, tools, implements, labour, and every other thing necessary for ballasting and laying the permanent way in the manner stated in this specification, and to the satisfaction of the Engineer-in-Chief for Railways.

53. The contractor must in all cases exercise great care in carting the materials on to the work, as he will be held responsible for and chargeable with the expenses of repairing all or any damage he may cause to the works by carelessness or otherwise in carrying out this contract; and the Commissioner is hereby empowered to deduct the amount of such damages from any money which may be due or may hereafter become due to the contractor under this contract.

54. Where the railway intersects any road, whether main road, public road, or private occupation road, a permanent level crossing shall be made in all cases where directed by the engineer, with proper ironbark guard rails, and the whole constructed in accordance with drawing No. 8.

55. All such crossings shall be maintained by and at the expense of the contractor, until the final completion of this contract.

56. Level crossing gates, 10 feet, 12 feet, and 15 feet respectively, must be provided and fixed complete in accordance with drawing No. 9 at the price stated in the schedule.

57. Each gate, including all posts, struts, or spurs, and ironwork, must be painted two coats with the patent iochrome Australian paint.

58. The approaches to all public roads to be metalled with broken stone (the best that can be obtained in the district), and must be broken to a gauge of two inches, and be laid on to the approach to the depth of 9 inches.

#### *Ballasting.*

59. The ballast shall consist of clean, sharp, gravel, free from all loam, small sand, or other material which the Engineer may consider unsuitable for ballast, broken stone of approved quality, not larger than a cube of 3 inches, or properly vitrified clay, 9 inches in thickness, in the centre of the roadway; the ballast being spread level transversely on the straight portions, but on curves the ballast on the outside of each curve shall be of such extra thickness as will give the necessary super-elevation to the outer rail.

60. The width of the ballast at the bottom to be 11 feet 9 inches, and at the top, which will be 6 inches below rail level, the width must be 9 feet 6 inches, as shown on drawing No. 7. The outer edges of the ballast both at the top and bottom must be kept parallel to the centre line throughout, and the slopes of the same to be neatly trimmed to a uniform surface.

61. The road may be laid upon the formation, and afterwards lifted to the proper level in two lifts of 3 inches each, so as to give 6 inches of ballast under the centres of the sleepers and 7 inches under the ends, as shown in drawing No. 7.

62. The contractor must use the greatest care in lifting, no lift being more than 3 inches, so as to avoid bending the rails or in any other way injuring the road; and no ballast waggon will be allowed to run over any portion of the road until 3 inches of ballast have been placed under the sleepers, and no engine shall pass over the road until it has been lifted to its full height and properly packed.

63. The ballasting when laid complete will be paid for at per lineal yard, and no allowance will be made for any loss by subsidence in embankments or otherwise.

#### *Road-laying.*

64. The sleepers must be provided by and at the expense of the contractor, in accordance with clauses Nos. 73 to 79.

65. The bed for the rail must be trimmed by machinery to the width of its bottom flange, which must be sunk its exact depth into the sleeper on the outside of the rail, the seat for the rail being inclined from the inside at an angle of 1 in 20 to give the proper cant to the rail.

66. The sleepers must be placed at such distances apart as are shown on drawing No. 7, the number being eight sleepers under rails of 21 feet in length, and seven under 18 feet rails.

67. The rails must be fixed to the sleepers with screws and spikes as shown on the drawing No. 7, the holes for which must be bored in the sleepers to prevent their splitting when inserting the fastenings.

68. The rails to be laid to a gauge of 4 feet 8½ inches throughout, the upper surface being at the level shown on the working section, excepting where otherwise directed by the Engineer. The joints of the rails to be secured by fish-plates and bolts in the usual manner. Each rail to be straight and level transversely when put down in the straight portions, and where the line is curved, the rails must be bent by a machine, to be provided for the purpose by the contractor (as no hammering will be allowed) before being placed on the sleepers, to suit the particular radius of such curve, the outer rail having an elevation above the inner rail such as the Engineer may direct.

69. The rails on the working section are shown 12 inches only above the level of the formation, but as a heavier rail will now be used than that originally contemplated, the rail level will be 15 inches above the formation level in the centre throughout. A standard clip-gauge will be provided by the Commissioner, to which standard all other gauges must be made, and which shall be approved and branded by the district engineer before being used on the works. Any portion of the road laid in with any gauge not so approved and branded will not be paid for by the Commissioner. Clip-gauges only shall be used throughout, no other gauge will be permitted on the works.

70. The rails must be laid with the joints as nearly as right angles with each other as the lengths of the rails will permit, but in no case shall the joint in one line of rails have a lead or be in advance of the joint in the opposite rail of more than 3 inches.

71. The contractor must provide all labour and tools required for the laying and completing the permanent way, which must be finished in every respect to the entire satisfaction of the Engineer-in-Chief.

72. All the sleepers must be laid as nearly as practicable at right angles to the centre line of railway; they must be well and thoroughly packed up so as to cause the upper surface of the rails, when finished

finished to be at the level shown on the working section, or at such level as may be hereafter directed; and the two lines of rails shall be laid uniformly parallel to the centre line throughout, and must be perfectly straight on all the straight portions, and on the curves they must be laid to a uniform specified radius.

*Sleepers.*

73. The sleepers to be supplied under the contract may be of ironbark, grey-gum, bloodwood, blackbutt, red-gum, or other approved hardwood, 8 feet long, either half-round or split from large trees.

74. If half-round, to be sawn, not split, the size to be not less than 9 inches by 4½ inches, sound and straight, and must be cut when the sap is down. If split, they must be taken from trees not less than 3 feet in diameter, the broadest side to be of a uniform width of 10 inches, to be 4½ inches thick and the smallest part of the sleeper to have a sectional area of not less than 40 superficial inches. The bark to be removed from all sleepers before inspection.

75. The number of sleepers required will be about 117,000, but any additional number that may be required for this contract shall be supplied by the contractor at the price for sleepers stated in the schedule.

76. The contractor to find men at his own cost for the purpose of turning over the sleepers during their inspection by a person appointed by the Engineer for this purpose, and all the sleepers approved will be branded.

77. No inspection of sleepers will be made unless a proper number of men be provided by the contractor for the purpose above-mentioned.

78. All sleepers before they can be branded or inspected must be delivered on some portion of the land inside the railway fences on this contract.

79. Any sleeper which may be found to be split after being laid in the road and branded must be replaced by the contractor at his own cost.

*Sidings.*

80. All sidings, cross-over roads, or through roads, that may be required shall be ballasted and laid in by the contractor at the price per lineal yard stated in the schedule for laying and ballasting the main line of permanent way, also all crossings and switches must be laid in by the contractor at the price per lineal yard stated in the schedule for that description of work.

81. The measurements for these "sidings," "cross-over," "through," or "loop" roads shall be taken from point to point of switches where two switches are laid in, but where one switch is used the measurement will be from the point of the switch to the heel of the crossing.

82. In no case shall the measurement of the ballasting on the sidings include any part of that which is already included in the measurement of the main line of permanent way.

83. The contractor shall maintain all works which he may have executed under this contract in good order and repair until they have been certified by the Engineer as having been satisfactorily completed.

*Fencing.*

84. The fencing to be erected under this contract is to be either a three-rail sapling fence or a two-rail fence, with split posts and rails, as shown on drawing No. 4. The timber to be of the best quality in the district through which the railway passes.

85. When the railway passes through lands not belonging to the Government, the fencing shall in all cases be erected before any other work is commenced upon such lands.

*Miscellaneous.*

86. The contractor shall pay all stamp or other duties which the Government now, or may hereafter require to be paid on any document forming part of this contract.

87. The contractor must furnish to the Engineer a monthly statement of all works done by him, or of claims he may have against the Commissioner under this contract, and no certificate will be given until such an account has been rendered.

88. The contractor to provide at his own cost an office for the district engineer. This building to consist of two rooms each 14 feet by 12 feet, having weatherboard sides and ends, the roof to be covered with shingles. To have ½-inch tongued and grooved boarded ceiling, and inch flooring boards, a brick chimney with two fire-places to be erected between the rooms; two doors and three windows to be provided and fixed. The place where this building is to be erected will be decided upon hereafter.

89. Each person tendering must enclose with his tender a Treasury deposit receipt for £500, without which his tender will not be taken into consideration. Such deposit will be returned to the unsuccessful tenderers forthwith; but should the person whose tender has been accepted fail to find the necessary security within the time named in the General Conditions, then the said sum of £500 shall be forfeited by him to the Commissioner.

No. 2.

"B."

THESE are the General Conditions, marked "B," referred to in the annexed Articles of Agreement, dated the twenty-fifth day of September, A.D. 1873.

DANIEL WILLIAMS.

Witness—M. S. HARTE.

GENERAL CONDITIONS.

*Interpretation clause.*

1. The words "superintending officer" in these Conditions shall mean any person who may from time to time be appointed by the Engineer-in-Chief of Railways to supervise the works or buildings, and the words "Engineer-in-Chief" or "Engineer" shall mean the Engineer-in-Chief for the time being of the Commissioner for Railways.

*Dismissal of workmen, removal of improper materials, &c.*

2. The Engineer shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having removed off the line of railway (or any land belonging to the Commissioner),

sioner), any materials, plant, or implements, which in his opinion are insufficient for the purpose intended, or at variance with the meaning and intention of this Specification. The cost of the removal of any such plant, materials, or implements to be paid by the contractor.

*Instructions to be obeyed.*

3. Should the contractor refuse or neglect to carry out the instructions of the Engineer or the superintending officer, the Engineer shall have the power of suspending the usual monthly certificate until such instructions have been complied with.

*Drawings, specification, &c.*

4. The plans, sections, and drawings represent generally the form and dimensions of the several works. Where any discrepancy exists between the dimensions as indicated by the scale and those marked in figures, the figures are to be considered as correct, and are to be taken in all cases in preference to the measurements by the scale attached. And if there should be any discrepancy between the figures or dimensions, or the form of construction, or the material as indicated in the drawings, and the dimensions and materials given in the Specification, the directions of the Specification shall be adopted; and in all cases of defective description, or any ambiguity, the explanation given by the Engineer shall be binding upon the contractor. Also, anything contained in the drawings and not in the Specification, or anything contained in the Specification and not shown in the drawing, shall be equally binding as if it were contained in both.

*Extra work, omissions of works, &c.*

5. If at any time whilst the works are in hand it shall be deemed expedient by the Engineer to increase or diminish the dimensions of any works to be done under this contract, or to alter their situation, or to vary the materials, form, or dimensions of any of the said works, or of any part thereof, he shall have full power to do so, and to order and direct any such increase, diminution, or alteration, which shall be executed by the contractor if of the class of works provided for in the schedule of prices; and no such increase, diminution, or alteration of works shall in any way annul or set aside this contract, or extend the time for the completion thereof; but such additions or alterations shall be measured and allowed and paid for, or such deductions credited to the Commissioner for Railways, as the case may require, according to the schedule of prices; and if any portion of the works so ordered to be done shall not be of the class of works provided for in the schedule of prices, the same shall be executed by the contractor at such price as may be agreed for with the Engineer; but if the contractor and the Engineer cannot agree as to the works required to be done which are of a class not provided for in the schedule of prices, the Engineer may order and direct the same to be done by such person or persons as he may think fit.

*Net measurements.*

6. All measurements of the works shall be made according to the actual dimensions, notwithstanding any general or local custom to the contrary.

*Labour, materials, plant, &c.*

7. The contractor shall provide at his own costs and charges all materials, labour, tools, plant, tackle, machinery, scaffolding, &c., for the proper completion of the works at the prices stated in his schedule.

*Damages, &c., to be paid for by contractor.*

8. The land inside the fences of the railway may be used for the purpose of carting the materials for the works on this contract; but all damage that may be done to any land not actually the property of the Commissioner must be paid for by the contractor, whether such damage be caused by the carting of materials, or the straying of cattle in consequence of the destruction by the contractor or his workmen of the original fences, or of the fences alongside the railway, or by any other cause connected with the construction of the works; and should such damage not be at once paid for, such an amount as shall appear reasonable to the Commissioner may be paid by him in compensation for the same, and deducted from any money that may be due to the contractor for work done under this contract.

*Setting out works.*

9. The works will be set out for the contractor, but he must satisfy himself of their accuracy, as no work incorrectly set out or improperly executed will be paid for by the Commissioner.

*Contractor to be represented.*

10. The contractor at all times during the progress of the works, when he is not personally superintending them, must have a responsible agent or overseer stationed on them to receive instructions from the superintending officer or Engineer-in-Chief, and to represent the contractor for all the purposes of this contract.

*Progress of works.*

11. Should the Engineer be at any time dissatisfied with the mode of proceeding, or at the rate of progress of the works or any part thereof, the Commissioner shall have full power without vacating this contract, to take the works wholly or in part out of the hands of the contractor, and to employ, procure and make use of all labour or materials which he may deem necessary for completing the works, the cost of such labour and materials to be deducted from any money that may be then due, or may hereafter become due to the contractor; and if the money then due or thereafter becoming due to the contractor, shall not be sufficient for that purpose, the balance remaining unpaid may be recovered in an action for damages for breach of contract or as money paid for the use of the contractor.

*Cancellation of contract.*

12. The Commissioner shall have the option, and full power and authority, in lieu of proceeding under the last preceding clause of these Conditions, if the contractor fail to proceed in the execution of, and to carry on the works in the manner and at the rate of progress required by the Engineer, of cancelling

calling this contract, so far as relates to the works remaining to be done; and in such case the moneys which shall have been previously paid to the contractor on account of the works executed, shall be taken by him as full payment for all works done under the contract; and upon notice in writing under the hand of the Commissioner, that he, under the authority of this condition cancels the contract, being served upon the contractor, or left at his last known place of abode, the contract shall be cancelled, and thereupon all sums of money that may be due or unpaid to the contractor, together with all implements in his possession, and all materials provided by him, upon the ground upon which the work is being carried on, or adjacent thereto, and all sums of money named as penalties for the non-fulfilment of the contract within the time specified, shall also be forfeited and become payable to the Commissioner, and the said implements and materials shall become and be the absolute property of the Commissioner, and with the moneys so forfeited and payable as aforesaid shall be considered as ascertained damages for breach of contract.

*Time of completion.*

13. The contractor shall complete the whole of the works comprised in this contract, on or before the thirty-first day of December, one thousand eight hundred and seventy-five; and in the event of their non-completion at the specified time, should the Commissioner not have proceeded under clauses Nos. 11 and 12 of these Conditions, or either of them, the contractor shall forfeit and pay two hundred pounds sterling per week or for every part of a week that shall elapse after such specified time until their completion, and which sum or sums may be deducted from any money payable to the contractor under this or any other contract. No certificate will be given after the date specified for the completion of the contract, until the whole of the works shall have been properly completed to the satisfaction of the Engineer-in-Chief.

*Copies of drawings, &c.*

14. All copies of drawings or specifications required by the contractor for carrying on the works must be made at his expense.

*Free passes, &c.*

15. No free passes on any of the Government Railways will be granted either to the contractor or his agents, nor will any materials or articles of any description be conveyed free of charge.

*Liability of contractor.*

16. The care and maintenance of all works under this contract shall remain with the contractor until their completion, and until the Engineer-in-Chief for Railways shall, by notice in writing under his hand, inform the contractor that he has taken charge thereof; and until such notice shall have been given, the Contractor and his sureties shall be jointly and severally responsible for all accidents from whatever cause arising, and shall make good all damage thereto.

*Contractor not to assign works or moneys.*

17. The contractor shall not assign over this contract, or assign all or any of the moneys payable or to become payable under the contract, or all or any part thereof, or any other benefit whatsoever arising, or which may arise under this contract, to any other person, without the consent in writing under the seal of the Commissioner for Railways first obtained. The contractor for each and every breach of this condition shall pay to the Commissioner for Railways the sum of five hundred pounds as and for liquidated damages, and the sum or sums payable as such damages may be deducted from any sum or sums due to the contractor, under this or any other contract with the commissioner for Railways; and any permission to assign over this contract shall not discharge the contractor from liability to see that the works so assigned are executed and completed in terms of this contract, unless on the assignment thereof the Commissioner expressly declare that the contractor is discharged from further liability.

*Truck system not allowed.*

18. The workmen, tradesmen, and labourers of every class employed on the works to which these Conditions refer shall be paid their wages, in full, in money, current coin of the Colony, at least once in every month; and no ticket or other system of payment by provisions, liquors, or goods, will on any pretence be allowed; nor shall the contractor, or any person or persons employed by him or in any way connected with him, establish any shop for the supply of provisions, liquors, or goods; nor shall the contractor oblige his workmen to take provisions, liquors, or goods of any kind from any person in particular. The workmen of every class shall be paid on the works if it be possible, or in some building adjoining, and in no case shall they be paid at a public-house or other place where liquors or refreshments are sold.

*Power to the Commissioner to pay workmen's wages.*

19. Before the payment of any money to the contractor, the Commissioner may require from him a statutory declaration that the tradesmen and labourers of every kind employed on the works to which these Conditions refer have been paid their wages and claims of every kind in full, in money, the current coin of the Colony, and to the latest date at which such wages or claims are due; and the Commissioner may withhold the payment of any money that may be due or may become due to the contractor until such declaration has been made and delivered to him.

*Bankruptcy or insolvency.*

20. If the contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner, without previous notice to the contractor, or to the Official or other Assignee or Assignees of his insolvent estate, or to the trustee or trustees under the assignment, to take the works out of the hands of the contractor, and of the assignees or trustees of his estate, and to re-contract with any other person or persons to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient; and all the then remaining materials, implements, and plant aforesaid may be used in and applied for the purposes of the works; but on the final completion of the works, the surplus of such materials, implements, and plant shall cease to belong to the Commissioner, and shall become the property of the said assignees or trustees, without any allowance for or payment by the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

*Security.*

21. The contractor will be required to enter into a bond to the Commissioner for Railways, in the penal sum of five thousand pounds, for the proper performance and completion of the contract.

Should the contractor fail to make the required deposit of five thousand pounds within six days from the acceptance of the tender, or should the contractor fail to execute the contract for the due performance of the works mentioned in the said tender, or to execute the bond required hereunder for securing the due completion of the works to be done under the said contract, within fourteen days after the acceptance of his tender has been notified to him, the Commissioner will have the option of and full power and authority to declare such acceptance to be annulled.

No tenderer will be allowed to proceed with the work tendered for until he has provided the cash deposit, has executed the required contract, and has duly executed the bond before mentioned for the due performance of the said contract—it being hereby declared that for all or any work done or materials found and provided by the contractor before the due execution of the said contract and bond, he shall not have any right of action, claim, or demand against the Commissioner.

*Progress payment without prejudice, &c.*

22. No certificate given to the contractor for the purpose of any progress payment shall prevent the Engineer-in-Chief from, at any future time before the termination of the contract, rejecting all unsound materials and improper workmanship discovered subsequently to the giving of the last previous certificate; and notwithstanding the giving of any certificate that portions or the whole of the works have been satisfactorily performed, the Engineer-in-Chief may require the contractor to remove and amend at any future time previously to the final payment on account of the construction or maintenance of the works, any work that may be found not to have been performed in accordance with the contract; and the contractor must remove and amend at his own cost all such work when so required, notwithstanding any approval made or given by the superintending officer; and the Commissioner shall have power, on the report of the Engineer-in-Chief that the work approved of as aforesaid is not in accordance with the contract, to deduct from any moneys that may be due or that may become due to the contractor, the whole amount that has been paid on account of such work.

If in the opinion of the Engineer-in-Chief, further inquiry is necessary or desirable before any certificate is given, he shall have power to withhold such certificate for a period not exceeding one month from the date at which in the ordinary course the certificate would have been given.

None of the conditions of this contract shall be varied, waived, discharged, or released, either in law or in equity, unless by the express consent of the Commissioner testified in writing under his seal.

*Payments.*

23. Payments will be made once in every month, unless same shall become not payable by reason of anything contained in these Conditions, up to the date specified for the completion of the contract, on the Engineer's certificate as the work proceeds, in the proportion of ninety per cent. of the value of the work satisfactorily executed, and the remaining ten per cent. will be paid after the Engineer has certified that the whole of the works have been completed to his entire satisfaction; and it is expressly declared that the obtaining a certificate from the Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction, shall be a condition precedent to the contractor having any right or cause of action in respect of any work done or materials provided, and to the contractor having any right of action or claim to the payments from time to time to be made hereunder, as well as to the final payment upon the whole of the work being finished.

JOHN WHITTON.

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 17 June, 1873.

## No. 3.

This is the Tender, marked "C," referred to in the annexed Articles of Agreement, dated the twenty-fifth day of September, A.D. 1873.

Witness—M. S. HARTE.

DANIEL WILLIAMS.

C.

GREAT SOUTHERN RAILWAY.—EXTENSION FROM GOULBURN TO WAGGA WAGGA.

*Contract No. 1.—Goulburn to Yass.*

## FORM OF TENDER.

15 July, 1873.

I HEREBY propose to execute the whole of the works required in the construction of that portion of the Great Southern Railway comprised in Contract No. 1, commencing at 134 miles 20 chains, and terminating at 188 miles 41 chains—being a length of 54 miles and 21 chains—in strict accordance with the plans and specification, at the following prices, viz. :—

	Average price	£	s.	d.
Excavation from cuttings taken to the embankments named in disposal } sheet ... .. } Do. do. do. of road approaches ... .. } Do. from road approaches taken to embankment, not exceeding } half a mile lead ... .. } Do. from side cutting do do. (including 3 runs, or 66 lineal } yards) ... .. } Do. do. do. each additional run of 22 } yards ... .. } Rock	per cub. yd. do. do. Earthwork Rock Earthwork Rock	0	2	4 0 9 1 3 0 0
				Excavation

		£	s.	d.
Excavation from side ditches and forming a mound alongside the ditch	{ earthwork	0	1	4
	{ rock	0	5	0
Do. from inlet and outlet drains to bridges or culverts, do. ...	{ earthwork	0	2	6
	{ rock	0	5	0
Do. from diversions of watercourses taken to embankment ...	{ earthwork	0	2	6
	{ rock	0	4	6
Do. from foundations to bridges, viaducts, and culverts ...	{ earthwork	0	4	0
	{ rock	0	12	6
Masonry to culverts (in mortar, 1 of lime to 1 of sand) ...	∅ cub. yd.	6	0	0
Do. do. (in Portland cement, 1 cement to 2 sand) ...	do.	6	15	0
Brickwork to culverts (in mortar, 1 of lime to 1 of sand) ...	do.	2	2	6
Do. do. (in Portland cement, 1 cement to 2 sand) ...	do.	3	2	6
"Dry" square culverts, 18 inches ...	∅ lin. yd.	5	0	0
Do. do. 2 feet ...	do.	7	0	0
Timber, ironbark, framed and fixed in superstructure of bridges ...	∅ cub. ft.	0	7	9
Do. In walings, planking, and braces, any approved timber, in super- structure of bridges	do.	0	7	6
Do. In piles, fixed	∅ lin. ft.	0	8	0
Ironwork fixed, in bolts, nuts, straps, plates, spikes, washers, and pile-shoes	∅ lb.	0	0	8
Painting bridges (three coats iochrome in oil)	∅ sup. yd.	0	1	6
Tarring timberwork, two coats (kerosene tar)	do.	0	0	8
Fencing (3-rail sapling)	∅ rod	0	5	0
Do. (2-rail split)	do.	0	6	9
Ballasting permanent way	∅ lin. yd.	0	5	6
Laying do.	do.	0	2	6
Do. crossings and switches, including cross-over roads	do.	0	6	0
Sleepers (split)	each	0	5	4
Do. (sapling)	do.	0	4	8
Level crossings for 10-ft. gates (including timber box drains complete)	do.	10	0	0
Do. 12-ft. do. do. do. do.	do.	11	10	0
Do. 15-ft. do. do. do. do.	do.	13	0	0
Metalling approaches to level crossings	∅ cub. yd.	0	9	0
10-foot level crossing gates, fixed complete, and painted two coats iochrome in oil	} each	13	0	0
12-foot do. do. do. do. do. do.	do.	14	0	0
15-foot do. do. do. do. do. do.	do.	16	10	0
Earthenware drain pipes, 6-inch	∅ lin. yd.	0	4	0
Do. 9-do.	do.	0	7	6
Do. 12-do.	do.	0	14	0
Do. 16-do.	do.	1	2	0
Do. 18-do.	do.	1	10	0
Do. 24-do.	do.	2	10	0

The prices in the preceding Schedule include all labour, material (except permanent way materials), scaffolding, and workmanship of every kind necessary for the full and perfect completion of the works, to the satisfaction of the Engineer-in-Chief.

DANIEL WILLIAMS,  
"Metropolitan Hotel," Sydney.

To the Commissioner for Railways.

SHOULD the foregoing tender be accepted, I, the undersigned, hereby undertake to deposit with the Commissioner for Railways, within fourteen days from the notification of the acceptance of the said tender, the sum of £5,000 as security for the due performance of the contract.

DANIEL WILLIAMS,  
Sydney.

NOTE.—A sum of £500 has, according to the conditions of the Specification, been deposited with the Colonial Treasurer, which sum I agree to forfeit to the Commissioner, should I fail to provide the cash deposit and to complete the bond at the time specified.

DANIEL WILLIAMS,  
Sydney.

No. 4.

This is the copy of a letter, marked "D," referred to in the annexed Articles of Agreement dated the 25th day of September, A.D. 1873.

DANIEL WILLIAMS.

Witness—M. S. HARTE.

D.

The Commissioner for Railways to D. Williams, Esq.

Sir, Department of Public Works, Railway Branch, Sydney, 16 July, 1873.

Referring to your tender for the construction of the railway line from Goulburn to Yass, I have the honor to inform you that, in accepting a tender for this service it is necessary to make provision for a deviation in the line, should the Government determine to adopt, at the instance of the inhabitants of Yass, a survey which they are now having made with that object in view.

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I have the honor therefore to request that you will have the goodness to state whether, in the event of the acceptance of your tender for this work, you will consent, if any such diversion should be made, to your contract being altered to accord therewith, and to the cost of the work in such deviation being paid for at the schedule of rates in your tender—the deviation to be considered in all respects a portion of the original contract.

I have to request the favour of an early reply.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

#### No. 5.

This is the letter, marked "E," referred to in the annexed Articles of Agreement, dated the 25th day of September, A.D. 1873.

DANIEL WILLIAMS.

Witness—M. S. HARTE.

E.

D. Williams, Esq., to The Commissioner for Railways.

Sir,

Sydney, 17 July, 1873.

I have the honor to acknowledge the receipt of your letter of the 16th instant, accepting (conditionally) my tender for the Goulburn and Yass Railway extension; and in reply, I am willing that the prices in schedule to my tender shall apply to the present line if carried out; but in the event of the North Yass deviation being constructed, the prices in schedule shall apply *only* up to the point of deviation, leaving the prices for excavation of the proposed deviation to be further considered and agreed upon.

With respect to the deviation, - what I mean is that I will do all the work required on it at the schedule of prices except the excavation, the price for which, in consequence of the deviation probably running through a country in which there is a large proportion of granite rock, no such rock occurring on the present line, is to remain open until it is ascertained what class of rock or earthwork is comprised in the excavation, when the price for excavation is to be agreed on between the Engineer-in-Chief and myself; and if we differ and cannot agree as to price, I am willing to leave the matter to the Minister for Works for the time-being, whose decision shall be final.

I have, &c.,  
DANIEL WILLIAMS.

#### No. 6.

ARTICLES OF AGREEMENT made and entered into this twenty-fifth day of September, in the year of our Lord one thousand eight hundred and seventy-three, between Daniel Williams, of the city of Sydney, in the Colony of New South Wales, contractor, of the one part, and the Commissioner for Railways, a corporation sole, created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the other part.

WHEREAS the Commissioner for Railways aforesaid lately advertised for tenders for the works to be done and the materials to be provided for the construction of an extension of the Great Southern Railway in the said Colony from Goulburn to Yass, being a length of fifty-four miles and twenty-one chains, in accordance with the Specification hereto annexed, marked "A," and the plans and drawings therein referred to, and under and subject to the General Conditions hereto annexed, marked "B": And whereas the said Daniel Williams, hereinafter styled or referred to as "the contractor," forwarded to the Commissioner for Railways aforesaid the tender to do the said works, and to find and provide the materials required in the construction of the said extension of the said railway, dated the fifteenth day of July last past, hereto annexed and marked "C": And whereas the Commissioner for Railways aforesaid, on the sixteenth day of July last past, forwarded to the contractor a letter, of which a true copy is hereunto annexed, marked "D," accepting the tender of the said Daniel Williams for the said works, subject to a provision therein contained for a deviation being made in the line of the said intended railway near Yass, in lieu of a portion of the said line of railway now proposed to be made, if it should be determined that such a deviation should be made, the works in such deviation if such deviation be determined upon to be considered as included in and forming a portion of the works to be done under the contract of the contractor, to perform the works and find the materials for the said extension of the Great Southern Railway: And whereas the contractor, in reply to such last-mentioned letter, forwarded to the Commissioner for Railways aforesaid the letter bearing date the seventeenth July last past, hereto annexed, marked "E," agreeing that in the event of the said proposed deviation of the said extension of the said railway being determined upon, the works to be done upon or in respect of such deviation should be done by him at and for the prices mentioned in the schedule of prices in the said tender, excepting as to the excavation to be done upon and in constructing the said deviation; that the price to be paid by the Commissioner for Railways for excavation upon the said deviation until it has been ascertained what class of rock and earthwork will be comprised within the said deviation, when the price to be paid for such excavation shall be fixed, determined, and agreed upon between the Engineer-in-Chief for Railways, and the contractor, and that in the event of their not agreeing as to such price or prices the price to be paid for such excavation shall be fixed and determined by the Minister for Works for the time being of the said Colony, whose decision as to the said price or prices is to be final and conclusive between the Commissioner for Railways and the contractor, and the Commissioner for Railways hath assented to the terms mentioned by the contractor in the said last-mentioned letter: And whereas the contractor hath deposited in the Commercial Bank, Sydney, Queensland Government debentures for the sum of five thousand pounds, as security for the due performance by him of the works in the said Specification mentioned, as by the said General Conditions provided, and hath duly executed a memorandum of agreement under seal with the Commissioner for Railways, bearing even date herewith, setting forth the terms and conditions upon which the said Queensland Government

Government debentures for the sum of five thousand pounds is held by the Commissioner for Railways for the due performance of the contract in these presents contained: Now these presents witness that the contractor, for himself, his heirs, executors, and administrators, doth hereby covenant, promise, and agree with and to the Commissioner for Railways, his successors and assigns:—That he, the contractor, his executors and administrators, shall and will find and provide all materials (excepting such as in and by the Specification hereto annexed are to be provided by the Commissioner for Railways aforesaid), labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway: Commencing in the town of Goulburn, at one hundred and thirty-four miles and twenty chains from Sydney, as marked on the working section in the said Specification referred to, and terminating near to Yass, at one hundred and eighty-eight miles and forty-one chains, being a length of fifty-four miles and twenty-one chains, as mentioned in the said Specification, at or for the price or prices, sum or sums of money in the said tender mentioned; and in case a deviation of the said line of railway shall be determined upon, at the portion of the said line of railway approaching and extending to the said town of Yass, in lieu of a portion of the line of railway now proposed to be made, shall find and provide all materials (excepting materials in the said Specification mentioned as to be provided by the Commissioner for Railways aforesaid), labour, scaffolding, tools, implements, and every other thing required for the full and proper completion of all the earthwork (excepting excavation), brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in such deviation, at the price or prices mentioned in the said tender; and do and shall find all labour, tools, and other implements for, and do and perform all the works required, in and about the excavation, upon the said deviation, at the price or prices that may be agreed upon by the contractor and the Engineer-in-Chief for Railways, as the prices to be paid for the excavation on the said deviation; or if the contractor and the Engineer-in-Chief for Railways shall not agree as to such price or prices at the price or prices that shall be fixed and determined by the Minister for Works for the time being of the said Colony, as the price or prices to be paid for such excavation—the said works required upon such deviation being done and performed in accordance in all things with the said Specification and the said General Conditions, as if such work had been included in and formed part of the works in the said Specification mentioned.

That the said Specification marked "A," the said General Conditions marked "B," the said Tender, marked "C," the said copy of a letter marked "D," and the said letter marked "E," shall be read and considered as incorporated in and forming part and parcel of this contract in the same way as if the same had been herein written and set forth at length; and all materials to be provided, and works to be done, shall be provided, done, and performed, in accordance with the said Specification, and the plans and drawings therein referred to; and that all conditions, agreements, stipulations, and directions, contained in the said Specification and General Conditions, and therein or thereby required or intended to be done by the person or persons tendering, shall be made, done, performed, and kept in all things by the contractor as if the contractor had hereby expressly covenanted to provide, do, and perform the same; and as if the said Specification, General Conditions, and the proposals and agreements contained in the said copy of a letter and the said letter had been written in and formed part of these presents; and all powers and authorities in the said Specification and General Conditions mentioned as given or intended to be given to the Commissioner for Railways and to the Engineer-in-Chief for Railways, shall vest in and be exercisable by the Commissioner for Railways and his successors, and the Engineer-in-Chief for the Commissioner for Railways for the time being, as if the said powers and authorities had been expressly created and given to the Commissioner for Railways and his successors, and the Engineer-in-Chief for the Commissioner for Railways for the time-being in or by these presents: And that if a deviation shall be made from the line of railway now proposed to be made at the portion thereof near to the town of Yass as hereinbefore provided for, such deviation shall not be held to extend or alter the time within which the railway works to be done under this agreement are to be completed, the contractor agreeing to complete the whole of the said works in the said Specification mentioned, and shown on the plans and drawings therein referred to, and all and every work required to be done in and about such deviation, if it is determined that such deviation shall be made, in all things as herein provided, on or before the thirty-first day of December, in the year of our Lord one thousand eight hundred and seventy-five.

In witness whereof, the contractor hath hereunto set his hand and seal, and the Commissioner for Railways aforesaid hath affixed his official seal, the day and year first before written.

Signed, sealed, and delivered by the said Daniel }  
Williams, in the presence of,— M. S. HARTE. DANIEL WILLIAMS. (L.S.)

The Official Seal of the Commissioner for Rail- }  
ways was hereto affixed in the presence of,— JOHN RAE. (L.S.)  
CHAS. A. GOODCHAP, Chief Clerk.

LIST of Drawings referred to in this Specification.

- No. 1. Plan, in three parts.
2. Section, do.
3. Culverts.
4. Fencing.
5. Water way (timber culvert).
6. Formation.
7. Permanent Way.
8. Level Crossings.
9. Gates.
10. Bridge over Creek, at 134 miles and 21 chains.
11. Seven Viaducts.
12. Bridge over Fish River.
13. Do. Oolong Creek.
14. Do. Burrowa Road.

JOHN WHITTON.

17 June, 1873.

No. 7.



## No. 7.

MEMORANDUM of Agreement, made this twenty-fifth day of September, in the year of our Lord one thousand eight hundred and seventy-three, between Daniel Williams, of the city of Sydney, in the Colony of New South Wales, contractor, of the one part, and the Commissioner for Railways, a corporation sole, created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the other part.

WHEREAS by certain Articles of Agreement under seal bearing even date herewith, and made between the said Daniel Williams, of the one part, and the Commissioner for Railways aforesaid, of the other part, the said Daniel Williams covenanted and agreed with the Commissioner for Railways aforesaid to find and provide all materials (excepting such as are to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earth-work, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way and sleepers, required in the construction of a single line of railway commencing in the town of Goulburn, at one hundred and thirty-four miles and twenty chains, and terminating near Yass, at one hundred and eighty-eight miles and forty-one chains, being a length of fifty-four miles and twenty-one chains, as set out in a Specification annexed to the said Articles of Agreement and the plans and drawings therein referred to, and certain works which will be required on a deviation from the said line of railway in the said Articles of Agreement mentioned, if such deviation is determined upon: And whereas in and by the said General Conditions it is provided that the said Daniel Williams shall, as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, deposit the sum of five thousand pounds with the Commissioner for Railways aforesaid, to be held by the Commissioner for Railways aforesaid as such security: And whereas in performance of the said provision in the said General Conditions, the said Daniel Williams, on the thirtieth day of July last past, deposited certain Queensland Government debentures, amounting to the sum of five thousand pounds, with the Commercial Banking Company of Sydney, at the Banking Office of the said Company, in the said city of Sydney, in the name of the Commissioner for Railways aforesaid: And whereas the said Daniel Williams and the Commissioner for Railways aforesaid have agreed to enter into these presents for the purpose of stating and affirming the terms and conditions upon which the said Queensland Government debentures, amounting to the said sum of five thousand pounds, shall be held by the Commissioner for Railways aforesaid as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned: Now, these presents witness that it is hereby declared and agreed between and by the said Daniel Williams, on behalf of himself, his executors and administrators, and the Commissioner for Railways aforesaid, on behalf of himself and his successors, that the said Queensland Government debentures for the said sum of five thousand pounds sterling are now and shall henceforth be held by the Commissioner for Railways aforesaid as security for the due completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, in accordance in all things with the said Articles of Agreement, Specification, General Conditions, and plans; and that the said debentures shall be held by the Commissioner for Railways aforesaid, and his successors, until the whole of the said works shall be completed and finished in accordance with the said Articles of Agreement, Specification, General Conditions, and plans, and until the time for which the said Daniel Williams is bound to maintain and uphold the same has fully expired: And that if the said Daniel Williams, his executors or administrators, shall make default in completing the said works in the manner stipulated in the said Articles of Agreement, Specification, and General Conditions, and the said plans or drawings, the Commissioner for Railways aforesaid and his successors may at once, and without notice to the said Daniel Williams, his executors and administrators, sell and dispose of the said Queensland Government debentures, or from time to time such and so many of them as the Commissioner for Railways shall think necessary, for such price or prices as the Commissioner for Railways may think reasonable, and use and employ the proceeds of the sale or sales of the said debentures in and about completing and finishing the said works, and in and about the payment, or retention in payment, of any penalty or penalties, sum or sums of money, which the Commissioner for Railways may be entitled to claim from the said Daniel Williams, by reason of the non-completion of the said works as aforesaid within the time fixed for that purpose; and the balance remaining (if any) after the sale of the whole of the said debentures shall be considered as forfeited to the Commissioner for Railways aforesaid, and shall be paid by the Commissioner for Railways aforesaid into the office of the Treasury of the said Colony, to the credit of, and shall become and form a portion of the Consolidated Revenue of the said Colony, as if the same had been recovered by action at law at the suit of Her Majesty upon a bond given to Her Majesty, Her Heirs and Successors, by the said Daniel Williams, to secure the due completion of the works in the said Articles of Agreement, Specification, and General Conditions mentioned, without prejudice nevertheless to the right of the Commissioner for Railways aforesaid to sue for and recover, if he shall think fit so to do, from the said Daniel Williams, his executors and administrators, all or any penalty or penalties, sum or sums of money, which under the said Articles of Agreement or the said Specification and General Conditions he or they may be entitled to recover from the said Daniel Williams, his executors and administrators, and which may be in excess of the said sum of five thousand pounds: Provided always that all interest recoverable upon the said debentures whilst they shall continue so deposited may be credited by the said Banking Company to the credit of the said Daniel Williams, and provided also that the Commissioner for Railways aforesaid shall not be liable or accountable for any loss occasioned by the said debentures being so deposited with the said Commercial Banking Company, or for any loss which may arise or be occasioned by the sale of the said debentures or any of them as aforesaid.

In witness whereof, the said Daniel Williams hath hereunto set his hand and seal, and the Commissioner for Railways hath caused his official seal to be hereunto affixed, the day and year first before written.

Signed, sealed, and delivered by the said Daniel } DANIEL WILLIAMS. (L.S.)  
Williams in the presence of,—

M. S. HARTE.

The official seal of the Commissioner for Rail- } JOHN RAE. (L.S.)  
ways was hereto affixed in the presence of,—

CHAS. A. GOODCHAP, Chief Clerk.

## No. 8.

MEMORANDUM of Agreement made this fifth day of May, in the year of our Lord one thousand eight hundred and seventy-six, between the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the one part, and Daniel Williams, of Sydney, in the said Colony, contractor, of the other part.

WHEREAS by certain Articles of Agreement bearing date the twenty-fifth day of September, in the year of our Lord one thousand eight hundred and seventy-three, and made between the above-named Daniel Williams of the one part and the Commissioner for Railways aforesaid of the other part, the said Daniel Williams covenanted and agreed with the Commissioner for Railways aforesaid and his successors to find and provide all the materials (excepting such as are in the Specification therein referred to mentioned as to be supplied by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and to do and perform all the works required in and about the full and proper construction and completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of Railway commencing in the town of Goulburn, at one hundred and thirty-four miles and twenty chains from Sydney, as marked on the working section in the said Specification referred to, and terminating near to Yass, at one hundred and eighty-eight miles and forty-one chains, being a length of fifty-four miles and twenty-one chains, as mentioned in the said Specification, contract No. 1, Goulburn to Yass, Great Southern Railway extension, in accordance in all things with the Specification and General Conditions to the said Articles of Agreement annexed, and the plans or drawings therein referred to, and to complete and finish the whole of the said works on or before the thirty-first day of December, in the year of our Lord one thousand eight hundred and seventy-five: And whereas by a certain memorandum of agreement under seal bearing even date with the said lastly recited Articles of Agreement, and made between the said Daniel Williams of the one part and the Commissioner for Railways aforesaid of the other part, after reciting that it had been agreed that, for securing the due performance of the said contract, the said Daniel Williams should deposit with the Commissioner for Railways aforesaid the sum of five thousand pounds, to be held by the Commissioner for Railways as security for the due performance of the said works, and that in pursuance of the said Agreement the said Daniel Williams had, on the thirtieth day of July, one thousand eight hundred and seventy-three, deposited certain Queensland Government debentures, amounting to the sum of five thousand pounds, with the Commercial Banking Company of Sydney, at the Banking Office of the said Company in Sydney aforesaid, and had handed the receipt for the same to the Commissioner for Railways aforesaid: It is witnessed, and the said parties to the said Agreement did declare that the said Queensland Government debentures for the sum of five thousand pounds, so deposited in the name of the Commissioner for Railways as aforesaid, should be held by him as security for and until the completion of the said works, upon the terms and conditions as in the said now reciting memorandum of agreement mentioned: And whereas the said works are still unfinished and not completed, and the said Daniel Williams has applied to and requested the Commissioner for Railways aforesaid to extend the time for the completion of the said works until the thirty-first day of May which will be in the year one thousand eight hundred and seventy-six, which the Commissioner for Railways aforesaid hath consented to do, upon the terms and conditions hereinafter mentioned: Now these presents witness that, in consideration of the premises, the Commissioner for Railways aforesaid doth hereby extend the time for the completion of the works remaining to be done of the works in the said Articles of Agreement and Specification mentioned until the thirty-first day of May which will be in the year of our Lord one thousand eight hundred and seventy-six, upon the terms and conditions hereinafter mentioned; and that in consideration of the premises and of the said extension of time by the Commissioner for Railways aforesaid, the said Daniel Williams hereby covenants and agrees with and to the Commissioner for Railways aforesaid and his successors, that he, the said Daniel Williams, his executors and administrators, shall and will well and truly complete the whole of the works yet remaining to be done of the works in the said Articles of Agreement and Specification mentioned, in accordance in all things with the said Specification and General Conditions and the said plans or drawings, on or before the said thirty-first day of May which will be in the year one thousand eight hundred and seventy-six: And further, that at all times hereafter, the said recited Articles of Agreement and the said recited memorandum of agreement shall be read and considered as if the thirty-first day of May, one thousand eight hundred and seventy-six, had been named in and by the said Articles of Agreement, Specification, and General Conditions, and the said memorandum of agreement, as the day on or before which the whole of the said works hereinbefore mentioned were to be completed and finished by the said Daniel Williams: And that the said Articles of Agreement and the said memorandum of agreement, or the terms and conditions upon which the said debentures for the said sum of five thousand pounds is held by the Commissioner for Railways aforesaid, shall not be considered as altered, or the stipulations, provisoes, and agreements therein, or in the said Specification and General Conditions in any way waived, barred, or departed from in any respect otherwise than as to the time within which the said works are to be completed, but that the Commissioner for Railways aforesaid and his successors shall have all and every the rights, powers, and authorities, cause and causes of action, and suit claims and demands given to or vested in him or them in and by the said Articles of Agreement, Specification, and General Conditions, and by the said memorandum of agreement, in all respects as if the said thirty-first day of May, one thousand eight hundred and seventy-six, had been the day or time originally named and appointed for the completion of the whole of the said works hereinbefore mentioned: And that all and singular the penalties, forfeitures, sum or sums of money, rights, and privileges which would accrue to or vest in the Commissioner for Railways aforesaid and his successors, for or by reason or on account of the said works hereinbefore mentioned, not being completed and finished within the time named in and according to the said Articles of Agreement, Specification, and General Conditions, and the said memorandum of agreement, shall accrue to and vest in the Commissioner for Railways aforesaid and his successors, if the whole of the said works hereinbefore mentioned shall not be completed and finished in all things on or before the said thirty-first day of May, one thousand eight hundred and seventy-six: And that the said Articles of Agreement and the said memorandum of agreement shall at all time hereafter be read and considered as if the said thirty

first

first day of May, one thousand eight hundred and seventy-six, was and is the time therein named for the completion of the whole of the said works hereinafore mentioned, instead of the said thirty-first day of December, one thousand eight hundred and seventy-five therein written.

In witness whereof, the Commissioner for Railways aforesaid hath hereunto set his official seal, and the said Daniel Williams has hereto set his hand and seal, the day and year first before written.

The official seal of the Commissioner for Railways was }  
hereto affixed, in the presence of,— } JOHN RAE, (L.S.)  
CHAS. A. GOODCHAP, Secy. } Commissioner for Railways.

Signed, sealed, and delivered by the said Daniel }  
Williams, in the presence of,— } DANIEL WILLIAMS. (L.S.)  
M. S. HARTE. }

Sections Nos. 1 and 2—*continued.*

**A. & R. Amos & Co.—Contract for Extension, Yass to Cootamundra.**

- No. 1. Specification.
- No. 2. Conditions.
- No. 3. Tender.
- No. 4. Bond.
- No. 5. Agreement for £5,000 security.
- No. 6. Agreement for extension of time.

No. 1.

This is the Specification, marked "A," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the 23rd day of June, A.D. 1874.

Witness—M. S. HARTE.

ALEXR. AMOS.  
ROBERT AMOS.  
ALEXANDER KERR.

A.

GREAT SOUTHERN RAILWAY.—EXTENSION FROM GOULBURN TO WAGGA WAGGA.

*Contract No. 2.—Yass to Cootamundra.*

SPECIFICATION.

1. This contract commences near the town of Yass, at 188 miles and 41 chains from Sydney, and terminates at the township of Cootamundra, at 253 miles and 8 chains, being a length of 64 miles and 47 chains.

2. The work for which tenders are invited, and to which this Specification refers, comprises the providing of all materials (excepting such as are hereafter specified to be provided by the Commissioner), labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway, in accordance with this Specification, and to the entire satisfaction of the Engineer-in-Chief for Railways.

3. The contractor to state in his schedule a price per cubic yard at which he will execute all the excavations, brickwork, and masonry, the timberwork per cubic foot; the ironwork in bolts, straps, and other similar ironwork at per lb.; the wrought-iron girders at per ton; the fencing per rod; ballasting and laying permanent way at per lineal yard; and sleepers at per sleeper, finding all materials and labour, the work being paid for on the net measurement as executed.

4. The plan is drawn to a scale of 4 chains to an inch, and the section to a horizontal scale of 4 chains to an inch, and a vertical scale of 40 feet to an inch.

5. The plan shows the course of the line. The centre red line represents the line of the stakes which are driven down at intervals of one chain, and are in the centre of the line to be constructed.

6. The section represents the surface of the ground in black, and is taken along the centre line shown on the plan in red. The upper or blue line represents the upper surface of the rails when laid; the lower or red line represents the level of the bottom of the ballasting, or formation level in the centre of both cuttings and embankments, and is 1 foot 3 inches below the blue line.

7. When the railway is in cutting, a ditch 3 feet wide at the top, 1 foot at the bottom, and 1 foot 6 inches deep, shall be made on the higher side of the ground to be occupied by the railway; on the lower side it will not be necessary to have any ditch. The drains are to be made to fall into the ditches or watercourses at present existing for the drainage of the adjoining lands, or into the diverted channels, as the case may be; and whenever the fall of the drains, or that of the diverted channels, shall be so great as to endanger the stability of the sides or bottoms of such drains, the same to be protected by pitching; and whenever it may be considered desirable to carry the water from such drains down the slopes of the cuttings, a pitched drain shall be constructed on the slopes, but these matters will be considered as extra works, and arranged for as provided in clause No. 5 of the General Conditions.

8. A ditch similar to that described on the top of the cuttings to be formed at the foot of the embankments, on the higher side only.

*Earthworks.*

9. The excavations in the centre of the cuttings are to be made to the depth shown on the longitudinal sections by a red line, being a depth of fifteen inches below the level of the upper surface of the rails, as indicated by the blue line.

10. The bottom of the cuttings to be slightly convex, being fifteen inches below the level of the rails in the centre, and eighteen inches at the sides, having a fall from the centre to the bottom of the slopes.

11. The cuttings to be sloped at the batters stated on the longitudinal section, or to such other batters as may be ordered by the Engineer-in-Chief during the progress of the works, to be fifteen feet wide at the bottom, that is to say, at the formation level. The sides, as the excavation proceeds, to be uniformly trimmed or dressed to the specified inclinations, proper battering rules being used and provided by the contractor, at his own cost, for this purpose.

12. Cross-sections have been already taken at the expense of the Commissioner, and should the contractor not take exception to the accuracy of these sections before the work in the cuttings to which they refer has been commenced, it will be taken as an acknowledgment on his part that they are correct; and that he will be satisfied to have the quantities of work for which payment is to be made measured from the sections furnished by the Engineer, provided the works cannot be otherwise satisfactorily measured and the quantities accurately ascertained. Should the contractor prefer to take cross-sections for himself, no measurements taken from them will be admitted as the correct quantities, unless the accuracy of such sections has been confirmed by the Engineer or superintending officer.

13. The centre line has been very carefully staked out, and every care must be taken by the contractor not to remove any of the centre stakes without taking the precaution to fix such marks as will enable him to find the position of the stake or stakes so removed.

14. Any stakes removed which the contractor is unable to replace will be replaced by the officer in charge of the works; but it must be distinctly understood that every expense attendant upon such replacement must be paid by the contractor, the Engineer-in-Chief reserving to himself the right to deduct at once such cost from any certificate then due in favour of the contractor for work done on this contract.

15. The embankments throughout the whole contract to have slopes of  $1\frac{1}{2}$  to 1, and to be not less than 15 feet wide at formation level.

16. On the completion of the cuttings and embankments, the whole of the formation shall be properly trimmed. The formation of the cuttings shall be trimmed to the level shown on the working section, and the embankments shall be trimmed to such level as the Engineer may direct.

17. The excavations shall at all times be kept free from water, and so conducted as always to afford the utmost facilities for the escape of the water by casting and keeping properly cleaned out ditches (which shall in no case be deeper than the formation level) on each side of the excavation, and also by pumping if necessary.

18. The contractor must deposit the material from the cuttings either to the embankments named for its reception, or to such other place, not exceeding a lead of one mile, that may be directed by the Engineer during the progress of the works.

19. Any stone or gravel that may be found in the cuttings suitable for ballasting may be laid aside by the contractor, at his expense, instead of being taken to embankment; but any deficiency in the embankments caused by such appropriation of material from the cuttings shall be supplied entirely at the expense of the contractor, either from side cutting or by increasing the width of the cuttings to the extent only of the width required for a double line.

20. The price stated in the schedule for excavations from cuttings is to be the average price per yard, whatever the nature of the material excavated may be, and the contractor must therefore satisfy himself as to the nature of the excavations in the different cuttings before sending in his tender. Trial holes have been made in nearly all the cuttings, and the strata through which they pass is marked on the section. These trial holes, however, shall in no way bind the Commissioner or be assumed to be a guarantee to the contractor of their accuracy; but as they are left open, he must satisfy himself by personal inspection, as no allowance will afterwards be made to him beyond the price stated in his schedule, whatever material may hereafter be found in the cuttings.

21. All excavations, when the lower portion only is in rock, shall be taken out as shown by a diagram on the working sections, the gullet in all cases keeping pace with the excavation of the slopes. If any cutting be composed entirely of rock, the sides shall be left perpendicular throughout unless otherwise directed.

22. The earthwork must be well punned for such distance as may be required, not exceeding three yards on either side and one yard in depth, over the top of all culverts, without any charge beyond the price stated in the schedule for earthwork.

23. The quantities stated on the longitudinal section are placed there for the contractor's guidance, to enable him to determine the length of lead, but the quantities to be paid for will be the actual measurement of the works satisfactorily executed, whether in excess or diminution of the quantities marked upon the section.

24. The Commissioner will lend to the contractor for the execution of the earthworks on this contract rails for a length of 2 miles of single way, but any rails beyond this quantity, if required by the contractor, must be provided at his own expense. The rails which will be lent will weigh about 40 lbs. to the yard, but no fastenings, either fish-plates or dogs, will be lent by the Commissioner.

25. All rails lent to the contractor for temporary purposes must be returned by him and stacked at the Cootamundra end of his contract, having been first straightened to the satisfaction of the Engineer. Any rails cut, broken, lost, or so damaged by the contractor as to be rendered useless, must be paid for by him at the price per ton at which rails of a similar description are valued in the Colony. These rails will be delivered, free of charge, to the contractor, at the Goulburn Station.

26. The whole of the land inside the fences of the railway or road approaches (and for a distance of half a chain beyond such fences), should it be considered by the Engineer desirable, to be cleared of timber or brushwood, the fallen timber being entirely removed or destroyed. (See clause No. 8 of General Conditions.) The cost of clearing will not be paid for as a specific charge, but must be included in the price stated in the schedule for earthwork.

27. All embankments which have to be formed on side-lying ground must have benchings cut so as to prevent the bank from slipping, and such benchings shall be done to the satisfaction of the Engineer or superintending officer. The excavations for these benchings to be paid for at the price stated in the schedule for side cutting.

28. During the progress of the works every protection shall be afforded to the public by the erection of proper fences alongside all excavations which join upon any public road, and where the road is crossed by the railway, temporary crossings or diversions shall be made at the expense of the contractor, and lights shall be kept burning between the hours of sunset and sunrise at all intersections or diversions of all public roads, if considered necessary by the Engineer or superintending officer. The contractor will however be held responsible for any accidents which may occur at any of these crossings during the progress of the works.

#### VIADUCTS AND BRIDGES.

##### *Brickwork.*

29. The brickwork is to be constructed with the best, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for the cutwaters, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement as may be hereafter directed.

30. The bricks to be well bedded and joints flushed with mortar or cement at every course, and well jointed.

31. The whole of the walls to be built of the dimensions shown on the drawings, and no allowance will be made for any excess of dimensions above those found on the working drawings now exhibited, or which may be hereafter supplied.

32. The price stated in the schedule for brickwork shall apply not only to the bridges the plans for which are now exhibited, but to any other bridges which may be considered requisite hereafter; and the price stated for excavation to foundations shall include all expenses attendant upon getting in the foundations, and filling in and thoroughly punning round the brickwork up to the original level of the ground.

##### *Masonry.*

33. All stone used in the bridges to be of the best quality, free from all defects, to be laid in cement or mortar, in courses of 12 inches in thickness, to have boasted beds and joints throughout, and to be rough-picked on the face.

34. No stretcher will be allowed with a less bed than one and a half times the thickness of the course in which it is being used. The work to be built header and stretcher alternately, each header extending throughout the whole thickness of the wall, if such wall be not more than 4 feet in thickness; and for all walls exceeding 5 feet the headers may be in two stones, laid side by side, overlapping each other at least 14 inches.

35. The bed of each stretcher shall not be less than 18 inches, except when the full thickness of the wall shall be less than 3 feet, when two stretchers may be used with beds each equal to half the thickness of the wall.

36. The whole of the masonry to be rock-faced (except where otherwise described), with a chisel-draft  $1\frac{1}{2}$  inch wide on each side of all external angles, and the bond throughout shall not be less than 14 inches.

37. The springing stones for the arches shall be of the dimensions shown upon the drawings; the beds and vertical joints being boasted throughout with a chisel-draft 1 inch wide on the external angles. To be chamfered and throated as shown in the drawings.

38. The copings to piers, string-courses and parapets or pilasters to be of the dimensions shown on the drawings, to be rock-faced with a chisel-draft 1 inch wide on the external angles. The string courses to be chamfered and throated, and the upper side of the parapet to be tool-dressed.

##### *Culverts.*

39. The whole of the masonry, except where otherwise described, is to be laid in mortar, mixed in the proportion of one of stone lime to one of clean sharp sand, or any other proportion the Engineer may hereafter direct.

40. The price stated in the schedule for excavations is also to include keeping the foundations free from water, and filling and well ramming round the masonry or brickwork to the level of the original surface of the ground as the work proceeds.

41. No masonry or brickwork shall be commenced without an order from the Engineer or superintending officer; and when the excavation is ready to receive the brickwork or masonry the contractor must give notice to the Engineer or superintending officer to that effect, so that the foundations may be approved before the work is commenced.

42. The culverts, except those of a square form, are to be built of the form shown on drawing No. 3; the materials and workmanship to be of the best description. If of stone, the beds and joints shall be boasted throughout, and rock-faced (excepting the soffit of the arch and invert, which must be picked off to an even surface), laid in 12-inch courses, headed and stretcher alternately, and grouted in flush with good mortar at every course.

43. The bed of each stretcher, from 2 to 5 feet culverts inclusive, must be equal to the thickness of their walls respectively. Two stretchers may be used in the 8-foot and 10-foot culverts, but each arch must be formed of single stones; the band throughout being not less than twelve inches.

44. Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing-up the masonry or brickwork, the whole of the work in such culvert will be condemned, and must be rebuilt at the expense of the contractor.

45. The square culverts are to be built "dry," of the form and dimensions shown on drawing No. 3; all beds and joints to be picked true; the face may be roughly knocked off.

46. If earthenware pipes be used for drains, they shall in all cases be sunk not less than their outside diameter below the ordinary surface of the ground, and the joints made with properly tempered clay. Brick-heads to be built for these pipes, as shown on drawing No. 3.

47. If bricks be used, they shall be good, sound, well-shaped, hard-burnt kiln bricks, free from all defects,

defects, moulded for cutwaters where required, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement as may be hereafter directed.

48. The bricks to be well bedded, and the joints flushed with mortar or cement at every course, and well grouted.

*Inlets and outlets.*

49. Excavations from inlets and outlets, also from foundations of culverts, to be run into the main line embankment where directed, such run not to exceed sixty yards.

*Mortar.*

50. The mortar to be mixed in the proportion of one part of fresh well burnt lime and one of clean sharp sand, or such other proportion as the Engineer may direct during the progress of the work,— to be mixed in a dry state and well tempered by being passed through a pug-mill with a proper quantity of water, and must always be used fresh.

*Cement.*

51. The cement to be Portland cement, of the best quality, gauged in the proportion of two of clean sharp sand to one of cement, and must be used fresh.

*Wrought iron girders.*

52. The top and bottom tables of the girders are to be constructed as shown on drawing No. 14; the length and thickness of the plates and the arrangement of joints and all other details of construction are fully shown in the drawings, and care must be taken to carry out the design in exact conformity with them. The girders are made to rest at each pier and at the abutments, on cast-iron bed-plates, fixed on the piers and placed in accordance with the arrangements exhibited in the drawings. The whole of the materials must be put together in the most substantial and workmanlike manner, and the butts of all the plates are to be *planed* perfectly true and square, so as to ensure contact throughout the entire bearing surface.

53. The cast-iron work must be of the best quality of cold-blast grey metal. The castings must be true, straight, and of the exact shape and dimensions required, sound and free from air-holes and flaws of every description.

54. The surfaces of the bed-plates must be planed perfectly true, so that there may be a perfect uniformity of bearing over the entire length of the girders.

55. The whole of the wrought-iron used in the work is to be of the quality known as Beale's P. G. Crown, or Monk Bridge Crown Plates, guaranteed, or of such other iron of at least equal quality as the Engineer may approve, and he reserves the power of testing and rejecting from time to time any portion of the wrought-iron used in the construction of the girders; and it must be distinctly understood that the whole of the work is to be executed of the quality of first-class girder work, and no edges of any plate shall be left unplanned.

56. The rivets to be made of Yorkshire iron of the toughest quality, the rods from which such rivets are made being capable of sustaining a load of 27 tons per sectional inch before fracture. All costs and expenses attending the testing to be borne by the contractor. The Engineer shall have the power of rejecting any part of the work which in his opinion does not satisfactorily bear the tests applied, or which may be otherwise unsuited for the purpose, whether arising from imperfect workmanship or defective materials. All the plates to be perfectly true, and of uniform thickness throughout each plate. All the angle or T-irons are to be rolled accurately, so as to apply exactly to the surface of the plates to be connected by them, and must have all their joints slotted true, and covered by proper plates. All covering plates must be planed perfectly square and regular at the edges.

57. The joints in all plates, angle-irons, &c., are to be made only in such positions as are shown on the drawings; and all covering plates or T-iron stiffening bars are to be truly cut at the ends, so as to ensure perfect fitting, and must in all cases be planed, curved or rounded to the exact form shown in the drawings, and be of sufficient length, breadth, or thickness, as to effectually preserve the strength of the joint.

58. The riveting throughout the whole work must be executed by hand in the neatest and most workmanlike manner. The rivets to be of the sizes shown on the drawing, with a pitch of 4 inches, but no riveting to be done until the work is drifted together and the position of the parts carefully examined and found correct.

59. All the holes must be accurately drilled, so that the riveting may bring each plate into its proper position and to the most perfect contact with the adjoining pieces. All rivets are to perfectly fit the holes, and to be finished with cup-heads or such other shape as may be approved or ordered; and when rivets are shown to be counter-sunk the sinking must be effected by drilling; and the heads finished in the neatest and most workmanlike manner, so as perfectly to conceal the rivet-heads. All the projecting bolt-heads and nuts must be hexagonal.

60. All plates, angle-irons, &c., are to be dipped in oil before they are delivered from the maker's yard; and after the bridge has been passed the whole of the iron work must receive two coats of metallic oxide paint, to be approved by the Engineer.

61. The Engineer shall have the power of making any alteration in the dimensions by either increasing or diminishing the thickness of the plates or other parts of the work, and shall be at liberty to alter or vary the design in any manner he may think fit; and the contractor shall from time to time execute the work according to such altered design without being entitled to make any claim for an extra amount in addition to the contract.

*Timberwork.*

62. The hewn timber to be used in the superstructure to the bridges shall be ironbark, free from sap and wane, perfectly sound, straight, and well seasoned, and to be framed as shown on the drawings. Great care must be taken in framing the work, and in fitting the ironwork, which must be done with the greatest accuracy. The bearing and batter piles to be round, the diameter at the top being not less than 16 inches, and the bottom 12 inches, to be driven as hereafter directed, and may be of ironbark, box, stringybark, or other approved timber. White gum shall not be used in any of the bridges on this contract.

63. The girders, trusses, headstocks, and corbels shall be hewn timber perfectly square, and the sleepers, transoms, walings, braces, and planking, shall be sawn timber, of any approved hardwood, straight and sound. All beds and joints of the timberwork to have a thick coat of red lead and oil previous to being fixed,—the cost of doing this to be included in the price stated in the schedule for timberwork.

64. Should any of the bridges have to be erected on rock foundations, timber sills bolted to the rock shall be substituted for piles, in accordance with drawings which will hereafter be furnished; the rock shall be dressed off perfectly true to receive the sills, and the cost of doing this shall be paid for at the price named in the schedule for excavation to foundations in rock.

65. The whole of the timberwork will be paid for at per cubic foot, and the round piles of the size stated will be considered as equivalent to a cubic foot for every foot in length of pile, and paid for at the price per lineal foot named in the schedule.

66. When the piles are being driven, every precaution must be taken to prevent splitting during the driving, as no split piles will be allowed to remain in the work.

67. Each pile must be driven with an iron ram weighing not less than 20 cwt., and every pile shall be driven to such depth as may be required by the superintending officer.

68. The contractor must ascertain for himself the required length of each pile, as no scarfing to any of the piles will be permitted, and all piles pitched too short must be drawn and others substituted of the requisite length.

69. An allowance will be made to the contractor of three feet on each pile beyond the net measurement when cut off, for the reception of the headstocks, for waste in driving.

70. The whole of the bolts, nuts, straps, spikes, plates, washers, strap-bolts, and pile-shoes, to be of wrought-iron of the best quality, and of the form and dimensions shown on the drawings. The whole of the ironwork, except pile-shoes, to be heated and dipped in linseed oil before being taken on to the works.

#### *Permanent way and ballasting.*

71. The ballast to be of the depth shown on drawing No. 7, being nine inches above the formation level in the centre of the cuttings, to be level on the upper surface on straight portions of the line; but on curves the outside of the ballast shall be of sufficient thickness to give the proper super-elevation to the outside rail, the inner rail being kept at the height shown on the longitudinal sections.

72. All ballast and sleepers required for the works under this contract must be provided by the contractor, who will have to lay the rails, &c., and deposit the ballast on the line of railway as hereafter described.

73. The Commissioner will provide all ironwork for the permanent way, rails, fish-plates, bolts, nuts, spikes, and screws. These permanent-way materials will be delivered to the contractor at the Goulburn Station free of cost, but all expenses attendant upon their removal from thence to the places where they are to be used must be borne by the contractor; and on the Commissioner delivering to the contractor all such materials as are to be provided by him for this work, the contractor will be bound to receive them, and to give the Commissioner or his agent a receipt for all such materials so delivered; and after receiving such materials he will be held responsible for all damage, breakage, or loss while in his possession, either during their transit from the place of delivery or in putting them into the work; and in all cases where they may be damaged, lost, or destroyed, the contractor will have to replace or repair them at his own expense.

74. The contractor must supply all engine-power, waggons, tools, implements, labour, and every other thing necessary for ballasting and laying the permanent way in the manner stated in this Specification, and to the satisfaction of the Engineer-in-Chief for Railways.

75. The contractor must in all cases exercise great care in carting the materials on to the work, as he will be held responsible for and chargeable with the expenses of repairing all or any damage he may cause to the works by carelessness or otherwise in carrying out this contract; and the Commissioner is hereby empowered to deduct the amount of such damages from any money which may be due or may hereafter become due to the contractor under this contract.

76. Where the railway intersects any road, whether main road, public road, or private occupation road, a permanent level crossing shall be made in all cases where directed by the Engineer, with proper ironbark guard rails, and the whole constructed in accordance with drawing No. 8.

77. All such crossings shall be maintained by and at the expense of the contractor, until the final completion of this contract.

78. Level crossing gates, 10 feet, 12 feet, and 15 feet respectively, must be provided and fixed complete, in accordance with drawing No. 9, at the price stated in the schedule. Each gate to be provided with a strong chain, padlock, and duplicate keys.

79. Each gate, including all posts, struts, or spurs, and ironwork, must be painted two coats with the patent iochrome Australian paint.

80. The approaches to all public roads to be metalled with broken stone (the best that can be obtained in the district), and must be broken to a gauge of two inches, and be laid on to the approach to the depth of 9 inches.

#### *Ballasting.*

81. The ballast shall consist of clean, sharp gravel, free from all loam, small sand, or other material which the Engineer may consider unsuitable for ballast, broken stone of approved quality, not larger than a cube of 3 inches, or properly vitrified clay, 9 inches in thickness, in the centre of the roadway; the ballast being spread level transversely on the straight portions, but on curves the ballast on the outside of each curve shall be of such extra thickness as will give the necessary super-elevation to the outer rail.

82. The width of the ballast at the bottom to be 11 feet 9 inches, and at the top, which will be 6 inches below rail level, the width must be 9 feet 6 inches, as shown on drawing No. 7. The outer edges of the ballast both at the top and bottom must be kept parallel to the centre line throughout, and the slopes of the same to be neatly trimmed to a uniform surface.

83. The road may be laid upon the formation, and afterwards lifted to the proper level in two lifts of 3 inches each, so as to give 6 inches of ballast under the centres of the sleepers, and 7 inches under the ends, as shown in drawing No. 7.

84. The contractor must use the greatest care in lifting, no lift being more than 3 inches, so as to avoid bending the rails or in any other way injuring the road; and no ballast waggon will be allowed to run over any portion of the road until 3 inches of ballast have been placed under the sleepers, and no engine shall pass over the road until it has been lifted to its full height and properly packed.

85. The ballasting when laid complete will be paid for at per lineal yard, and no allowance will be made for any loss by subsidence in embankments or otherwise.

#### *Road laying.*

86. The sleepers must be provided by and at the expense of the contractor, in accordance with clauses Nos. 95 to 101.

87. The bed for the rail must be trimmed by machinery to the width of its bottom flange, which must be sunk its exact depth into the sleeper on the outside of the rail, the seat for the rail being inclined from the inside at an angle of 1 in 20, to give the proper cant to the rail.

88. The sleepers must be placed at such distances apart as are shown on drawing No. 7, the number being eight sleepers under rails of 21 feet in length, and seven under 18-foot rails.

89. The rails must be fixed to the sleepers with screws and spikes as shown on the drawing No. 7, the holes for which must be bored in the sleepers to prevent their splitting when inserting the fastenings.

90. The rails to be laid to a gauge of 4 feet 8½ inches throughout, the upper surface being at the level shown on the working section, excepting where otherwise directed by the Engineer. The joints of the rails to be secured by fish-plates and bolts in the usual manner. Each rail to be straight and level transversely when put down in the straight portions, and where the line is curved the rails must be bent by a machine to be provided for the purpose by the contractor (as no hammering will be allowed), before being placed on the sleepers, to suit the particular radius of such curve, the outer rail having an elevation above the inner rail such as the Engineer may direct.

91. The rail level will be 15 inches above the formation level in the centre throughout. A standard clip-gauge will be provided by the Commissioner, to which standard all other gauges must be made, and which shall be approved and branded by the district engineer before being used on the works. Any portion of the road laid in with any gauge not so approved and branded will not be paid for by the Commissioner. Clip-gauges only shall be used throughout; no other gauge will be permitted on the works.

92. The rails must be laid with the joints as nearly at right angles with each other as the lengths of the rails will permit, but in no case shall the joint in one line of rails have a lead or be in advance of the joint in the opposite rail of more than 3 inches.

93. The contractor must provide all labour and tools required for the laying and completing the permanent way, which must be finished in every respect to the entire satisfaction of the Engineer-in-Chief.

94. All the sleepers must be laid as nearly as practicable at right angles to the centre line of railway; they must be well and thoroughly packed so as to cause the upper surface of the rails, when finished, to be at the level shown on the working section, or at such level as may be hereafter directed; and the two lines of rails shall be laid uniformly parallel to the centre line throughout, and must be perfectly straight on all the straight portions, and on the curves they must be laid to a uniform specified radius.

#### *Sleepers.*

95. The sleepers to be supplied under this contract may be of ironbark, grey-gum, blackbut, red-gum, or other approved hardwood, 8 feet long, either sawn or split from large trees.

96. If sawn, the size to be not less than 9 inches × 4½ inches, sound and straight, and must be cut when the sap is down. If split, they must be taken from trees not less than 3 feet in diameter, the broadest side to be of a uniform width of 10 inches, to be 4½ inches thick, and the smallest part of the sleeper to have a sectional area of not less than 40 superficial inches. The bark to be removed from all sleepers before inspection.

97. The number of sleepers required will be about 139,000, but any additional number that may be required for this contract shall be supplied by the contractor at the price for sleepers stated in the schedule.

98. The contractor to find men at his own cost for the purpose of turning over the sleepers during their inspection by a person appointed by the Engineer for this purpose, and all the sleepers approved will be branded.

99. No inspection of sleepers will be made unless a proper number of men be provided by the contractor for the purpose above mentioned.

100. All sleepers before they can be branded or inspected must be delivered on some portion of the land inside the railway fences on this contract.

101. Any sleeper which may be found to be split after being laid in the road and branded must be replaced by the contractor at his own cost.

#### *Sidings.*

102. All sidings, cross-over roads, or through roads, that may be required, shall be ballasted and laid in by the contractor at the price per lineal yard stated in the schedule for laying and ballasting the main line of permanent way; also all crossings and switches must be laid in by the contractor at the price per lineal yard stated in the schedule for that description of work.

103. The measurement for these "sidings," "cross-over," "through," or "loop" roads shall be taken from point to point of switches where two switches are laid in, but where one switch is used the measurement will be from the point of the switch to the heel of the crossing.

104. In no case shall the measurement of the ballasting on the sidings include any part of that which is already included in the measurement of the main line of permanent way.

105. The contractor shall maintain all works which he may have executed under this contract in good order and repair until they have been certified by the Engineer as having been satisfactorily completed.

#### *Fencing.*

106. The fencing to be erected under this contract is to be either a three-rail sapling fence or a two-rail fence, with split posts and rails, or a wire fence, as shown on drawings Nos. 4 and 5. The timber to be of the best quality in the district through which the railway passes.

COMPLETION



## COMPLETION OF THE LINE TO MURRUMBURRAH.

107. All the excavations, bridges, culverts, permanent-way sidings, road approaches, and every other work requisite and necessary to enable the Commissioner to open the line from Yass to Murrumburrah for the accommodation of goods and passengers must be completed on or before the 31st day of December, 1875; and the remainder of the works between Murrumburrah and Cootamundra on or before the 30th June, 1876, as specified in clause No. 13 of the General Conditions.

*Miscellaneous.*

108. The contractor shall pay all stamp and other duties which the Government now or may hereafter require to be paid on any document forming part of this contract.

109. The contractor must furnish to the Engineer a monthly statement of all works done by him, or of claims he may have against the Commissioner under this contract, and no certificate will be given until such an account has been rendered.

110. The contractor to provide at his own cost an office for the district engineer. This building to consist of two rooms, each 14 feet by 12 feet, having weatherboard sides and ends, the roof to be covered with shingles. To have  $\frac{1}{2}$ -inch tongued and grooved boarded ceiling, and inch flooring boards, a brick chimney with two fireplaces to be erected between the rooms; two doors and three windows to be provided and fixed. The place where this building is to be erected will be decided upon hereafter.

111. Each person tendering must enclose with his tender a Treasury deposit receipt for £500, without which his tender will not be taken into consideration. Such deposit will be returned to the unsuccessful tenderers forthwith; but should the person whose tender has been accepted fail to find the necessary security within the time named in the General Conditions, then the said sum of £500 shall be forfeited by him to the Commissioner.

JOHN WHITTON.

## LIST OF DRAWINGS REFERRED TO IN THIS SPECIFICATION.

- No. 1. Working Plan, in three parts.
- No. 2. Working Section, in three parts.
- No. 3. Culverts.
- No. 4. Post and rail fencing.
- No. 5. Wire fencing.
- No. 6. Embankments and Cuttings.
- No. 7. Permanent way.
- No. 8. Level Crossings.
- No. 9. Level Crossing Gates.
- No. 10. Ten-feet Timber Openings.
- No. 11. Open Drain or Waterway.
- No. 12. Bridge over Derringullen Creek.
- No. 13. Bridge over Illalong Creek.
- No. 14. Details of Wrought-iron Girders.
- No. 15. Bridges over Sharpening-stone, Murray, Binalong, and Bowning Creeks.
- No. 16. Bridges over Rocky Ponds, Murrumburrah, Demondrille, and Connaughtman's Creeks.

## No. 2.

THESE are the General Conditions, marked "B," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the twenty-third day of June, A.D. one thousand eight hundred and seventy-four.

Witness—M. S. HARTE.

ALEX. AMOS.  
ROBERT AMOS.  
ALEXANDER KERR.

## B.

## GENERAL CONDITIONS.

*Interpretation clause.*

1. The words "superintending officer" in these Conditions shall mean any person who may from time to time be appointed by the Engineer-in-Chief for Railways to supervise the works or buildings, and the words "Engineer-in-Chief" or "Engineer" shall mean the Engineer-in-Chief for the time being of the Commissioner for Railways.

*Dismissal of workmen, removal of improper materials, &c.*

2. The Engineer shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having removed off the line of railway (or any land belonging to the Commissioner) any materials, plant, or implements which in his opinion are insufficient for the purpose intended, or at variance with the meaning and intention of this Specification. The cost of the removal of any such plant, materials, or implements to be paid by the contractor.

*Instructions to be obeyed.*

3. Should the contractor refuse or neglect to carry out the instructions of the Engineer or the superintending officer, the Engineer shall have the power of suspending the usual monthly certificate until such instructions have been complied with.

*Drawings, Specification, &c.*

4. The plans, sections, and drawings represent generally the form and dimensions of the several works. Where any discrepancy exists between the dimensions as indicated by the scale and those marked in figures, the figures are to be considered as correct, and are to be taken in all cases in preference to the measurements by the scale attached. And if there should be any discrepancy between the figures or dimensions,

dimensions, or the form of construction, or the material as indicated in the drawings, and the dimensions and materials given in the Specification, the directions of the Specification shall be adopted; and in all cases of defective description, or any ambiguity, the explanation given by the Engineer shall be binding upon the contractor. Also, anything contained in the drawings and not in the Specification, or anything contained in the Specification and not shown in the drawings, shall be equally binding as if it were contained in both.

*Extra works, omissions of works, &c.*

5. If at any time whilst the works are in hand it shall be deemed expedient by the Engineer to increase or diminish the dimensions of any works to be done under this contract, or to alter their situation, or to vary the materials, form, or dimensions of any of the said works, or of any part thereof, he shall have full power to do so, and to order and direct any such increase, diminution, or alteration, which shall be executed by the contractor if of the class of works provided for in the Schedule of prices; and no such increase, diminution, or alteration of works shall in any way annul or set aside this contract, or extend the time for the completion thereof, but such additions or alterations shall be measured and allowed and paid for, or such deductions credited to the Commissioner for Railways, as the case may require, according to the Schedule of prices; and if any portion of the works so ordered to be done shall not be of the class of works provided for in the Schedule of prices, the same shall be executed by the contractor at such price as may be agreed for with the Engineer; but if the contractor and the Engineer cannot agree as to the works required to be done which are of a class not provided for in the Schedule of prices, the Engineer may order and direct the same to be done by such person or persons as he may think fit.

*Net measurements.*

6. All measurements of the works shall be made according to the actual dimensions, notwithstanding any general or local custom to the contrary.

*Labour, materials, plant, &c.*

7. The contractor shall provide at his own costs and charges all materials, labour, tools, plant, tackle, machinery, scaffolding, &c., for the proper completion of the works at the prices stated in his Schedule.

*Damages, &c., to be paid for by contractor.*

8. The land inside the fences of the railway may be used for the purpose of carting the materials for the works on this contract, but all damage that may be done to any land not actually the property of the Commissioner must be paid for by the contractor, whether such damage be caused by the carting of materials, or the straying of cattle in consequence of the destruction by the contractor or his workmen of the original fences, or of the fences alongside the railway, or by any other cause connected with the construction of the works; and should such damage not be at once paid for, such an amount as shall appear reasonable to the Commissioner may be paid by him in compensation for the same and deducted from any money that may be due to the contractor for work done under this contract.

*Setting out works.*

9. The works will be set out for the contractor, but he must satisfy himself of their accuracy, as no work incorrectly set out or improperly executed will be paid for by the Commissioner.

*Contractor to be represented.*

10. The contractor at all times during the progress of the works, when he is not personally superintending them, must have a responsible agent or overseer stationed on them to receive instructions from the superintending officer or Engineer-in-Chief, and to represent the contractor for all the purposes of this contract.

*Progress of works.*

11. Should the Engineer be at any time dissatisfied with the mode of proceeding, or at the rate of progress of the works or any part thereof, the Commissioner shall have full power, without vacating this contract, to take the works wholly or in part out of the hands of the contractor, and to employ, procure, and make use of all labour or materials which he may deem necessary for completing the works, the cost of such labour and materials to be deducted from any money that may be then due or may hereafter become due to the contractor; and if the money then due or thereafter becoming due to the contractor shall not be sufficient for that purpose, the balance remaining unpaid may be recovered in an action for damages for breach of contract or as money paid for the use of the contractor.

*Cancellation of contract.*

12. The Commissioner shall have the option, and full power and authority, in lieu of proceeding under the last preceding clause of these Conditions, if the contractor fail to proceed in the execution of and to carry on the works in the manner and at the rate of progress required by the Engineer, of cancelling this contract, so far as relates to the works remaining to be done; and in such case the moneys which shall have been previously paid to the contractor on account of the works executed, shall be taken by him as full payment for all works done under the contract; and upon notice in writing under the hand of the Commissioner that he, under the authority of this condition, cancels the contract, being served upon the contractor, or left at his last known place of abode, the contract shall be cancelled, and thereupon all sums of money that may be due or unpaid to the contractor, together with all implements in his possession, and all materials provided by him, upon the ground upon which the work is being carried on, or adjacent thereto, and all sums of money named as penalties for the non-fulfilment of the contract within the time specified, shall also be forfeited and become payable to the Commissioner, and the said implements and materials shall become and be the absolute property of the Commissioner, and with the moneys so forfeited and payable as aforesaid shall be considered as ascertained damages for breach of contract.

*Time of completion.*

13. The contractor shall complete the whole of the works comprised in this contract, between Yass and Murrumburrah, on or before the thirty-first December, one thousand eight hundred and seventy-five, and the remainder of the works from Murrumburrah to Cootamundra, as specified in clause No. 107, on or before the thirtieth day of June, one thousand eight hundred and seventy-six; and in the event of their non-completion

non-completion at the specified time, should the Commissioner not have proceeded under clauses Nos. 11 and 12 of these Conditions, or either of them, the contractor shall forfeit and pay two hundred pounds sterling per week or for every part of a week that shall elapse after such specified time until their completion, and which sum or sums may be deducted from any money payable to the contractor under this or any other contract. No certificate will be given after the date specified for the completion of the contract, until the whole of the works shall have been properly completed to the satisfaction of the Engineer-in-Chief.

*Copies of drawings, &c.*

14. All copies of drawings or specifications required by the contractor for carrying on the works must be made at his expense.

*Free passes, &c.*

15. No free passes on any of the Government Railways will be granted either to the contractor or his agents, nor will any materials or articles of any description be conveyed free of charge.

*Liability of contractor.*

16. The care and maintenance of all works under this contract shall remain with the contractor until their completion, and until the Engineer-in-Chief for Railways shall, by notice in writing under his hand, inform the contractor that he has taken charge thereof, and until such notice shall have been given, the contractor and his sureties shall be jointly and severally responsible for all accidents from whatever cause arising, and shall make good all damage thereto.

*Contractor not to assign works or moneys.*

17. The contractor shall not assign over this contract, or assign all or any of the moneys payable or to become payable under the contract, or all or any part thereof, or any other benefit whatsoever arising or which may arise under this contract, to any other person, without the consent in writing under the seal of the Commissioner for Railways first obtained. The contractor for each and every breach of this condition shall pay to the Commissioner for Railways the sum of £500, as and for liquidated damages; and the sum or sums payable as such damages may be deducted from any sum or sums due to the contractor, under this or any other contract, with the Commissioner for Railways; and any permission to assign over this contract shall not discharge the contractor from liability to see that the works so assigned are executed and completed in terms of this contract, unless on the assignment thereof the Commissioner expressly declare that the contractor is discharged from further liability.

*Truck system not allowed.*

18. The workmen, tradesmen, and labourers of every class employed on the works to which these Conditions refer shall be paid their wages, in full, in money, current coin of the Colony, at least once in every month, and no ticket or other system of payment by provisions, liquors, or goods, will on any pretence be allowed; nor shall the contractor, or any person or persons employed by him or in any way connected with him, establish any shop for the supply of provisions, liquors, or goods; nor shall the contractor oblige his workmen to take provisions, liquors, or goods of any kind from any person in particular. The workmen of every class shall be paid on the works if it be possible, or in some building adjoining, and in no case shall they be paid at a public-house, or other place where liquors or refreshments are sold.

*Power to the Commissioner to pay workmen's wages.*

19. Before the payment of any money to the contractor, the Commissioner may require from him a statutory declaration that the tradesmen and labourers of every kind employed on the works to which these Conditions refer have been paid their wages and claims of every kind in full, in money, the current coin of the Colony, and to the latest date at which such wages or claims are due; and the Commissioner may withhold the payment of any money that may be due or may become due to the contractor until such declaration has been made and delivered to him.

*Bankruptcy or insolvency.*

20. If the contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner, without previous notice to the contractor, or to the Official or other Assignee or Assignees of his insolvent estate, or to the trustee or trustees under the assignment, to take the works out of the hands of the contractor, and of the assignees or trustees of his estate, and to re-contract with any other person or persons to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient; and all the then remaining materials, implements, and plant aforesaid may be used in and applied for the purposes of the works; but on the final completion of the works, the surplus of such materials, implements, and plant shall cease to belong to the Commissioner, and shall become the property of the said assignees, or trustees, without any allowance for or payment by the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

*Security.*

21. The contractor will be required to deposit the sum of £5,000 with the Commissioner for Railways, as security for the proper performance and completion of the contract.

Should the contractor fail to make the required deposit of £5,000 within six days from the acceptance of the Tender, or should the contractor fail to execute the contract for the due performance of the works mentioned in the said Tender, or to execute the bond required hereunder, for securing the due completion of the works to be done under the said contract, within fourteen days after the acceptance of his Tender has been notified to him, the Commissioner will have the option of and full power and authority to declare such acceptance to be annulled.

No tenderer will be allowed to proceed with the work tendered for until he has provided the cash deposit, has executed the required contract, and has duly executed the bond before-mentioned for the due performance of the said contract—it being hereby declared that for all or any work done or materials found and provided by the contractor before the due execution of the said contract and bond, he shall not have any right of action, claim, or demand against the Commissioner.

*Progress payment without prejudice, &c.*

22. No certificate given to the contractor for the purpose of any progress payment shall prevent the Engineer-in-Chief from at any future time, before the termination of the contract, rejecting all unsound materials and improper workmanship discovered subsequently to the giving of the last previous certificate; and notwithstanding the giving of any certificate that portions or the whole of the works have been satisfactorily performed, the Engineer-in-Chief may require the contractor to remove and amend, at any future time previously to the final payment on account of the construction or maintenance of the works, any work that may be found not to have been performed in accordance with the contract; and the contractor must remove and amend at his own cost all such work when so required, notwithstanding any approval made or given by the superintending officer; and the Commissioner shall have power, on the report of the Engineer-in-Chief that the work approved of as aforesaid is not in accordance with the contract, to deduct from any moneys that may be due or that may become due to the contractor, the whole amount that has been paid on account of such work.

If, in the opinion of the Engineer-in-Chief, further inquiry is necessary or desirable before any certificate is given, he shall have power to withhold such certificate for a period not exceeding one month from the date at which in the ordinary course the certificate would have been given.

None of the conditions of this contract shall be varied, waived, discharged, or released, either in law or in equity, unless by the express consent of the Commissioner, testified in writing under his seal.

*Payments.*

23. Payments will be made once in every month, unless same shall become not payable by reason of anything contained in these Conditions, up to the date specified for the completion of the contract on the Engineer's certificate as the work proceeds, in the proportion of ninety per cent. of the value of the work satisfactorily executed, and the remaining ten per cent. will be paid after the Engineer has certified that the whole of the works have been completed to his entire satisfaction; and it is expressly declared that the obtaining a certificate from the Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction, shall be a condition precedent to the contractor having any right or cause of action in respect of any work done or materials provided, and to the contractor having any right of action or claim to the payments from time to time to be made hereunder, as well as to the final payment upon the whole of the work being finished.

JOHN WHITTON.

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 21st April, 1874.

## No. 3.

THIS is the Tender, marked "C," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the twenty-third day of June, A.D., 1874.

Witness—M. S. HARTE.

ALEX. AMOS.  
ROBERT AMOS.  
ALEXANDER KERR.

## C.

GREAT SOUTHERN RAILWAY.—EXTENSION FROM GOULBURN TO WAGGA WAGGA.

*Contract No. 2.—Yass to Cootamundra.*

## FORM OF TENDER.

19 May, 1874.

I HEREBY propose to execute the whole of the works required in the construction of that portion of the Great Southern Railway comprised in Contract No. 2, commencing at 188 miles 41 chains, and terminating at 253 miles 8 chains—being a length of 64 miles and 47 chains—in strict accordance with the Plans and Specification, at the following prices, viz. :—

	Average price	£	s.	d.
Excavation from cuttings taken to the embankments named in disposal } sheet ... .. } do. do. do. of road approaches ... .. } Do. from road approaches taken to embankment, not exceeding half } a mile ... .. } Do. from side cutting, do. do. (including 3 runs, or 66 lineal } yards ... .. } Do. do. do. do. each additional } run of 22 yards ... .. } Do. from side ditches, and forming a mound alongside the ditch } Do. from inlet and outlet drains to bridges or culverts, do. ... } Do. from diversions of watercourses taken to embankment ... } Do. from foundations to bridges, viaducts, and culverts ... }	per cub. yd. do. do. do. do. do. do. Earthwork Rock Earthwork Rock Earthwork Rock Earthwork Rock Earthwork Rock	0	2	9
		0	2	9
		0	2	9
		0	1	6
		0	3	0
		0	0	3
		0	1	6
		0	4	0
		0	1	9
		0	3	6
		0	1	9
		0	3	6
		0	2	6
		0	6	0
Masonry to bridges and viaducts, in mortar ... .. } Do. do. do. in cement ... .. } Brickwork do. do. in mortar ... .. } Do. do. do. in cement ... .. } Masonry to culverts, in mortar ... .. } Do. do. in cement ... .. }	per cub. yd. do. do. do. do. do.	7	0	0
		7	10	0
		2	7	6
		3	17	6
		5	0	0
		5	7	6

		£	s.	d.
Brickwork to culverts, in mortar	... ..	2	7	6
Do. do. in cement	... ..	3	17	6
"Dry" square culverts, 18 inches	... ..	4	15	0
Do. do. 2 feet	... ..	5	10	0
Wrought iron girders to bridges, fixed complete	... ..	45	0	0
Cast iron bed plates do. do. (including lead for bedding girders)	... ..	2	5	0
Timber, ironbark, framed and fixed in superstructure of bridges	... ..	0	6	0
Do. in planking walings and braces (any approved timber) do. do.	... ..	0	6	0
Do. in piles fixed	... ..	0	6	0
Ironwork, fixed in bolts, nuts, straps, plates, spikes, washers, and pile shoes	... ..	0	0	8
Painting bridges (3 coats iochrome in oil)	... ..	0	1	3
Tarring timberwork, 2 coats (kerosene tar)	... ..	0	0	6
Fencing (3-rail sapling)	... ..	0	7	6
Do. (2-rail split)	... ..	0	5	6
Do. (wire)	... ..	0	7	6
Ballasting, permanent way	... ..	0	4	6
Laying do.	... ..	0	3	6
Do. crossings and switches, including cross-over roads	... ..	0	4	6
Sleepers (split)	... ..	0	4	0
Do. (sawn)	... ..	0	6	0
Level crossings for 10 feet gates (including timber box drains complete)	... ..	10	0	0
Do. 12 do. do. do. do. do.	... ..	12	10	0
Do. 15 do. do. do. do. do.	... ..	20	0	0
Metalling approaches to level crossings	... ..	0	10	0
10-foot level crossing gates, fixed complete, and painted 2 coats iochrome in oil	... ..	15	0	0
12-foot do. do. do. do. do.	... ..	17	0	0
15-foot do. do. do. do. do.	... ..	20	0	0
Earthenware drain pipes, 6-inch	... ..	0	5	0
Do. 9-do.	... ..	0	9	0
Do. 12-do.	... ..	0	15	0
Do. 16-do.	... ..	1	5	0
Do. 18-do.	... ..	1	16	0
Do. 24-do.	... ..	3	15	0

The prices in the preceding Schedule include all labour, material (except ironwork for the permanent way), scaffolding, and workmanship of every kind necessary for the full and perfect completion of the works, to the satisfaction of the Engineer-in-Chief.

A. & R. AMOS & Co., 5, Exchange.

To the Commissioner for Railways.

SHOULD the foregoing Tender be accepted, we, the undersigned, hereby undertake to deposit with the Commissioner for Railways, within six days from the notification of the acceptance of the said Tender, the sum of £5,000 as security for the due performance of the contract.

A. & R. AMOS & Co., 5, Exchange, Sydney.

NOTE.—A sum of £500 has, according to the conditions of the Specification, been deposited with the Colonial Treasurer, which sum we agree to forfeit to the Commissioner, should we fail to provide the cash deposit, and to complete the bond at the time specified.

A. & R. AMOS & Co., 5, Exchange.

#### No. 4.

ARTICLES OF AGREEMENT made and entered into this twenty-third day of June, in the year of our Lord one thousand eight hundred and seventy-four, between Alexander Amos and Robert Amos, of Sydney, and Alexander Kerr, of Woolhara, in the Colony of New South Wales, contractors, carrying on business together in the said Colony under the style or firm of "A. & R. Amos & Co.," of the one part, and the Commissioner for Railways, a corporation, sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same of the other part.*"

WHEREAS the Commissioner for Railways aforesaid lately advertised for tenders for the works to be done and the materials to be provided for the construction and erection of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Southern Railway extension from Goulburn to Wagga Wagga, in the said Colony, intended to be contract No. 2, Yass to Cootamundra, commencing near the town of Yass, at one hundred and eighty-eight miles and forty-one chains from Sydney and terminating at the township of Cootamundra at two hundred and fifty-three miles and eight chains, being a length of sixty-four miles and forty-seven chains in accordance in all things with the Specification hereto annexed, marked A, and the plans or drawings therein referred to, and under and subject to the general conditions, hereto annexed, marked B: And whereas the said Alexander Amos, Robert Amos, and Alexander Kerr, hereinafter styled or referred to as "the contractors," forwarded to the Commissioner for Railways aforesaid the tender to do the said works and to find and provide the materials required in the construction of the said line of railway, hereto annexed, marked C: And whereas the Commissioner for Railways aforesaid duly accepted the said tender of the contractors for the said works, and whereas the contractors have deposited the sum of five thousand pounds in the City Bank in the City of Sydney in the name of the Commissioner for Railways aforesaid upon

upon fixed deposit for the term of twelve months at interest, and have handed the receipt for the same deposit, which bears date the twenty-third May, one thousand eight hundred and seventy-four, No. 11/178, to the Commissioner for Railways as security for the due performance by them of the works in the said Specification mentioned in accordance therewith in all things as thereby and by the said General Conditions is provided, and have duly executed a memorandum of agreement under seal with the Commissioner for Railways, bearing even date herewith, setting forth the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways as security for the due performance of the contract in these presents contained: Now these presents witness: That the contractors for themselves, their heirs, executors, and administrators, hereby covenant, declare, promise, and agree with, and to the Commissioner for Railways aforesaid, his successors and assigns, that they, the contractors, their executors, and administrators, shall and will find and provide all materials (excepting such as are in the said specification mentioned as to be provided by the Commissioner for Railways) labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and shall and will do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of the said single line of railway, being that portion of the Great Southern Railway extension from Goulburn to Wagga Wagga, in the said Colony, intended to be Contract No. 2, from Yass to Cootamundra, commencing near the town of Yass at one hundred and eighty-eight miles and forty-one chains from Sydney and terminating at the township of Cootamundra at two hundred and fifty-three miles and eight chains, being a length of sixty-four miles and forty-seven chains at the price or prices mentioned in the said Tender and in accordance in all things with the said Specification and General Condition and the plans or drawings therein referred to.

That they, the Contractors, shall and will find and provide all materials to be provided, and do, perform, execute, and complete all the works to be done under this contract in accordance in all things with the said specification and the plans or drawings therein referred to, and under, subject to, and in all things in accordance with the conditions, agreements, stipulations, and directions contained in the said specification and general conditions, and therein or thereby required or mentioned, or intended to be done by the person or persons tendering or contracting.

That all powers and authorities in the said Specification and General Conditions mentioned as given or intended to be given to the Commissioner for Railways and to the Engineer-in-Chief for Railways shall vest in and be exercisable by the Commissioner for Railways aforesaid and his successors, and the Engineer-in-Chief for the Commissioner for Railways aforesaid for the time being, as if the said powers and authorities had been expressly created and given to the Commissioner for Railways and his successors, and the Engineer-in-Chief for the Commissioner for Railways for the time being, in or by these presents.

That they, the contractors, shall and will complete and finish in all things that portion of the said works in the said Specification and the plans or drawings therein referred to, mentioned, or shewn, comprised between Yass and Murrumburrah, on or before the thirty-first day of December, one thousand eight hundred and seventy-five, and the remainder of the said works, from Murrumburrah to Cootamundra, on or before the thirtieth day of June, which will be in the year of our Lord one thousand eight hundred and seventy-six, as provided in clause number one hundred and seven of the said Specification, and mentioned in condition number thirteen of the said General Conditions, and that the completion of the said works upon the days and times hereinbefore mentioned shall be considered as of the essence of this contract.

And further, that the said Specification marked "A," the said General Conditions marked "B," and the said Tender marked "C," shall be read and considered as incorporated in and forming part and parcel of these presents, in like manner as if the same had been herein written and set forth at length; the said Specification, General Conditions, Tender, and these presents, together forming the contract between the said parties hereto.

And the Commissioner for Railways, for himself and his successors, hereby covenants with the Contractors, their executors or administrators, that the Commissioner for Railways, or his successors, shall pay the contractors, their executors and administrators, for the said works hereinbefore mentioned, and materials to be supplied at and after the rate of prices in the said Tender mentioned, when and as payment for the said works and materials shall, in accordance with section twenty-three of the said General Conditions, become due and payable to the Contractors; such payments only to be made upon the production of the certificate in the said twenty-third section of the said General Conditions mentioned, the production of such a certificate being a condition precedent to the Contractors having any cause or right of action, claim, or demand upon the Commissioner for Railways, as in the said twenty-third section is mentioned, and at the time or times, and in accordance with and when payable under the provision as to payment in the said General Conditions and the said Specification, or either of them mentioned, and not otherwise.

And further, that the said Specification, General Conditions, and Tender shall be read and considered as incorporated in and forming part and parcel of these presents in like manner as if the same had been herein written and set out at length; the said Specification, General Conditions, Tender, and these presents, together forming the contract between the parties hereto.

In witness whereof the contractors have hereunto set their hands and seals, and the Commissioner for Railways aforesaid hath affixed his official seal the day and year first before written.

Signed, sealed, and delivered by the said } Alexander Amos, Robert Amos, and } Alexander Kerr, in the presence of,— }	ALEX. AMOS.	(L.S.)
	ROBERT AMOS.	(L.S.)
	ALEXANDER KERR.	(L.S.)

M. S. HARTÉ.

The official seal of the Commissioner for } Railways was hereto affixed, in the } presence of,— }	JOHN RAE,	(L.S.)
	Commissioner for Railways.	

CHAS. A. GOODCHAP, Secretary.

MEMORANDUM

## No. 5.

MEMORANDUM OF AGREEMENT made this twenty-third day of June, in the year of our Lord one thousand eight hundred and seventy-four, between Alexander Amos and Robert Amos, of Sydney, and Alexander Kerr, of Woollahra, in the Colony of New South Wales, contractors, carrying on business together in the said Colony under the style and firm of "A. and R. Amos & Co.," of the one part, and the Commissioner for Railways, a Corporation sole created by the Act Council, passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*" of the other part.

WHEREAS, by certain Articles of Agreement under seal, bearing even date herewith, and made between the said Alexander Amos, Robert Amos, and Alexander Kerr, of the one part, and the Commissioner for Railways aforesaid of the other part, the said Alexander Amos, Robert Amos, and Alexander Kerr, covenant and agree with the Commissioner for Railways aforesaid, to find and provide all materials (excepting such as by the specification therein referred to are to be provided by the Commissioner for Railways), labor, scaffolding, tools, implements, and every other thing requisite and necessary for, and do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Southern Railway extension from Goulburn to Wagga Wagga, in the said Colony, intended to be contract number two, from Yass to Cootamundra, commencing near the town of Yass at one hundred and eighty-eight miles and forty-one chains from Sydney, and terminating at the township of Cootamundra, at two hundred and fifty-three miles and eight chains, being a length of sixty-four miles and forty-seven chains, as mentioned and set out in a Specification and General Conditions annexed to the said Articles of Agreement and the plans and drawings therein referred to: And whereas, in and by the said General Conditions, it is provided that the said Alexander Amos, Robert Amos, and Alexander Kerr, shall, as security for the due performance of the said works, in the said Articles of Agreement, Specification, and General Conditions mentioned, deposit the sum of five thousand pounds with the Commissioner for Railways aforesaid, to be held by the Commissioner for Railways aforesaid as such security: And whereas, in performance of the said provision in the said General Conditions, the said Alexander Amos, Robert Amos, and Alexander Kerr, on the twenty-third day of May last, deposited the sum of five thousand pounds in the City Bank, in the City of Sydney, in the name of the Commissioner for Railways aforesaid, upon fixed deposit for the term of twelve months, at interest, and have handed the receipt of the said deposit, which is marked No. 11/178, to the Commissioner for Railways aforesaid, the Commissioner for Railways having agreed that the said sum of five thousand pounds, so to be left in his hands as aforesaid as security for the due performance of the said contract shall be held by the City Bank, at interest, as aforesaid, and that the said Alexander Amos, Robert Amos, and Alexander Kerr shall receive the interest thereon: And whereas the said Alexander Amos, Robert Amos, and Alexander Kerr, and the Commissioner for Railways aforesaid, have agreed to enter into these presents for the purpose of stating and defining the terms and conditions upon which the said sum of five thousand pounds shall be held by the Commissioner for Railways aforesaid, as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned: Now these presents witness that it is hereby declared and agreed between and by the said Alexander Amos, Robert Amos, and Alexander Kerr, on behalf of themselves, and their respective heirs, executors, and administrators, and the Commissioner for Railways aforesaid, on behalf of himself and his successors, that the said sum of five thousand pounds of lawful British money is now and shall henceforth be held by the Commissioner for Railways aforesaid as security for the due completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned in accordance in all things with the said Articles of Agreement, Specification, and General Conditions, and that the said sum shall be held by the Commissioner for Railways and his successors until the whole of the said works shall be completed and finished in accordance with the said Articles of Agreement, Specification, and General Conditions, and until the time for which the said Alexander Amos, Robert Amos, and Alexander Kerr, are bound to maintain and uphold the same has fully expired: And that if the said Alexander Amos, Robert Amos, and Alexander Kerr, their, or either of their executors, or administrators, shall make default in proceeding with, or in completing the said works in the manner stipulated in the said Articles of Agreement, Specification, and General Conditions, and the said plans or drawings, the Commissioner for Railways aforesaid and his successors may at once use and employ the said sum of five thousand pounds, or so much thereof as shall be requisite in and about the proceeding with, completing, and finishing the said works, and in and about the payment of or retention in payment of any penalty or penalties, sum, or sums of money which the Commissioner for Railways may be entitled to claim from the said Alexander Amos, Robert Amos, and Alexander Kerr by reason of the non-completion of the said works as aforesaid, and within the time fixed for that purpose; and the balance remaining (if any) shall be considered as forfeited to the Commissioner for Railways aforesaid, and shall be paid by the Commissioner for Railways aforesaid into the office of the Treasury in the said Colony to the credit of and shall become and form a portion of the Consolidated Revenue of the said Colony as if the same had been recovered by action at law at the suit of Her Majesty, upon a bond given to Her Majesty, her heirs and successors, by the said Alexander Amos, Robert Amos, and Alexander Kerr, to secure the due performance and completion of the works in the said Articles of Agreement, Specification, and General Conditions mentioned, without prejudice nevertheless to the right of the Commissioner for Railways aforesaid to sue for and recover, if he shall think fit so to do, from the said Alexander Amos, Robert Amos, and Alexander Kerr, their or either of their executors and administrators, all or any penalty or penalties, sum or sums of money, which under the said articles of agreement or the said Specification and General Conditions he or they may be entitled to recover from the said Alexander Amos, Robert Amos, and Alexander Kerr, their executors and administrators, and which may be in excess of the said sum of five thousand pounds: And further, that at the expiration of the said term of twelve months for which the said sum of five thousand pounds has been deposited in the City Bank as aforesaid upon fixed deposit, it shall be lawful for the Commissioner for Railways aforesaid, but he is nevertheless not required or under any obligation so to do, to re-deposit the same for a further period of twelve months at interest, or for such further period, or for such lesser term, from time to time, as the Commissioner for Railways or his successors shall think fit, until the said works are completed, or in his discretion to retain the same in his hands uninvested, in which case the Commissioner for Railways shall

shall not be chargeable with or liable to pay interest on the said sum: And it is further agreed that the said Alexander Amos, Robert Amos, and Alexander Kerr, their executors or administrators, shall be entitled to receive from time to time as the same shall become receivable from the Commissioner for Railways aforesaid and his successors, all interest which shall be paid upon the said deposit, and that the Commissioner for Railways aforesaid and his successors shall not be liable or answerable for any loss of the said sum of five thousand pounds or any part thereof through the same being from time to time deposited in or held by the said Bank as aforesaid.

In witness whereof the said Alexander Amos, Robert Amos, and Alexander Kerr, have hereunto set their hands and seals, and the Commissioner for Railways hath caused his official seal to be hereunto affixed the day and year first before written.

Signed, sealed, and delivered by the said Alexander Amos, in the presence of,—	M. S. HARTE.	ALEX. AMOS.	(L.S.)
Signed, sealed, and delivered by the said Robert Amos, in the presence of,—	M. S. HARTE.	ROBERT AMOS.	(L.S.)
Signed, sealed, and delivered by the said Alexander Kerr, in the presence of,—	M. S. HARTE.	ALEXANDER KERR.	(L.S.)
The official seal of the Commissioner for Railways was hereto affixed in the presence of,—		JOHN RAE,	(L.S.)
		Commissioner for Railways.	
	CH. A. GOODCHAP, Secretary.		

### No. 6.

MEMORANDUM OF AGREEMENT made this eighteenth day of April, in the year of our Lord one thousand eight hundred and seventy-six, between the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the one part, and Alexander Amos and Robert Amos, of Sydney, in the said Colony, contractors, of the other part:

WHEREAS by certain Articles of Agreement bearing date the twenty-third day of June, in the year of our Lord one thousand eight hundred and seventy-four, and made between the abovenamed Alexander Amos, Robert Amos, and one Alexander Kerr, of the one part, and the Commissioner for Railways aforesaid, of the other part, the said Alexander Amos, Robert Amos, and Alexander Kerr covenanted and agreed with the Commissioner for Railways aforesaid, and his successors, to find and provide all materials, excepting such as in the specification to the said Articles of Agreement annexed are mentioned as to be provided by the Commissioner for Railways, labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and to do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Southern Railway extension (Goulburn to Wagga Wagga) in the said Colony, comprised in the contract called contract No. 2 of the said extension from Yass to Cootamundra, commencing near the town of Yass, at one hundred and eighty-eight miles and forty chains from Sydney, and terminating at the township of Cootamundra at two hundred and fifty-three miles and eight chains, being a length of sixty-four miles and forty-seven chains, in accordance in all things with the Specification and General Conditions to the said Articles of Agreement annexed, and the plans or drawings therein referred to: And to complete and finish the whole of the said works in the said specification and the plans or drawings therein referred to, mentioned, or shown, comprised between Yass and Murrumburrah, on or before the thirty-first day of December, in the year of our Lord one thousand eight hundred and seventy-five, and the remainder of the said works from Murrumburrah to Cootamundra on or before the thirtieth day of June, one thousand eight hundred and seventy-six, as mentioned in clause No. 107 of the said specification and in condition No. 13 of the said General Conditions: And whereas by a certain memorandum of agreement, under seal, bearing even date with the said lastly-recited Articles of Agreement, and made between the said Alexander Amos, Robert Amos, and Alexander Kerr, of the one part, and the Commissioner for Railways aforesaid, of the other part: After reciting that in and by the said General Conditions it is provided that the said Alexander Amos, Robert Amos, and Alexander Kerr shall, as security for the due performance of the works in the said Articles of Agreement, Specification, and General Conditions mentioned, deposit with the Commissioner for Railways aforesaid the sum of five thousand pounds, to be held by the Commissioner for Railways as such security: And reciting that in performance of the said provision in the said General Conditions the said Alexander Amos, Robert Amos, and Alexander Kerr, on the twenty-third day of May then last deposited the sum of five thousand pounds in the City Bank in the city of Sydney, in the name of the Commissioner for Railways, upon fixed deposit at interest, and had handed the receipt for same to the Commissioner for Railways aforesaid, to be held by him as security for the due performance of the said contract: And reciting further, that the said Alexander Amos, Robert Amos, and Alexander Kerr, and the Commissioner for Railways, had agreed to enter into the said memorandum of agreement for defining the terms and conditions upon which the said sum of five thousand pounds should be held by the Commissioner for Railways as such security: It is witnessed that the said parties in the said memorandum of agreement do thereby declare the terms and conditions upon which the said sum of five thousand pounds shall be held by the Commissioner for Railways aforesaid, his successors, as in and by the said memorandum of agreement is particularly stated and declared: And whereas by a certain indenture, bearing date the first day of January, in the year of our Lord one thousand eight hundred and seventy-five, and made between the said Alexander Amos and Robert Amos of the one part, and the said Alexander Kerr of the other part: After reciting (*inter alia*) the hereinbefore recited contract for the construction of the said railway works, and an agreement between the said Alexander Amos, Robert Amos, and Alexander Kerr, for copartnership in the carrying out of the said works: It is witnessed, that for the valuation consideration therein mentioned the said Alexander Kerr did grant, bargain, sell, assign, transfer, and set over unto the said Alexander Amos and Robert Amos, their executors, administrators,



trators, and assigns, to be had and held by them as their absolute property, all the right, title, and interest of him, the said Alexander Kerr, in the said hereinbefore recited contract, and in all works done and contracted to be done thereunder; and in all plant, machinery, rolling stock, and other property of any kind belonging to or appertaining to the said contract or works, or to the said partnership thereinbefore referred to; and in all retention and other moneys due, owing, or belonging to the said partnership: And whereas the said works are still unfinished and not completed, and the said Alexander Amos and Robert Amos have applied to and requested the Commissioner for Railways aforesaid to extend the time for the completion of the said works for the periods following, that is to say, the works from the point of commencement of the said works at Yass to Bowning, inclusive of the works to be carried out at the station-yard at Bowning aforesaid until the thirty-first day of March, which will be in the year of our Lord one thousand eight hundred and seventy-six, the time for the completion of the said works from Bowning aforesaid to Murrumburrah aforesaid, inclusive of the works to be carried out at the station-yard at Murrumburrah aforesaid, until the thirtieth November, which will be in the year of our Lord one thousand eight hundred and seventy-six; and for the completion of the said works from Murrumburrah aforesaid to the point at which the said extension is to terminate at Cootamundra aforesaid, inclusive of the works to be carried out at the station-yard at Cootamundra aforesaid, until the thirtieth April, which will be in the year of our Lord one thousand eight hundred and seventy-seven, which the Commissioner for Railways aforesaid hath consented to do upon the terms and conditions hereinafter mentioned: Now these presents witness, that in consideration of the premises, the Commissioner for Railways aforesaid doth hereby extend the time for the completion of the said works in the said Articles of Agreement and Specification and General Conditions mentioned in the following manner, that is to say:—The time in the completion of the works from the point of commencement at Yass aforesaid to Bowning aforesaid, including the works to be carried out in connection with the station-yard at Bowning aforesaid, until the thirty-first March, in the year of our Lord one thousand eight hundred and seventy-six, the time for the completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned and comprised from Bowning aforesaid to Murrumburrah aforesaid, including the works to be carried out in connection with the station-yard at Murrumburrah aforesaid, until the thirtieth November, one thousand eight hundred and seventy-six; and the time for the completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned and comprised from Murrumburrah aforesaid to the point at which the said works in the said Articles of Agreement and Specification are to terminate at Cootamundra aforesaid, including the works to be carried out in connection with the station-yard at Cootamundra aforesaid, until the thirtieth April one thousand eight hundred and seventy-seven, upon condition that the same shall be done and performed in all things according to the stipulations, provisoes, agreements, and conditions in the said Articles of Agreement, Specification, and General Conditions named; and that the said deposit of five thousand pounds shall remain as security for the due performance of the said works, and the provisoes, covenants, conditions, matters, and things in the said memorandum of agreement contained shall apply to the completion of the said works within the said extended times as same originally for the completion of the works within the times mentioned in the said Articles of Agreement: And these presents further witness that in consideration of the premises and of the extension of time hereby given, they the said Alexander Amos and Robert Amos do hereby covenant and agree with and to the Commissioner for Railways aforesaid and his successors that they, the said Alexander Amos and Robert Amos shall and will well and truly complete the whole of the works mentioned in and by the said articles of agreement and the said Specification and General Conditions, and comprised from the point of commencement in the said Articles of Agreement mentioned at Yass aforesaid to Bowning aforesaid, including the works to be carried out in connection with the station-yard at Bowning aforesaid, in accordance in all things with the said Specification and General Conditions, and the said plans or drawings on or before the said thirty-first day of March, one thousand eight hundred and seventy-six, and the whole of the works mentioned in and by the said Articles of Agreement, and the said Specification and General Conditions from and comprised between Bowning aforesaid to Murrumburrah aforesaid, including the works to be carried out in connection with the station-yard at Murrumburrah aforesaid, in accordance in all things with the said Specification and General Conditions and the said plans or drawings on or before the thirtieth day of November, in the year of our Lord one thousand eight hundred and seventy-six, and also the whole of the works mentioned in and by the said articles of agreement and the said Specification and General Conditions from and comprised between Murrumburrah aforesaid and Cootamundra aforesaid, to the point at which the extension of the said railway in the said articles of agreement mentioned is under the said Articles of Agreement to finish, including the works to be carried out in connection with the station-yard at Cootamundra aforesaid, in accordance in all things with the said Specification and General Conditions and the said plans or drawings, on or before the thirtieth day of April, one thousand eight hundred and seventy-seven; and that the said Articles of Agreement and the said memorandum of agreement shall not be considered as altered, or the stipulations, provisoes, and agreements therein, or in the said Specification and General Conditions in any way waived, varied, or departed from in any respect otherwise than as to the time within which the said works are to be completed, but that the Commissioner for Railways aforesaid and his successors, and the Engineer-in-Chief for the Commissioner for Railways, and all and every person or persons to whom, with reference to the said contract, any rights or powers are given, shall have all and every the rights, powers, and authorities, cause and causes of action, and suit, claims, and demands given to or vested in him or them, in and by the said Articles of Agreement, Specification, and General Conditions. And by the said memorandum of agreement in all respects against the said Alexander Amos and Robert Amos, and in respect of the said sum of five thousand pounds so deposited as aforesaid, and otherwise as if the said Articles of Agreement, Specification, and General Conditions had originally provided that the works in the said Specification and the plans or drawings therein referred to, mentioned and comprised from the point of commencement at Yass aforesaid to Bowning aforesaid, including the said works in connection with the station-yard at Bowning aforesaid, were to be completed on or before the thirtieth day of March, one thousand eight hundred and seventy-six, and as if the works from Bowning aforesaid to Murrumburrah aforesaid, including the works to be carried out in connection with the station-yard at Murrumburrah aforesaid, were to be completed on or before the thirtieth day of November, one thousand eight hundred and seventy-six; and the works from Murrumburrah aforesaid to Cootamundra aforesaid, at the point at which the said works on the said Articles of Agreement, Specification,

tion, and General Conditions terminates, including the works to be carried out in connection with the station-yard at Cootamundra aforesaid, were to be completed on or before the thirtieth day of April, which will be in the year of our Lord one thousand eight hundred and seventy-seven; and that all and singular the penalties, forfeitures, sum or sums of money, rights and privileges which would accrue to or vest in the Commissioner for Railways aforesaid and his successors for or by reason, or on account of the said works not being completed and finished within the time named in and according to the said Articles of Agreement, Specification, and General Conditions, and the said memorandum of agreement shall accrue to and invest in the Commissioner for Railways aforesaid and his successors if the works from Yass aforesaid to Bowning aforesaid, including the said works in connection with the station-yard at Bowning aforesaid, shall not be completed and finished in accordance with the said specification, and the plans and drawings therein referred to in all things on or before the said thirty-first day of March, one thousand eight hundred and seventy-six; and if the works from Bowning aforesaid to Murrumburrah aforesaid, including the works to be carried out in connection with the station-yard at Murrumburrah aforesaid shall not be completed and finished in accordance with the said specification, and the plans and drawings therein referred to in all things, on or before the said thirtieth day of November, one thousand eight and seventy-six; and also if the said works between Murrumburrah aforesaid and Cootamundra aforesaid, including the works to be carried out in connection with the station-yard at Cootamundra aforesaid, at the point at which the said works in the said Articles of Agreement specified are to terminate, shall not be completed and finished in accordance with the said Specification and the plans and drawings therein referred to in all things, on or before the said thirtieth day of April, one thousand eight and seventy-seven: And further, that the said Articles of Agreement and the said memorandum of agreement shall at all times hereafter and for all purposes whatsoever be read and considered as if the said thirty-first day of March, one thousand eight hundred and seventy-six; the thirtieth day of November, one thousand eight hundred and seventy-six; and the thirtieth April, one thousand eight and seventy-seven, were and are the times therein named for the completion of the several portions of the said contracts which under this agreement are to be completed and finished on or before the said several days, it being hereby expressly declared that if default shall be made in completion of any part of the said works upon the day at or upon which such portion of the said works should under this Agreement be completed, the extension of time hereby given shall, as to the works mentioned in the said Articles of Agreement and Specification then remaining to be completed, wholly cease; and the Commissioner for Railways and his successors shall thereupon have all and every the same powers and authorities, rights, remedies, claims, and demands against the said Alexander Amos and Robert Amos, and the said Alexander Amos and Robert Amos shall be and become liable to the like penalties and forfeitures to which they by and under the said Articles of Agreement, Specification, and General Conditions, in case of default being made by them in the construction and completion of the said works on the days and times in the said Articles of Agreement, Specification, and General Conditions mentioned.

In witness whereof the Commissioner for Railways aforesaid hath hereunto set his official seal, and the said Alexander Amos and Robert Amos have hereto set their hands and seals the day and year first before written.

The official seal of the Commissioner for Railways was hereto affixed in the presence of,— CHAS. A. GOODCHAP, Secretary.	}	JOHN RAE, (L.S.) Commissioner for Railways.
Signed, sealed, and delivered by the said Alexander Amos in the presence of,— JNO. BENYON JACKSON.	}	ALEX. AMOS. (L.S.)
Signed, sealed, and delivered by the said Robert Amos in the presence of,— M. S. HARTE.	}	ROBERT AMOS. (L.S.)

Sections Nos. 1 and 2—*continued.*

## A. & R. Amos & Co.—Contract for Extension, Cootamundra to Wagga Wagga.

- No. 1. Specification.
- No. 2. Conditions.
- No. 3. Tender.
- No. 4. Bond.
- No. 5. Agreement for £5,000 security.
- No. 6. Agreement for extension of time.

### No. 1.

This is the Specification, marked "A," referred to in our annexed Articles of Agreement with the Commissioner for Railways, dated the sixteenth day of October, A.D. 1874.

Witness—M. S. HARTE.

ALEX. AMOS.  
ROBERT AMOS.

A.

GREAT SOUTHERN RAILWAY.—EXTENSION FROM GOULBURN TO WAGGA WAGGA.

*Contract No. 3—Cootamundra to Wagga Wagga.*

#### SPECIFICATION.

1. This contract commences at Cootamundra at 253 miles 8 chains, and terminates at near the town of Wagga Wagga, at 304 miles and 50 chains from Sydney, being a length of 51 miles and 42 chains.
2. The work for which tenders are invited, and to which this Specification refers, comprises the providing of all materials (excepting such as are hereafter specified to be provided by the Commissioner), labour,

labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway, in accordance with this Specification, and to the entire satisfaction of the Engineer-in-Chief for Railways.

3. The contractor to state in his schedule a price per cubic yard at which he will execute all the excavations, brickwork, and masonry, the timberwork per cubic foot; the ironwork in bolts, straps, and other similar ironwork at per lb., the wrought iron girders at per ton; the fencing per rod; ballasting and laying permanent way at per lineal yard; and sleepers at per sleeper, finding all materials and labour,—the work being paid for on the net measurement as executed.

4. The plan is drawn to a scale of 4 chains to an inch, and the section to a horizontal scale of 4 chains to an inch, and a vertical scale of 40 feet to an inch.

5. The plan shows the course of the line. The centre red line represents the line of the stakes, which are driven down at intervals of one chain, and are in the centre of the line to be constructed.

6. The section represents the surface of the ground in black, and is taken along the centre line shown on the plan in red. The upper, or blue line, represents the upper surface of the rails when laid; the lower or red line represents the level of the bottom of the ballasting, or formation level in the centre of both cuttings and embankments, and is 1 foot 3 inches below the blue line.

7. When the railway is in cutting, a ditch 3 feet wide at the top, 1 foot at the bottom, and 1 foot 6 inches deep, shall be made on the higher side of the ground to be occupied by the railway; on the lower side it will not be necessary to have any ditch. The drains are to be made to fall into the ditches or watercourses at present existing for the drainage of the adjoining lands, or into the diverted channels, as the case may be, and whenever the fall of the drains, or that of the diverted channels, shall be so great as to endanger the stability of the sides or bottoms of such drains, the same to be protected by pitching; and whenever it may be considered desirable to carry the water from such drains down the slopes of the cuttings, a pitched drain shall be constructed on the slopes, but these matters will be considered as extra works, and arranged for as provided in clause No. 5 of the General Conditions.

8. A ditch similar to that described on the top of the cuttings to be formed at the foot of the embankments, on the higher side only.

#### *Earthworks.*

9. The excavations in the centre of the cuttings are to be made to the depth shown on the longitudinal sections by a red line, being a depth of fifteen inches below the level of the upper surface of the rails, as indicated by the blue line.

10. The bottom of the cuttings to be slightly convex, being fifteen inches below the level of the rails in the centre, and eighteen inches at the sides, having a fall from the centre to the bottom of the slopes.

11. The cuttings to be sloped at the batters stated on the longitudinal section, or to such other batters as may be ordered by the Engineer-in-Chief during the progress of the works, to be 15 feet wide at the bottom, that is to say, at the formation level. The sides, as the excavation proceeds, to be uniformly trimmed or dressed to the specified inclinations, proper battering rules being used and provided by the contractor at his own cost for this purpose.

12. Cross sections have been already taken at the expense of the Commissioner, and should the contractor not take exception to the accuracy of these sections before the work in the cuttings to which they refer has been commenced, it will be taken as an acknowledgment on his part that they are correct; and that he will be satisfied to have the quantities of work for which payment is to be made measured, from the sections furnished by the Engineer, provided the works cannot be otherwise satisfactorily measured, and the quantities accurately ascertained. Should the contractor prefer to take cross sections for himself no measurements taken from them will be admitted as the correct quantities, unless the accuracy of such sections has been confirmed by the Engineer or Superintending Officer.

13. The centre line has been very carefully staked out, and every care must be taken by the contractor not to remove any of the centre stakes without taking the precaution to fix such marks as will enable him to find the position of the stake or stakes so removed.

14. Any stakes removed which the contractor is unable to replace will be replaced by the officer in charge of the works; but it must be distinctly understood that every expense attendant upon such replacement must be paid by the contractor, the Engineer-in-Chief reserving to himself the right to deduct at once such cost from any certificate then due in favour of the contractor for work done on this contract.

15. The embankments throughout the whole contract to have slopes of  $1\frac{1}{2}$  to 1, and to be not less than 15 feet wide at formation level.

16. On the completion of the cuttings and embankments the whole of the formation shall be properly trimmed. The formation of the cuttings shall be trimmed to the level shown on the working section, and the embankments shall be trimmed to such level as the Engineer may direct.

17. The excavations shall at all times be kept free from water, and so conducted as always to afford the utmost facilities for the escape of the water by casting, and keeping properly cleaned out ditches (which shall in no case be deeper than the formation level) on each side of the excavation, and also by pumping if necessary.

18. The contractor must deposit the material from the cuttings either to the embankments named for its reception or to such other place, not exceeding a lead of one mile, that may be directed by the Engineer during the progress of the works.

19. Any stone or gravel that may be found in the cuttings suitable for ballasting may be laid aside by the contractor, at his expense, instead of being taken to embankment; but any deficiency in the embankments caused by such appropriation of material from the cuttings shall be supplied entirely at the expense of the contractor either from side cutting or by increasing the width of the cuttings to the extent only of the width required for a double line.

20. The price stated in the Schedule for excavations from cuttings is to be the average price per yard whatever the nature of the material excavated may be, and the contractor must therefore satisfy himself as to the nature of the excavations in the different cuttings before sending in his tender. Trial holes have been made in nearly all the cuttings, and the strata through which they pass is marked on the section. These trial holes however shall in no way bind the Commissioner or be assumed to be a guarantee to the contractor of their accuracy; but, as they are left open, he must satisfy himself by personal inspection,

inspection, as no allowance will afterwards be made to him beyond the price stated in his Schedule, what ever material may hereafter be found in the cuttings.

21. All excavations, when the lower portion only is in rock, shall be taken out as shown by a diagram on the working sections, the gullet in all cases keeping pace with the excavation of the slopes. If any cutting be composed entirely of rock the sides shall be left perpendicular throughout unless otherwise directed.

22. The earthwork must be well punned for such distance as may be required, not exceeding three-yards on either side and one yard in depth, over the top of all culverts, without any charge beyond the price stated in the schedule for earthwork.

23. The quantities stated on the longitudinal section are placed there for the contractor's guidance to enable him to determine the length of lead, but the quantities to be paid for will be the actual measurement of the works satisfactorily executed, whether in excess or diminution of the quantities marked upon the section.

24. The Commissioner will lend to the contractor for the execution of the earthworks on this contract rails for a length of two miles of single way, but any rails beyond this quantity, if required by the contractor, must be provided at his own expense; but no fastenings, either fish-plates or dogs, will be lent by the Commissioner.

25. All rails lent to the contractor for temporary purposes must be returned by him and stacked at the Wagga Wagga end of his contract, having first been straightened to the satisfaction of the Engineer. Any rails cut, broken, lost, or so damaged, by the contractor as to be rendered useless, must be paid for by him at the price per ton at which rails of a similar description are valued in the Colony. These rails will be delivered, free of charge, to the contractor at the Goulburn Station.

26. The whole of the land inside the fences of the railway or road approaches (and for a distance of half a chain beyond such fences) should it be considered by the Engineer desirable, to be cleared of timber or brushwood, the fallen timber being entirely removed or destroyed. See clause No. 8 of General Conditions. The cost of clearing will not be paid for as a specific charge, but must be included in the price stated in the schedule for earthwork.

27. All embankments which have to be formed on side-lying ground must have benchings cut so as to prevent the bank from slipping, and such benchings shall be done to the satisfaction of the Engineer, or Superintending Officer. The excavations for these benchings to be paid for at the price stated in the schedule for side cutting.

28. During the progress of the works every protection shall be afforded to the public by the erection of proper fences alongside all excavations which join upon any public road, and where the road is crossed by the railway, temporary crossings or diversions shall be made at the expense of the contractor, and lights shall be kept burning between the hours of sunset and sunrise at all intersections or diversions of all public roads, if considered necessary by the Engineer or superintending officer. The contractor will, however, be held responsible for any accidents which may occur at any of these crossings during the progress of the works.

#### VIADUCTS AND BRIDGES.

##### *Brickwork.*

29. The brickwork is to be constructed with the best, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for the cutwaters, and laid in courses of headers and stretchers alternately (English bond) in mortar or cement as may be hereafter directed.

30. The bricks to be well bedded and joints flushed with mortar or cement at every course, and well jointed.

31. The whole of the walls to be built of the dimensions shown on the drawings, and no allowance will be made for any excess of dimensions above those found on the working drawings now exhibited, or which may be hereafter supplied.

32. The price stated in the schedule for brickwork shall apply not only to the bridges, the plans for which are now exhibited, but to any other bridges which may be considered requisite hereafter, and the price stated for excavation to foundations shall include all expenses attendant upon getting in the foundations, and filling in and thoroughly punning round the brickwork up to the original level of the ground.

##### *Masonry.*

33. All stone used in the bridges to be of the best quality, free from all defects, to be laid in cement or mortar, in courses of 12 inches in thickness; to have boaster beds and joints throughout, and to be rough picked on the face.

34. No stretcher will be allowed with a less bed than one and a half times the thickness of the course in which it is being used. The work to be built header and stretcher alternately, each header extending throughout the whole thickness of the wall, if such wall be not more than 4 feet in thickness; and for all walls exceeding 5 feet the headers may be in two stones, laid side by side, overlapping each other at least 14 inches.

35. The bed of each stretcher shall not be less than 18 inches, except when the full thickness of the wall shall be less than 3 feet, when two stretchers may be used with beds each equal to half the thickness of the wall.

36. The whole of the masonry to be rock-faced (except where otherwise described) with a chisel-draft  $1\frac{1}{2}$  inch wide on each side of all external angles, and the bond throughout shall not be less than 14 inches.

37. The springing stones for the arches shall be of the dimensions shown upon the drawings, the beds and vertical joints being boasted throughout with a chisel-draft 1 inch wide on the external angles. To be chamfered and throated as shown in the drawings.

38. The copings to piers, spring-courses, and parapets or pilasters to be of the dimensions shown on the drawings, to be rock-faced with a chisel-draft 1 inch wide on the external angles. The string-courses to be chamfered and throated, and the upper side of the parapet to be tool-dressed.

##### *Culverts.*

39. The whole of the masonry, except where otherwise described, is to be laid in mortar, mixed in the proportion of one of stone lime to one of clean sharp sand, or any other proportion the Engineer may hereafter direct.

40.

40. The price stated in the schedule for excavations is also to include keeping the foundations free from water, and filling and well ramming round the masonry or brickwork to the level of the original surface of the ground, as the work proceeds.

41. No masonry or brickwork shall be commenced without an order from the Engineer or superintending officer, and when the excavation is ready to receive the brickwork or masonry the contractor must give notice to the Engineer or superintending officer to that effect, so that the foundations may be approved before the work be commenced.

42. The culverts, except those of a square form, are to be built of the form shown on drawing No. 3; the materials and workmanship to be of the best description. If of stone, the beds and joints shall be boasted throughout and rock-faced (excepting the soffit of the arch and invert, which must be picked off to an even surface), laid in 12-inch courses, header and stretcher alternately, and grouted in flush with good mortar at every course.

43. The bed of each stretcher, from 2 to 5 feet culverts inclusive, must be equal to the thickness of their walls respectively. Two stretchers may be used in the 8-foot and 10-foot culverts, but each arch must be formed of single stones, the band throughout being not less than twelve inches.

44. Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing-up the masonry or brickwork, the whole of the work in such culvert will be condemned, and must be rebuilt at the expense of the contractor.

45. The square culverts are to be built "dry," of the form and dimensions shown on drawing No. 3; all beds and joints to be picked true; the face may be roughly knocked off.

46. If earthenware pipes be used for drains, they shall in all cases be sunk not less than their outside diameter below the ordinary surface of the ground, and the joints made with properly tempered clay. Brick-heads to be built for these pipes, as shown on drawing No. 3.

47. If bricks be used they shall be good, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for cutwaters where required, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement as may be hereafter directed.

48. The bricks to be well bedded, and the joints flushed with mortar or cement at every course, and well grouted.

#### *Inlets and outlets.*

49. Excavations from inlets and outlets, also from foundations of culverts, to be run into the main line embankment where directed, such run not to exceed sixty yards.

#### *Mortar.*

50. The mortar to be mixed in the proportion of one part of fresh well-burnt lime and one of clean sharp sand, or such other proportion as the Engineer may direct during the progress of the work,—to be mixed in a dry state and well tempered by being passed through a pug-mill with a proper quantity of water, and must always be used fresh.

#### *Cement.*

51. The cement to be Portland cement of the best quality, gauged in the proportion of two of clean sharp sand to one of cement, and must be used fresh.

#### *Timberwork.*

62. The hewn timber to be used in the superstructure to the bridges shall be ironbark, free from sap and wane, perfectly sound, straight, and well seasoned, and to be framed as shown on the drawings. Great care must be taken in framing the work, and in fitting the ironwork, which must be done with the greatest accuracy. The bearing and batter piles to be round, the diameter at the top being not less than sixteen inches, and the bottom 12 inches, to be driven as hereafter directed, and may be of ironbark, box, stringybark, or other approved timber. White gum shall not be used in any of the bridges on this contract.

63. The girders, trusses, headstocks, and corbels shall be hewn timber perfectly square, and the sleepers, transoms, walings, braces, and planking, shall be sawn timber of any approved hardwood, straight and sound. All beds and joints of the timberwork to have a thick coat of red lead and oil previous to being fixed, the cost of doing this to be included in the price stated in the schedule for timberwork.

64. Should any of the bridges have to be erected on rock foundations, timber sills bolted to the rock shall be substituted for piles, in accordance with drawings which will hereafter be furnished; the rock shall be dressed off perfectly true to receive the sills, and the cost of doing this shall be paid for at the price named in the schedule for excavation to foundations in rock.

65. The whole of the timberwork will be paid for at per cubic foot, and the round piles of the size stated will be considered as equivalent to a cubic foot for every foot in length of pile, and paid for at the price per lineal foot named in the schedule.

66. When the piles are being driven every precaution must be taken to prevent splitting during the driving, as no split piles will be allowed to remain in the work.

67. Each pile must be driven with an iron ram weighing not less than 20 cwt., and every pile shall be driven to such depth as may be required by the superintending officer.

68. The contractor must ascertain for himself the required length of each pile, as no scarfing to any of the piles will be permitted, and all piles pitched too short must be drawn and others substituted of the requisite length.

69. An allowance will be made to the contractor of three feet on each pile beyond the net measurement when cut off, for the reception of the headstocks, for waste in driving.

70. The whole of the bolts, nuts, straps, spikes, plates, washers, strap-bolts, and pile-shoes, to be of wrought-iron of the best quality, and of the form and dimensions shown on the drawings. The whole of the ironwork, except pile-shoes, to be heated and dipped in linseed oil before being taken on to the works.

#### *Permanent way and ballasting.*

71. The ballast to be of the depth shown on drawing No. 7, being nine inches above the formation level in the centre of the cuttings, to be level on the upper surface on straight portions of the line; but on curves the outside of the ballast shall be of sufficient thickness to give the proper super-elevation to the outside rail, the inner rail being kept at the height shown on the longitudinal section.

72. All ballast and sleepers required for the works under this contract must be provided by the contractor, who will have to lay the rails, &c., and deposit the ballast on the line of railway as hereafter described.

73. The Commissioner will provide all ironwork for the permanent way rails, fish-plates, bolts nuts, spikes, and screws. These permanent way materials will be delivered to the contractor at the Yass Station free of cost, but all expenses attendant upon their removal from thence to the places where they are to be used must be borne by the contractor; and on the Commissioner delivering to the contractor all such materials as are to be provided by him for this work, the contractor will be bound to receive them, and to give the Commissioner or his agent a receipt for all such materials so delivered; and after receiving such materials, he will be held responsible for all damage, breakage, or loss while in his possession, either during their transit from the place of delivery or in putting them into the work; and in all cases where they may be damaged, lost, or destroyed, the contractor will have to replace or repair them at his own expense.

74. The contractor must supply all engine-power, waggons, tools, implements, labour, and every other thing necessary for ballasting and laying the permanent way in the manner stated in this Specification, and to the satisfaction of the Engineer-in-Chief for Railways.

75. The contractor must in all cases exercise great care in carting the materials on to the work, as he will be held responsible for and chargeable with the expenses of repairing all or any damage he may cause to the works by carelessness or otherwise in carrying out this contract; and the Commissioner is hereby empowered to deduct the amount of such damages from any money which may be due or may hereafter become due to the contractor under this contract.

76. Where the railway intersects any road, whether main road, public road, or private occupation road, a permanent level crossing shall be made in all cases where directed by the Engineer, with proper ironwork guard rails, and the whole constructed in accordance with drawing No. 8.

77. All such crossings shall be maintained by and at the expense of the contractor until the final completion of this contract.

78. Level crossing gates, 10 feet, 12 feet, and 15 feet respectively, must be provided and fixed complete in accordance with drawing No. 9 at the price stated in the schedule. Each gate to be provided with a strong chain, padlock and duplicate keys.

79. Each gate, including all posts, struts, or spurs, and ironwork, must be painted two coats with the patent iochrome Australian paint.

80. The approaches to all public roads to be metalled with broken stone (the best that can be obtained in the district), and must be broken to a gauge of 2 inches, and be laid on to the approach to the depth of 9 inches.

#### *Ballasting.*

81. The ballast shall consist of clean sharp gravel, free from all loam, small sand, or other material which the Engineer may consider unsuitable for ballast, broken stone of approved quality, not larger than a cube of 3 inches, or properly vitrified clay, 9 inches in thickness, in the centre of the roadway; the ballast being spread level transversely on the straight portions, but on curves the ballast on the outside of each curve shall be of such extra thickness as will give the necessary super-elevation to the outer rail.

82. The width of the ballast at the bottom to be 11 feet 9 inches, and at the top, which will be 6 inches below rail level, the width must be 9 feet 6 inches, as shown on drawing No. 7. The outer edges of the ballast both at the top and bottom must be kept parallel to the centre line throughout, and the slopes of the same to be neatly trimmed to a uniform surface.

83. The road may be laid upon the formation, and afterwards lifted to the proper level in two lifts of 3 inches each, so as to give 6 inches of ballast under the centres of the sleepers and 7 inches under the ends, as shown in drawing No. 7.

84. The contractor must use the greatest care in lifting, no lift being more than 3 inches, so as to avoid bending the rails or in any other way injuring the road; and no ballast waggon will be allowed to run over any portion of the road until 3 inches of ballast have been placed under the sleepers, and no engine shall pass over the road until it has been lifted to its full height and properly packed.

85. The ballasting when laid complete will be paid for at per lineal yard, and no allowance will be made for any loss by subsidence in embankments or otherwise.

#### *Road laying.*

86. The sleepers must be provided by and at the expense of the contractor, in accordance with clauses Nos. 95 to 101.

87. The bed for the rail must be trimmed by machinery to the width of its bottom flange, which must be sunk its exact depth into the sleeper on the outside of the rail, the seat for the rail being inclined from the inside at an angle of 1 in 20 to give the proper cant to the rail.

88. The sleepers must be placed at such distances apart as are shown on drawing No. 7, the number being eight sleepers under rails of 21 feet in length, and seven under 18-foot rails.

89. The rails must be fixed to the sleepers with screws and spikes as shown on the drawing No. 7, the holes for which must be bored in the sleepers to prevent their splitting when inserting the fastenings.

90. The rails to be laid to a gauge of 4 feet 8½ inches throughout, the upper surface being at the level shown on the working section excepting where otherwise directed by the Engineer. The joints of the rails to be secured by fish-plates and bolts in the usual manner. Each rail to be straight and level transversely when put down in the straight portions; and where the line is curved, the rails must be bent by a machine, to be provided for the purpose by the contractor (as no hammering will be allowed), before being placed on the sleepers, to suit the particular radius of such curve, the outer rail having an elevation above the inner rail such as the Engineer may direct.

91. The rail level will be 15 inches above the formation level in the centre throughout. A standard clip-gauge will be provided by the Commissioner, to which standard all other gauges must be made, and which shall be approved and branded by the district engineer before being used on the works. Any portion of the road laid in with any gauge not so approved and branded will not be paid for by the Commissioner. Clip-gauges only shall be used throughout, no other gauge will be permitted on the works.

92. The rails must be laid with the joints as nearly at right angles with each other as the lengths of the rails will permit, but in no case shall the joint in one line of rails have a lead or be in advance of the joint in the opposite rail of more than 3 inches.

93. The contractor must provide all labour and tools required for the laying and completing the permanent way, which must be finished in every respect to the entire satisfaction of the Engineer-in-Chief.

94. All the sleepers must be laid as nearly as practicable at right angles to the centre line of railway; they must be well and thoroughly packed so as to cause the upper surface of the rails, when finished, to be at the level shown on the working section, or at such level as may be hereafter directed, and the two lines of rails shall be laid uniformly parallel to the centre line throughout, and must be perfectly straight on all the straight portions, and on the curves they must be laid to a uniform specified radius.

#### *Sleepers.*

95. The sleepers to be supplied under the contract may be of ironbark, grey-gum, blackbutt, red-gum, or other approved hardwood, 8 feet long, either sawn or split from large trees.

96. If sawn, the size to be not less than 9 inches  $\times$  4½ inches, sound and straight, and must be cut when the sap is down. If split, they must be taken from trees not less than 3 feet in diameter, the broadest side to be of a uniform width of 10 inches, to be 4½ inches thick, and the smallest part of the sleeper to have a sectional area of not less than 40 superficial inches. The bark to be removed from all sleepers before inspection.

97. The number of sleepers required will be about 110,000, but any additional number that may be required for this contract shall be supplied by the contractor at the price for sleepers stated in the schedule.

98. The contractor to find men at his own cost for the purpose of turning over the sleepers during their inspection by a person appointed by the Engineer for this purpose, and all the sleepers approved will be branded.

99. No inspection of sleepers will be made unless a proper number of men be provided by the contractor for the purpose above-mentioned.

100. All sleepers before they can be branded or inspected must be delivered on some portion of the land inside the railway fences on this contract.

101. Any sleeper which may be found to be split after being laid in the road and branded must be replaced by the contractor at his own cost.

#### *Sidings.*

102. All sidings, cross-over roads, or through roads, that may be required shall be ballasted and laid in by the contractor at the price per lineal yard stated in the schedule for laying and ballasting the main line of permanent way, also all crossings and switches must be laid in by the contractor at the price per lineal yard stated in the schedule for that description of work.

103. The measurements for these "sidings," "cross-over," "through," or "loop" roads shall be taken from point to point of switches where two switches are laid in, but where one switch is used the measurement will be from the point of the switch to the heel of the crossing.

104. In no case shall the measurement of the ballasting on the sidings include any part of that which is already included in the measurement of the main line of permanent way.

105. The contractor shall maintain all works which he may have executed under this contract in good order and repair until they have been certified by the engineer as having been satisfactorily completed.

#### *Fencing.*

106. The fencing to be erected under this contract is to be either a three-rail sapling fence or a two-rail fence, with split posts and rails, or a wire fence, as shown on drawings Nos. 4 and 5. The timber to be of the best quality in the district through which the railway passes.

#### *Miscellaneous.*

107. The contractor shall pay all stamp or other duties which the Government now or may hereafter require to be paid on any document forming part of this contract.

108. The contractor must furnish to the Engineer a monthly statement of all works done by him, or of claims he may have against the Commissioner under this contract, and no certificate will be given until such an account has been rendered.

109. The contractor to provide at his own cost an office for the district engineer. This building to consist of two rooms, each 14 feet  $\times$  12 feet, having weatherboard sides and ends, the roof to be covered with shingles; to have ½-inch tongued and grooved boarded ceiling, and inch flooring boards; a brick chimney with two fire-places to be erected between the rooms; two doors and three windows to be provided and fixed. The place where this building is to be erected will be decided upon hereafter.

110. Each person tendering must enclose with his tender a Treasury deposit receipt for £500, without which his tender will not be taken into consideration. Such deposit will be returned to the unsuccessful tenderers forthwith; but should the person whose tender has been accepted fail to find the necessary security within the time named in the General Conditions, then the said sum of £500 shall be forfeited by him to the Commissioner.

JOHN WHITTON.

### No. 2.

THESE are the General Conditions, marked "B," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the sixteenth day of October, A.D. 1874.

Witness—M. S. HARTE.

B.

GENERAL CONDITIONS.

#### *Interpretation clause.*

1. The words "superintending officer" in these Conditions shall mean any person who may from time to time be appointed by the Engineer-in-Chief for Railways to supervise the works or buildings; and the words "Engineer-in-Chief" or "Engineer" shall mean the Engineer-in-Chief for the time being of the Commissioner for Railways.

*Dismissal*

*Dismissal of workmen, removal of improper materials, &c.*

2. The Engineer shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having removed off the line of railway (or any land belonging to the Commissioner), any materials, plant, or implements, which in his opinion are insufficient for the purpose intended or at variance with the meaning and intention of this Specification. The cost of the removal of any such plant, materials, or implements to be paid by the contractor.

*Instructions to be obeyed.*

3. Should the contractor refuse or neglect to carry out the instructions of the Engineer or the superintending officer, the Engineer shall have the power of suspending the usual monthly certificate until such instructions have been complied with.

*Drawings, Specification, &c.*

4. The plans, sections, and drawings represent generally the form and dimensions of the several works. Where any discrepancy exists between the dimensions as indicated by the scale and those marked in figures, the figures are to be considered as correct, and are to be taken in all cases in preference to the measurements by the scale attached. And if there should be any discrepancy between the figures or dimensions, or the form of construction, or the material as indicated in the drawings, and the dimensions and materials given in the Specification, the directions of the Specification shall be adopted, and in all cases of defective description, or any ambiguity, the explanation given by the Engineer shall be binding upon the contractor. Also, anything contained in the drawings and not in the Specification, or anything contained in the Specification and not shown in the drawings, shall be equally binding as if it were contained in both.

*Extra works, omissions of works, &c.*

5. If at any time whilst the works are in hand it shall be deemed expedient by the Engineer to increase or diminish the dimensions of any works to be done under this contract, or to alter their situation, or to vary the materials, form, or dimensions of any of the said works, or of any part thereof, he shall have full power to do so, and to order and direct any such increase, diminution, or alteration, which shall be executed by the contractor if of the class of works provided for in the schedule of prices; and no such increase, diminution, or alteration of works shall in any way annul or set aside this contract, or extend the time for the completion thereof, but such additions or alterations shall be measured and allowed and paid for, or such deductions credited to the Commissioner for Railways, as the case may require, according to the schedule of prices; and if any portion of the works so ordered to be done shall not be of the class of works provided for in the schedule of prices, the same shall be executed by the contractor at such price as may be agreed for with the Engineer; but if the contractor and the Engineer cannot agree as to the works required to be done which are of a class not provided for in the schedule of prices, the Engineer may order and direct the same to be done by such person or persons as he may think fit.

*Net measurements.*

6. All measurements of the works shall be made according to the actual dimensions, notwithstanding any general or local custom to the contrary.

*Labour, materials, plant, &c.*

7. The contractor shall provide at his own costs and charges all materials, labour, tools, plant tackle, machinery, scaffolding, &c., for the proper completion of the works at the prices stated in his Schedule.

*Damages, &c., to be paid for by contractor.*

8. The land inside the fences of the railway may be used for the purpose of carting the materials for the works on this contract, but all damage that may be done to any land not actually the property of the Commissioner must be paid for by the contractor, whether such damage be caused by the carting of materials, or the straying of cattle in consequence of the destruction by the contractor or his workmen of the original fences, or of the fences alongside the railway, or by any other cause connected with the construction of the works; and should such damage not be at once paid for, such an amount as shall appear reasonable to the Commissioner may be paid by him in compensation for the same and deducted from any money that may be due to the contractor for work done under this contract.

*Setting out works.*

9. The works will be set out for the contractor, but he must satisfy himself of their accuracy, as no work incorrectly set out or improperly executed will be paid for by the Commissioner.

*Contractor to be represented.*

10. The contractor at all times during the progress of the works, when he is not personally superintending them, must have a responsible agent or overseer stationed on them to receive instructions from the superintending officer or Engineer-in-Chief, and to represent the contractor for all the purposes of this contract.

*Progress of works.*

11. Should the Engineer be at any time dissatisfied with the mode of proceeding, or at the rate of progress of the works or any part thereof, the Commissioner shall have full power without vacating this contract, to take the works wholly or in part out of the hands of the contractor, and to employ, procure, and make use of all labour or materials which he may deem necessary for completing the works, the cost of such labour and materials to be deducted from any money that may be then due or may hereafter become due to the contractor; and if the money then due or thereafter becoming due to the contractor shall not be sufficient for that purpose, the balance remaining unpaid may be recovered in an action for damages for breach of contract or as money paid for the use of the contractor.

*Cancellation of contract.*

12. The Commissioner shall have the option, and full power and authority, in lieu of proceeding under the last preceding clause of these Conditions, if the contractor fail to proceed in the execution of, and to carry on the works in the manner and at the rate of progress required by the Engineer, of cancelling



cancelling this contract, so far as relates to the works remaining to be done ; and in such case the moneys which shall have been previously paid to the contractor on account of the works executed shall be taken by him as full payment for all works done under the contract ; and upon notice in writing under the hand of the Commissioner that he, under the authority of this condition, cancels the contract, being served upon the contractor, or left at his last known place of abode, the contract shall be cancelled, and thereupon all sums of money that may be due or unpaid to the contractor, together with all implements in his possession, and all materials provided by him, upon the ground upon which the work is being carried on, or adjacent thereto, and all sums of money named as penalties for the non-fulfilment of the contract within the time specified, shall also be forfeited and become payable to the Commissioner, and the said implements and materials shall become and be the absolute property of the Commissioner, and with the moneys so forfeited and payable as aforesaid shall be considered as ascertained damages for breach of contract.

*Time of completion.*

13. The contractor shall complete the whole of the works comprised in this contract, on or before the thirty-first day of December, one thousand eight hundred and seventy-six ; and in the event of their non-completion at the specified time, should the Commissioner not have proceeded under clauses Nos. 11 and 12 of these Conditions, or either of them, the contractor shall forfeit and pay two hundred pounds sterling per week or for every part of a week that shall elapse after such specified time until their completion, and which sum or sums may be deducted from any money payable to the contractor under this or any other contract. No certificate will be given after the date specified for the completion of the contract, until the whole of the works shall have been properly completed to the satisfaction of the Engineer-in-Chief.

*Copies of drawings, &c.*

14. All copies of drawings or specifications required by the contractor for carrying on the works must be made at his expense.

*Free passes, &c.*

15. No free passes on any of the Government Railways will be granted either to the contractor or his agents, nor will any materials or articles of any description be conveyed free of charge.

*Liability of contractor.*

16. The care and maintenance of all works under this contract shall remain with the contractor until their completion ; and until the Engineer-in-Chief for Railways shall, by notice in writing, under his hand, inform the contractor that he has taken charge thereof ; and until such notice shall have been given, the contractor and his sureties shall be jointly and severally responsible for all accidents from whatever cause arising, and shall make good all damage thereto.

*Contractor not to assign works or moneys.*

17. The contractor shall not assign over this contract, or assign all or any of the moneys payable or to become payable under the contract, or all or any part thereof, or any other benefit whatsoever arising or which may arise under this contract, to any other person, without the consent in writing under the seal of the Commissioner for Railways first obtained. The contractor for each and every breach of this condition shall pay to the Commissioner for Railways the sum of £500 as and for liquidated damages, and the sum or sums payable as such damages may be deducted from any sum or sums due to the contractor, under this or any other contract with the Commissioner for Railways ; and any permission to assign over this contract shall not discharge the contractor from liability to see that the works so assigned are executed and completed in terms of this contract, unless on the assignment thereof the Commissioner expressly declare that the contractor is discharged from further liability.

*Truck system not allowed.*

18. The workmen, tradesmen, and labourers of every class employed on the works to which these conditions refer shall be paid their wages, in full, in money, current coin of the Colony, at least once in every month ; and no ticket or other system of payment by provisions, liquors, or goods, will, on any pretence be allowed ; nor shall the contractor, or any person or persons employed by him, or in any way connected with him, establish any shop for the supply of provisions, liquors, or goods ; nor shall the contractor oblige his workmen to take provisions, liquors, or goods of any kind from any person in particular. The workmen of every class shall be paid on the works if it be possible, or in some building adjoining, and in no case shall they be paid at a public-house or other place where liquors or refreshments are sold.

*Power to the Commissioner to pay workmen's wages.*

19. Before the payment of any money to the contractor, the Commissioner may require from him a statutory declaration that the tradesmen and labourers of every kind employed on the works to which these conditions refer have been paid their wages and claims of every kind in full, in money, the current coin of the Colony, and to the latest date at which such wages or claims are due—and the Commissioner may withhold the payment of any money that may be due or may become due to the contractor until such declaration has been made and delivered to him.

*Bankruptcy or insolvency.*

20. If the contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner without previous notice to the contractor, or to the Official or other Assignee or Assignees of his insolvent estate, or to the trustee or trustees under the assignment, to take the works out of the hands of the contractor, and of the assignees or trustees of his estate, and to re-contract with any other person or persons to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient ; and all the then remaining materials, implements, and plant aforesaid may be used in and applied for the purposes of the works, but on the final completion of the works, the surplus of such materials, implements, and plant, shall cease to belong to the Commissioner, and shall become the property of the said assignees or trustees, without any allowance for or payment by the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

*Security.*

*Security.*

21. The contractor will be required to deposit the sum of five thousand pounds with the Commissioner for Railways for the proper performance and completion of the contract.

Should the contractor fail to make the required deposit of £5,000 within six days from the acceptance of the tender, or should the contractor fail to execute the contract for the due performance of the works mentioned in the said tender, or to execute and to procure the due execution by the persons so approved of as sureties of the bond required hereunder for securing the due completion of the works to be done under the said contract, within fourteen days after the acceptance of his tender has been notified to him, the Commissioner will have the option of and full power and authority to declare such acceptance to be annulled.

No tenderer will be allowed to proceed with the work tendered for until he has provided the cash deposit, has executed the required contract, and has with such sureties duly executed the bond before-mentioned for the due performance of the said contract—it being hereby declared that for all or any work done or materials found and provided by the contractor before the due execution of the said contract and bond, he shall not have any right of action, claim, or demand against the Commissioner.

*Progress payment without prejudice, &c.*

22. No certificate given to the contractor for the purpose of any progress payment shall prevent the Engineer-in-Chief from at any future time before the termination of the contract, rejecting all unsound materials and improper workmanship discovered subsequently to the giving of the last previous certificate; and notwithstanding the giving of any certificate that portions or the whole of the works have been satisfactorily performed, the Engineer-in-Chief may require the contractor to remove and amend at any future time previously to the final payment on account of the construction or maintenance of the works, any work that may be found not to have been performed in accordance with the contract; and the contractor must remove and amend at his own cost all such work when so required, notwithstanding any approval made or given by the superintending officer; and the Commissioner shall have power on the report of the Engineer-in-Chief that the work approved of as aforesaid is not in accordance with the contract, to deduct from any moneys that may be due or that may become due to the contractor, the whole amount that has been paid on account of such work.

If in the opinion of the Engineer-in-Chief further inquiry is necessary or desirable before any certificate is given, he shall have power to withhold such certificate for a period not exceeding one month from the date at which in the ordinary course the certificate would have been given.

None of the conditions of this contract shall be varied, waived, discharged, or released, either in law or in equity, unless by the express consent of the Commissioner testified in writing under his seal.

*Payments.*

23. Payments will be made once in every month, unless same shall become not payable by reason of anything contained in these Conditions, up to the date specified for the completion of the contract, on the Engineer's certificate as the work proceeds, in the proportion of ninety per cent. of the value of the work satisfactorily executed, and the remaining ten per cent. will be paid after the Engineer has certified that the whole of the works have been completed to his entire satisfaction; and it is expressly declared that the obtaining a certificate from the Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction shall be a condition precedent to the contractor having any right or cause of action in respect of any work done or materials provided, and to the contractor having any right of action or claim to the payments from time to time to be made hereunder, as well as to the final payment upon the whole of the work being finished.

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 24th August, 1874.

JOHN WHITTON.

No. 3.

THIS is the Tender, marked "C," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the sixteenth day of October, A.D. 1874.

Witness—M. S. HARTE.

ALEX. AMOS.  
ROBERT AMOS.

C.

GREAT SOUTHERN RAILWAY EXTENSION FROM GOULBURN TO WAGGA WAGGA.

Contract No. 3.—Cootamundra to Wagga Wagga.

FORM OF TENDER.

22 September, 1874.

WE hereby propose to execute the whole of the works required in the construction of that portion of the Great Southern Railway comprised in Contract No. 3, commencing at 253 miles 8 chains, and terminating at 304 miles 50 chains—being a length of 51 miles and 42 chains—in strict accordance with the plans and specification, at the following prices, viz. :—

	Average price	£	s.	d.
Excavation from cuttings taken to the embankments named in disposal sheet	per cub. yd.	0	2	9
Do. do. do. of road approaches	do. do. do.	0	2	9
Do. from road approaches, taken to embankment, not exceeding half a mile lead	do. do. do.	0	2	9
Do. from side cutting, do. do. (including 3 runs, or 66 lineal yards)	Earthwork	0	1	6
Do. do. do. do. each additional run of 22 yards	Rock	0	3	0
	Earthwork	0	0	3
	Rock	0	0	3
Do. from side ditches, and forming a mound alongside the ditch	Earthwork	0	1	6
	Rock	0	4	0
Do. from inlet and outlet drains to bridges or culverts, do	Earthwork	0	1	9
	Rock	0	3	6

		£	s.	d.
Excavation from diversions of watercourses taken to embankment ...	{ Earthwork	0	1	9
	{ Rock	0	3	6
Do. from foundations to bridges, viaducts, and culverts ...	{ Earthwork	0	2	6
	{ Rock	0	6	0
Masonry to bridges and viaducts, in mortar ...	Ⓢ cub. yd.	7	0	0
Do. do. do. in cement ...	do.	7	10	0
Brickwork do. do. in mortar ...	do.	2	7	6
Do. do. do. in cement ...	do.	3	17	6
Masonry to culverts, in mortar ...	do.	5	0	0
Do. do. in cement ...	do.	5	7	6
Brickwork to culverts, in mortar ...	do.	2	7	6
Do. do. in cement ...	do.	3	17	6
"Dry" square culverts, 18 inches ...	Ⓢ lin. yd.	4	15	0
Do. do. 2 feet ...	do.	5	10	0
Timber, ironbark, framed and fixed in superstructure of bridges ...	Ⓢ cub. ft.	0	7	0
Do. in planking, walings, and braces (any approved timber), do. do. ...	do.	0	7	0
Do. in piles fixed ...	Ⓢ lin. ft.	0	7	0
Do. in sheet piling, 4" ...	Ⓢ cub. ft.	0	7	0
Ironwork, fixed, in bolts, nuts, straps, plates, spikes, washers, and pile-shoes	Ⓢ lb.	0	0	8
Painting bridges (3 coats iochrome in oil)	Ⓢ sup. yd.	0	1	3
Tarring timberwork, 2 coats (kerosene tar)	do.	0	0	6
Fencing (3-rail sapling) ...	Ⓢ rod	0	7	6
Do. (2-rail split) ...	do.	0	5	6
Do. (wire) ...	do.	0	7	6
Ballasting permanent way ...	Ⓢ lin. yd.	0	4	6
Laying do. ...	do.	0	2	6
Do. crossings and switches, including cross-over roads ...	do.	0	4	6
Sleepers (split) ...	each.	0	4	0
Do. (sawn) ...	do.	0	6	6
Level crossings for 10-ft. gates (including timber box drains complete) ...	do.	10	0	0
Do. 12 do. do. do. do. do. ...	do.	12	10	0
Do. 15 do. do. do. do. do. ...	do.	20	0	0
Metalling approaches to level crossings... ..	Ⓢ cub. yd.	0	10	0
10-foot level crossing gates, fixed complete, and painted two coats iochrome in oil ...	each.	15	0	0
12-foot do. do. do. do. do. do. ...	do.	17	0	0
15-foot do. do. do. do. do. do. ...	do.	20	0	0
Earthenware drain pipes, 6-inch ...	Ⓢ lin. yd.	0	5	0
Do. 9-do. ...	do.	0	9	0
Do. 12-do. ...	do.	0	15	0
Do. 16-do. ...	do.	1	5	0
Do. 18-do. ...	do.	1	16	0
Do. 24-do. ...	do.	3	15	0

The prices in the preceding Schedule include all labour, material (except ironwork for the permanent way), scaffolding, and workmanship of every kind necessary for the full and perfect completion of the works to the satisfaction of the Engineer-in-Chief.

A. & R. AMOS, 5, Exchange, Sydney.

To the Commissioner for Railways.

SHOULD the foregoing Tender be accepted, we, the undersigned, hereby undertake to deposit with the Commissioner for Railways, within six days from the notification of the acceptance of the said Tender, the sum of £5,000 as security for the due performance of the contract.

A. & R. AMOS, 5, Exchange, Sydney.

NOTE.—A sum of £500 has, according to the conditions of the Specification, been deposited with the Colonial Treasurer, which sum we agree to forfeit to the Commissioner, should we fail to provide the cash deposit and to complete the Bond at the time specified.

A. & R. AMOS, 5, Exchange, Sydney.

#### No. 4.

ARTICLES OF AGREEMENT made and entered into, this sixteenth day of October, in the year of our Lord one thousand eight hundred and seventy-four, between Alexander Amos and Robert Amos, of Sydney, in the Colony of New South Wales, contractors (carrying on business together in the said Colony under the style or firm of "A. and R. Amos"), of the one part, and the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*," of the other part. WHEREAS the Commissioner for Railways aforesaid lately advertised for tenders for the works to be done and the materials to be provided for the construction, erection, and completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent-way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Southern Railway Extension from Goulburn to Wagga Wagga, in the said Colony, intended to be Contract No. 3—Cootamundra to Wagga Wagga—commencing at Cootamundra at two hundred and fifty-three miles eight chains, and terminating near the town of Wagga Wagga, at three hundred and four miles and fifty chains from Sydney, being a length of fifty-one miles and forty-two chains, in accordance in all things with the Specification hereto annexed marked "A," and the plans and drawings therein referred to and under and subject to the General Conditions hereto annexed marked "B": And whereas the said Alexander Amos and Robert Amos (hereinafter styled or referred to as "the contractors"), forwarded to the Commissioner for Railways aforesaid the tender to do the said works, and to find and provide the materials required in the construction of the said line of railway, which is hereto annexed and marked "C": And whereas the Commissioner for Railways aforesaid duly accepted the said tender of the contractors for the said works: And whereas the contractors have

have deposited the sum of five thousand pounds in the City Bank, in the City of Sydney, in the name of the Commissioner for Railways aforesaid, upon fixed deposit for the term of twenty-four months at interest, and have handed the receipt for the said deposit, which bears date the first October one thousand eight hundred and seventy-four, and is numbered 11/341 to the Commissioner for Railways as security for the due performance by them of the works in the said Specification mentioned, in accordance therewith in all things as thereby and by the said General Conditions is provided, and have duly executed a memorandum of agreement under seal with the Commissioner for Railways bearing even date herewith, setting forth the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways as security for the due performance of the contract in these presents contained: Now, these presents witness that the contractors, for themselves, their heirs, executors, and administrators, hereby covenant, declare, promise, and agree with and to the Commissioner for Railways aforesaid, his successors and assigns, that they the contractors, their executors and administrators, shall and will find and provide all materials (excepting such as are in the said Specification mentioned as to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and shall and will do and perform all the works required in and about the full and proper construction and completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction and completion of the said single line of railway, being that portion of the Great Southern Railway extension from Goulburn to Wagga Wagga, in the said Colony, intended to be Contract No. 3, from Cootamundra to Wagga Wagga, commencing at Cootamundra at two hundred and fifty-three miles eight chains, and terminating near the town of Wagga Wagga, at three hundred and four miles and fifty chains from Sydney, being a length of fifty-one miles and forty-two chains, subject to and in accordance in all things with the said Specification and General Conditions hereto annexed, marked respectively "A" and "B," and the plans or drawings therein referred to, and the conditions, stipulations, and agreements therein contained, and at the price or prices mentioned in the said tender, the Contractors finding all materials and performing and completing all the works in the said Specification and General Conditions mentioned and therein or thereby required or intended to be done by the person or persons tendering or contracting: That all powers and authorities in the said Specification and General Conditions mentioned, as given or intended to be given to the Commissioner for Railways and to the Engineer-in-Chief for Railways, or to either of them, shall vest in and be exercisable by the Commissioner for Railways aforesaid, and his successors, and the Engineer-in-Chief for the Commissioner for Railways for the time being respectively, as if the said powers and authorities had been expressly created and given to the Commissioner for Railways and his successors, and to the Engineer-in-Chief for the Commissioner for Railways for the time being, or to either of them, in or by these presents: That they, the contractors, shall and will complete and finish the whole of the said works in the said specification and the said plans or drawings therein referred to, mentioned or shown, on or before the thirty-first day of December which will be in the year of our Lord one thousand eight hundred and seventy-six, as provided and mentioned in condition number thirteen of the said General Conditions; and that the completion of the said works upon the day and time hereinbefore mentioned shall be considered as of the essence of this contract: And further, that the said Specification, marked "A," the said General Conditions, marked "B," and the said Tender, marked "C," shall be read and considered as incorporated in and forming part and parcel of these presents, in like manner as if the same had been herein written and set forth at length—the said Specification, General Conditions, tender, and these presents together forming the contract between the said parties hereto: And the Commissioner for Railways aforesaid, for himself and his successors, hereby covenants with the contractors, their executors or administrators, that the Commissioner for Railways aforesaid or his successors, shall pay the contractors, their executors or administrators, for the said works hereinbefore mentioned, and materials to be supplied at and after the rates of prices in the said tender mentioned, when and as payment for the said works and materials, shall, in accordance with section twenty-three of the said General Conditions, become due and payable to the contractors, such payments only to be made upon the production of the certificate in the said twenty-third section of the said General Conditions mentioned the production of such a certificate being a condition precedent to the contractors having any right or cause of action, claim, or demand upon the Commissioner for Railways, as in the said twenty-third section is mentioned; and at the time or times, and in accordance with, and when payable under the provisions, as to payment in the said General Conditions and the said Specification, or either of them mentioned and not otherwise: And further, that the said Specification, General Conditions, and Tender shall be read and considered as incorporated in and forming part and parcel of these presents in like manner as if the same had been herein written and set out at length, the said Specification, General Conditions, Tender, and these presents together, forming the contract between the said parties hereto.

In witness whereof the contractors have hereunto set their hands and seals, and the Commissioner for Railways hath affixed his official seal, the day and year first before written.

Signed, sealed, and delivered by the said Alexander }	ALEX. AMOS.	(L.S.)
Amos and Robert Amos, in the presence of— }	ROBERT AMOS.	(L.S.)
	M. S. HARTE.	
The official seal of the Commissioner for Railways }	JOHN RAE,	(L.S.)
was hereto affixed in the presence of— }	Commissioner for Railways.	
	CH. A. GOODCHAP, Secretary.	

#### LIST OF CONTRACT DRAWINGS.

- |             |   |
|-------------|---|
| Drawing No. | 1. Working Plan, parts, Nos. 1, 2, and 3. |
|             | 2. Working Section, do. Nos. 1, 2, and 3. |
|             | 3. Culverts.                              |
|             | 4. Post and Rail Fencing.                 |
|             | 5. Wire Fencing.                          |
|             | 6. Embankment and Cuttings.               |
|             | 7. Permanent Way.                         |
|             | 8. Level Crossings.                       |
|             | 9. Level Crossing Gates.                  |
|             | 10. 10-ft. Timber Openings.               |
|             | 11. 20-ft. Culvert.                       |

## No. 5.

MEMORANUM OF AGREEMENT made this sixteenth day of October, in the year of our Lord one thousand eight hundred and seventy-four, between Alexander Amos and Robert Amos, of Sydney, in the Colony of New South Wales, contractors (carrying on business together in the said Colony under the style or firm of "A. and R. Amos"), of the one part, and the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the other part.

WHEREAS by certain Articles of Agreement under seal bearing even date herewith, and made between the said Alexander Amos and Robert Amos, of the one part, and the Commissioner for Railways aforesaid, of the other part, the said Alexander Amos and Robert Amos covenant and agree with the Commissioner for Railways to find and provide all materials (excepting such as by the Specification therein referred to are to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in and about the construction and completion of a single line of railway, being that portion of the Great Southern Railway Extension from Goulburn to Wagga Wagga in the said Colony intended to be Contract No. 3, from Cootamundra to Wagga Wagga, commencing at Cootamundra, at two hundred and fifty-three miles eight chains, and terminating near the town of Wagga Wagga, at three hundred and four miles and fifty chains from Sydney, being a length of fifty-one miles and forty-two chains, as mentioned and set out in a Specification and General Conditions annexed to the said Articles of Agreement and the plans or drawings therein referred to: And whereas in and by paragraph twenty-one of the said General Conditions it is provided, or is mentioned, or intended to be provided, as the said Alexander Amos and Robert Amos hereby admit and declare, that the said Alexander Amos and Robert Amos shall, as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, deposit the sum of five thousand pounds with the Commissioner for Railways aforesaid, and to be held by the Commissioner for Railways aforesaid as such security: And whereas in performance of the said provision in the said General Conditions, the said Alexander Amos and Robert Amos did, on the first day of October, one thousand eight hundred and seventy-four, deposit the sum of five thousand pounds in the City Bank, in the city of Sydney aforesaid, in the name of the Commissioner for Railways aforesaid, upon fixed deposit for the term of twenty-four months at interest, and have handed the receipt for the said deposit (which is marked No. 11/341) to the Commissioner for Railways aforesaid: The Commissioner for Railways having agreed that the said sum of five thousand pounds so to be left in his hands as aforesaid as security for the due performance of the said contract shall be held by the City Bank as a deposit in the name and by the Commissioner for Railways aforesaid on behalf of himself and his successors, at interest as aforesaid; and that the said Alexander Amos and Robert Amos shall receive the interest thereon when and as the same becomes due and payable. And whereas the said Alexander Amos and the said Robert Amos and the Commissioner for Railways aforesaid have agreed to enter into these presents for the purpose of stating and defining the terms and conditions upon which the said sum of five thousand pounds shall be held by the Commissioner for Railways aforesaid under the said Articles of Agreement as security for the due performance of the said works in the said Articles of Agreement, specification, and General Conditions mentioned: Now these presents witness, and it is hereby declared and agreed between and by the said Alexander Amos and Robert Amos, on behalf of themselves and their respective heirs, executors, and administrators, and the Commissioner for Railways aforesaid on behalf of himself and his successors, that the said sum of five thousand pounds of lawful British money is now and shall henceforth be held by the Commissioner for Railways aforesaid, as security for the due completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned in accordance in all things with the said Articles of Agreement, Specification, and General Conditions; and that the said sum shall be held by the Commissioner for Railways and his successors until the whole of the said works shall be completed and finished in accordance with the said Articles of Agreement, Specification, and General Conditions, and until the time for which the said Alexander Amos and Robert Amos are bound to maintain and uphold the same has fully expired, and that if the said Alexander Amos and the said Robert Amos, their or either of their executors or administrators, shall make default in proceeding with or in completing the said works in the manner stipulated in the said Articles of Agreement and Specification and General Conditions and in accordance therewith, and with the said plans or drawings aforesaid: The Commissioner for Railways aforesaid and his successors shall and may at once and without any further consent on the part of and notwithstanding the express dissent of the said Alexander Amos and Robert Amos, or either of them, use and employ the said sum of five thousand pounds, or so much thereof as shall be requisite, in and about the proceeding with completing and finishing the said works, and in and about the payment of or retention, in payment of any penalty or penalties, sum or sums of money, which the Commissioner for Railways aforesaid may be entitled to claim from the said Alexander Amos and Robert Amos, by reason of the non-completion of the said works as aforesaid, and within the time fixed for that purpose, and the balance remaining (if any) shall be considered as forfeited to the Commissioner for Railways aforesaid, and shall be paid by the Commissioner for Railways aforesaid into the office of the Treasury of the said Colony, to the credit of and shall become and form a portion of the Consolidated Revenue of the said Colony, as if the same had been recovered by action at law at the suit of Her Majesty, upon a bond given to Her Majesty, Her Heirs and Successors, by the said Alexander Amos and Robert Amos, to secure the due performance and completion of the works in the said Articles of Agreement, Specification, and General conditions mentioned, without prejudice nevertheless to the right of the Commissioner for Railways aforesaid to sue for and recover, if he shall think fit so to do, from the said Alexander Amos and Robert Amos, their or either of their executors or administrators, all or any penalty or penalties, sum or sums of money, which under the said Articles of Agreement or the said Specification and General Conditions, he or his successors may be entitled to recover from the said Alexander Amos and Robert Amos, their executors and administrators, and which may be in excess of the said sum of five thousand pounds. And further, that at the expiration of the said term of twenty-four months, for which the said sum of five thousand pounds has been deposited in the City Bank as aforesaid, upon fixed deposit, it shall be lawful for the Commissioner for Railways aforesaid, but it is hereby expressly declared that he is not in any way  
required,

required, or under any obligation so to do, to re-deposit the same for a further period of twelve months at interest, or for such further period, or for such lesser period or term, from time to time, as the Commissioner for Railways or his successors shall think fit, until the said works are completed; or the Commissioner for Railways aforesaid may in his discretion retain the said sum of five thousand pounds in his hands uninvested, in which case the Commissioner for Railways shall not if the said works shall be completed in the terms of the said Agreement, and the said Alexander Amos and Robert Amos become entitled to receive back the said sum of five thousand pounds, be charged or chargeable with, or liable to pay, interest on the said sum for the time the same shall have been held by him: And it is further agreed that the said Alexander Amos and Robert Amos, their executors or administrators, shall be entitled to receive from time to time as the same shall become receivable, from the Commissioner for Railways aforesaid and his successors, all interest which shall be payable upon the said deposit: And it is hereby further expressly declared between the said parties hereto that the Commissioner for Railways aforesaid and his successors shall not be liable or answerable for any loss of the said sum of five thousand pounds or any part thereof through the same being from time to time deposited in or held by the said Bank as aforesaid. In witness whereof the said Alexander Amos and Robert Amos have hereunto set their hands and seals, and the Commissioner for Railways aforesaid hath caused his official seal to be hereunto affixed, the day and year first before written.

Signed, sealed, and delivered by the said Alexander Amos and Robert Amos, in the presence of—	} ALEX. AMOS. (L.S.)
	M. S. HARTE.
The official seal of the Commissioner for Rail- ways was hereto affixed in the presence of—	} JOHN RAE, (L.S.) Commissioner for Railways.
	CH. A. GOODCHAP, Secretary.

### No. 6.

MEMORANDUM OF AGREEMENT made this eighteenth day of April, in the year of our Lord one thousand eight hundred and seventy-six, between the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same," of the one part, and Alexander Amos and Robert Amos, of Sydney, in the said Colony, contractors, carrying on business together in the said Colony, under the style or firm of "A. & R. Amos." Whereas by certain Articles of Agreement, bearing date the sixteenth day of October, in the year of our Lord one thousand eight hundred and seventy-four, and made between the above-named Alexander Amos and Robert Amos of the one part, and the Commissioner for Railways aforesaid of the other part, the said Alexander Amos and Robert Amos covenanted and agreed with the Commissioner for Railways aforesaid and his successors, to find and provide all the materials (excepting such as are in the Specification therein referred to mentioned as to be supplied by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for and to do and perform all the works required in and about the full and proper construction and completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supply sleepers required in the construction of a single line of railway on the Great Western Railway extension Goulburn to Wagga Wagga, in the said Colony, comprised in the said contract, which is termed Contract No. 3, of the said extension from Cootamundra to Wagga Wagga, commencing at Cootamundra at two hundred and fifty-three miles eight chains, and terminating near the town of Wagga Wagga at three hundred and four miles and fifty chains from Sydney, being a length of fifty-one miles and forty-two chains, in accordance in all things with the Specification and General Conditions to the said Articles of Agreement annexed, and the plans or drawings therein referred to, and to complete and finish the whole of the said works, on or before the thirty-first day of December, in the year one thousand eight hundred and seventy-six: And whereas by a certain memorandum of agreement under seal bearing even date with the said lastly recited Articles of Agreement, and made between the said Alexander Amos and Robert Amos of the one part, and the Commissioner for Railways aforesaid of the other part, after reciting that it had been agreed that for securing the due performance of the said contract, the said Alexander Amos and Robert Amos should deposit with the Commissioner for Railways aforesaid the sum of five thousand pounds, to be held by the Commissioner for Railways as security for the due performance of the said works, and that, in pursuance of the said agreement, the said Alexander Amos and Robert Amos had, on the first day of October, one thousand eight hundred and seventy-four, deposited the sum of five thousand pounds in the City Bank, in the city of Sydney, in the name of the Commissioner for Railways, upon fixed deposit, and had handed the receipt for same to the Commissioner for Railways aforesaid: It is witnessed, and the said parties to the said agreement did declare, that the said sum of five thousand pounds so deposited in the name of the Commissioner for Railways upon fixed deposit as aforesaid should be held by him as security for and until the completion of the said works, upon the terms and conditions as in the now reciting memorandum of agreement mentioned: And whereas the said works are still unfinished and not completed, and the said Alexander Amos and Robert Amos have applied to and requested the Commissioner for Railways aforesaid to extend the time for completion of the said works, and of certain works to be carried out in connection with the station yard at Wagga Wagga aforesaid, which have to be done under the said contract, under the provisions in clause five of the said General Conditions, until the thirty-first day of December which will be in the year one thousand eight hundred and seventy-seven, which the Commissioner for Railways aforesaid hath consented to do, upon the terms and conditions hereinafter mentioned: Now these presents witness that, in consideration of the premises, the Commissioner for Railways aforesaid doth hereby extend the time for the completion of the works remaining to be done of the works in the said Articles of Agreement and Specification mentioned, and of the works in connection with the station yard at Wagga Wagga, until the thirty-first day of December which will be in the year of our Lord one thousand eight hundred and seventy-seven, upon the terms and conditions hereinafter mentioned:

And

And that in consideration of the premises and of the said extension of time by the Commissioner for Railways aforesaid, the said Alexander Amos and Robert Amos hereby jointly and severally covenant and agree with and to the Commissioner for Railways aforesaid and his successors, that they, the said Alexander Amos and Robert Amos, their executors or administrators, shall and will well and truly complete the whole of the works yet remaining to be done of the works in the said Articles of Agreement and Specification mentioned, and also the works required to be done at the station-yard at Wagga Wagga, in accordance in all things with the said Specification and General Conditions, and the said plans or drawings, on or before the said thirty-first day of December, which will be in the year of our Lord one thousand eight hundred and seventy-seven: And further, that at all times hereafter, the said recited Articles of Agreement and the said recited memorandum of agreement shall be read and considered as if the said thirty-first day of December, one thousand eight hundred and seventy-seven, had been named in and by the said articles of agreement, Specification, and General Conditions, and the said memorandum of agreement, as the day on or before which the whole of the said works hereinbefore mentioned were to be completed and finished by the said Alexander Amos and Robert Amos: And that the said Articles of Agreement and the said memorandum of agreement, or the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways aforesaid, shall not be considered as altered, or the stipulations, provisos, and agreements thereon, or in the said Specification and General Conditions, in any way waived, barred, or departed from, in any respect otherwise than as to the time within which the said works are to be completed; but that the Commissioner for Railways aforesaid and his successors shall have all and every the rights, powers, and authorities, cause and causes of action, and suit, claims, and demands given to or vested in him or them, in and by the said Articles of Agreement, Specification, and General Conditions, and by the said memorandum of agreement, in all respects as if the said thirty-first day of December, one thousand eight hundred and seventy-seven, had been the day or time originally named and appointed for the completion of the whole of the works hereinbefore mentioned: And that all and singular the penalties, forfeitures, sum or sums of money, rights and privileges which would accrue to or vest in the Commissioner for Railways aforesaid and his successors, for or by reason or on account of the said works hereinbefore mentioned not being completed and finished within the time named in and according to the said Articles of Agreement, Specification, and General Conditions; and the said memorandum of agreement shall accrue to and vest in the Commissioner for Railways aforesaid and his successors, if the whole of the said works hereinbefore mentioned shall not be completed and finished, in all things, on or before the said thirty-first day of December, one thousand eight hundred and seventy-seven: And that the said Articles of Agreement and the said memorandum of agreement shall at all times hereafter be read and considered as if the said thirty-first day of December, one thousand eight hundred and seventy-seven, was and is the time therein named for the completion of the whole of the said works hereinbefore mentioned, instead of the said thirty-first day of December, one thousand eight hundred and seventy-six, therein written.

In witness whereof, the Commissioner for Railways aforesaid hath hereunto set his official seal; and the said Alexander Amos and Robert Amos have hereto set their hands and seals, the day and year first before written,

The official seal of the Commissioner for Railways was hereto affixed in the presence of—	}	-	JOHN RAE,	(L.S.)
Signed, sealed, and delivered by the said Alexander Amos, in the presence of—	}	-	ALEX. AMOS.	(L.S.)
Signed, sealed, and delivered by the said Robert Amos, in the presence of—	}	-	ROBERT AMOS.	(L.S.)

CH. A. GOODCHAP, Secretary.  
JNO. BENYON. JACKSON.  
M. S. HARTE.

Sections Nos. 1 and 2—continued.

## Wm Mason & Co.—Contract for Extension, Bathurst to Orange.

- No. 1. Specification.
2. Conditions.
3. Tender.
4. Bond.
5. Agreement for £5,000 security.
6. Agreement for extension of time.

### No. 1.

THIS is the Specification, marked "A," referred to in our Agreement with the Commissioner for Railways, annexed hereto, and dated the 24th day of August, A.D. 1874.

Witness—M. S. HARTE

WM. MASON.  
A. ELKINGTON.

A.

GREAT WESTERN RAILWAY—EXTENSION FROM BATHURST TO ORANGE.

Contract No. 1.

SPECIFICATION.

1. This contract commences at 144 miles 45 chains and 50 links, in the city of Bathurst, and terminates at 192 miles and 41 chains, in the town of Orange, being a length of 47 miles and 64 chains and 50 links.

2. The work for which tenders are invited, and to which this Specification refers, comprises the providing of all materials (excepting such as are hereafter specified to be provided by the Commissioner), labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent-way, and supplying sleepers, required in the construction of a single line of railway, in accordance with this Specification, and to the entire satisfaction of the Engineer-in-Chief for Railways.

3. The contractor to state in his schedule a price per cubic yard at which he will execute all the excavations, brickwork, and masonry, the timberwork per cubic foot; the ironwork in bolts, straps, and other similar ironwork at per lb.; the wrought-iron girders at per ton; the fencing per rod; ballasting and laying permanent-way at per lineal yard; and sleepers at per sleeper, finding all materials and labour, the work being paid for on the net measurement as executed.

4. The plan is drawn to a scale of 4 chains to an inch, and the section to a horizontal scale of 4 chains to an inch, and a vertical scale of 40 feet to an inch.

5. The plan shows the course of the line. The centre red line represents the line of the stakes, which are driven down at intervals of one chain, and are in the centre of the line to be constructed.

6. The section represents the surface of the ground in black, and is taken along the centre line shown on the plan in red. The upper or blue line represents the upper surface of the rails when laid; the lower or red line represents the level of the bottom of the ballasting or formation level in the centre of both cuttings and embankments, and is 1 foot 3 inches below the blue line.

7. When the railway is in cutting, a ditch 3 feet wide at the top, 1 foot at the bottom, and 1 foot 6 inches deep, shall be made on the higher side of the ground to be occupied by the railway; on the lower side it will not be necessary to have any ditch. The drains are to be made to fall into the ditches or watercourses at present existing for the drainage of the adjoining lands, or into the diverted channels, as the case may be, and whenever the fall of the drains or that of the diverted channels shall be so great as to endanger the stability of the sides or bottoms of such drains, the same to be protected by pitching, and whenever it may be considered desirable to carry the water from such drains down the slopes of the cuttings, a pitched drain shall be constructed on the slopes, but these matters will be considered as extra works, and arranged for as provided in clause No. 5 of the General Conditions.

8. A ditch similar to that described on the top of the cuttings to be formed at the foot of the embankments, on the higher side only.

#### *Earthworks.*

9. The excavations in the centre of the cuttings are to be made to the depth shown on the longitudinal sections by a red line, being a depth of 15 inches below the level of the upper surface of the rails as indicated by the blue line.

10. The bottom of the cuttings to be slightly convex, being fifteen inches below the level of the rails in the centre, and eighteen inches at the sides, having a fall from the centre to the bottom of the slopes.

11. The cuttings to be sloped at the batters stated on the longitudinal section, or to such other batters as may be ordered by the Engineer-in-Chief during the progress of the works, to be fifteen feet wide at the bottom, that is to say, at the formation level. The sides, as the excavation proceeds, to be uniformly trimmed or dressed to the specified inclinations, proper battering rules being used and provided by the contractor at his own cost for this purpose.

12. Cross-sections have been already taken at the expense of the Commissioner, and should the contractor not take exception to the accuracy of these sections before the work in the cuttings to which they refer has been commenced, it will be taken as an acknowledgment on his part that they are correct, and that he will be satisfied to have the quantities of work for which payment is to be made measured from the sections furnished by the Engineer, provided the works cannot be otherwise satisfactorily measured and the quantities accurately ascertained. Should the contractor prefer to take cross-sections for himself, no measurements taken from them will be admitted as the correct quantities, unless the accuracy of such sections has been confirmed by the Engineer or superintending officer.

13. The centre line has been very carefully staked out, and every care must be taken by the contractor not to remove any of the centre stakes without taking the precaution to fix such marks as will enable him to find the position of the stake or stakes so removed.

14. Any stakes removed which the contractor is unable to replace will be replaced by the officer in charge of the works; but it must be distinctly understood that every expense attendant upon such replacement must be paid by the contractor, the Engineer-in-Chief reserving to himself the right to deduct at once such cost from any certificate then due in favour of the contractor for work done on this contract.

15. The embankments throughout the whole contract to have slopes of  $1\frac{1}{2}$  to 1, and to be not less than 15 feet wide at formation level.

16. On the completion of the cuttings and embankments, the whole of the formation shall be properly trimmed. The formation of the cuttings shall be trimmed to the level shown on the working section, and the embankments shall be trimmed to such level as the Engineer may direct.

17. The excavations shall at all times be kept free from water, and so conducted as always to afford the utmost facilities for the escape of the water, by casting and keeping properly cleaned out ditches (which shall in no case be deeper than the formation level) on each side of the excavation, and also by pumping if necessary.

18. The contractor must deposit the material from the cuttings either to the embankments named for its reception or to such other place, not exceeding a lead of one mile, that may be directed by the Engineer during the progress of the works.

19. Any stone or gravel that may be found in the cuttings suitable for ballasting may be laid aside by the contractor, at his expense, instead of being taken to embankment; but any deficiency in the embankments caused by such appropriation of material from the cuttings shall be supplied entirely at the expense of the contractor, either from side cutting or by increasing the width of the cuttings to the extent only of the width required for a double line.

20. The price stated in the schedule for excavations from cuttings is to be the average price per yard, whatever the nature of the material excavated may be, and the contractor must therefore satisfy himself as to the nature of the excavations in the different cuttings before sending in his tender. Trial holes have been made in nearly all the cuttings, and the strata through which they pass is marked on the section.



section. These trial holes, however, shall in no way bind the Commissioner or be assumed to be a guarantee to the contractor of their accuracy; but as they are left open, he must satisfy himself by personal inspection, as no allowance will afterwards be made to him beyond the price stated in his schedule, whatever material may hereafter be found in the cuttings.

21. All excavations, when the lower portion only is in rock, shall be taken out as shown by a diagram on the working sections, the gullet in all cases keeping pace with the excavation of the slopes. If any cutting be composed entirely of rock, the sides shall be left perpendicular throughout unless otherwise directed.

22. The earthwork must be well punned for such distance as may be required, not exceeding three yards on either side and one yard in depth, over the top of all culverts, without any charge beyond the price stated in the schedule for earthwork.

23. The quantities stated on the longitudinal section are placed there for the contractor's guidance, to enable him to determine the length of lead, but the quantities to be paid for will be the actual measurement of the works satisfactorily executed, whether in excess or diminution of the quantities marked upon the section.

24. The Commissioner will lend to the Contractor for the execution of the earthworks on this contract rails for a length of 2 miles of single way, but any rails beyond this quantity, if required by the contractor must be provided at his own expense; but no fastenings, either fish-plates or dogs, will be lent by the Commissioner.

25. All rails lent to the contractor for temporary purposes must be returned by him and stacked at the Orange end of his contract, having been first straightened to the satisfaction of the Engineer. Any rails cut, broken, lost, or so damaged by the contractor as to be rendered useless, must be paid for by him at the price per ton at which rails of a similar description are valued in the Colony. These rails will be delivered, free of charge, to the contractor at the Raglan Station.

26. The whole of the land inside the fences of the railway or road approaches (and for a distance of half a chain beyond such fences), should it be considered by the Engineer desirable, to be cleared of timber or brushwood, the fallen timber being entirely removed or destroyed. (See clause No. 8 of General Conditions.) The cost of clearing will not be paid for as a specific charge, but must be included in the price stated in the schedule for earthwork.

27. All embankments which have to be formed on side-lying ground must have benchings cut so as to prevent the bank from slipping, and such benchings shall be done to the satisfaction of the Engineer or superintending officer. The excavations for these benchings to be paid for at the price stated in the schedule for side cutting.

28. During the progress of the works every protection shall be afforded to the public by the erection of proper fences alongside all excavations which join upon any public road, and where the road is crossed by the railway, temporary crossings or diversions shall be made at the expense of the contractor, and lights shall be kept burning between the hours of sunset and sunrise at all intersections or diversions of all public roads, if considered necessary by the Engineer or superintending officer. The contractor will, however, be held responsible for any accidents which may occur at any of these crossings during the progress of the works.

#### VIADUCTS AND BRIDGES.

##### *Brickwork.*

29. The brickwork is to be constructed with the best, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for the cutwaters, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement as may be hereafter directed.

30. The bricks to be well bedded and joints flushed with mortar or cement at every course, and well jointed.

31. The whole of the walls to be built of the dimensions shown on the drawings, and no allowance will be made for any excess of dimensions above those found on the working drawings now exhibited, or which may be hereafter supplied.

32. The price stated in the schedule for brickwork shall apply not only to the bridges the plans for which are now exhibited, but to any other bridges which may be considered requisite hereafter, and the price stated for excavation to foundations shall include all expenses attendant upon getting in the foundations, and filling in and thoroughly punning round the brickwork up to the original level of the ground.

##### *Masonry.*

33. All stone used in the bridges to be of the best quality, free from all defects, to be laid in cement or mortar in courses of 12 inches in thickness, to have boasted beds and joints throughout, and to be rough-picked on the face.

34. No stretcher will be allowed with a less bed than one and a half times the thickness of the course in which it is being used. The work to be built header and stretcher alternately, each header extending throughout the whole thickness of the wall, if such wall be not more than 4 feet in thickness; and for all walls exceeding 5 feet the headers may be in two stones, laid side by side, overlapping each other at least 14 inches.

35. The bed of each stretcher shall not be less than 18 inches, except when the full thickness of the wall shall be less than 3 feet, when two stretchers may be used with beds each equal to half the thickness of the wall.

36. The whole of the masonry to be rock-faced (except where otherwise described), with a chisel-draft  $1\frac{1}{2}$  inch wide on each side of all external angles, and the bond throughout shall not be less than 14 inches.

37. The springing stones for the arches shall be of the dimensions shown upon the drawings; the beds and vertical joints being boasted throughout with a chisel-draft 1 inch wide on the external angles. To be chamfered and throated as shown in the drawings.

38. The copings to piers, string-courses, and parapets or pilasters to be of the dimensions shown on the drawings, to be rock-faced with a chisel-draft 1 inch wide on the external angles. The string-courses to be chamfered and throated, and the upper side of the parapet to be tool-dressed.

##### *Culverts.*

*Culverts.*

39. The whole of the masonry, except where otherwise described, is to be laid in mortar, mixed in the proportion of one of stone lime to one of clean sharp sand, or any other proportion the Engineer may hereafter direct.

40. The price stated in the schedule for excavations is also to include keeping the foundations free from water, and filling and well ramming round the masonry or brickwork to the level of the original surface of the ground as the work proceeds.

41. No masonry or brickwork shall be commenced without an order from the Engineer or superintending officer, and when the excavation is ready to receive the brickwork or masonry the contractor must give notice to the Engineer or superintending officer to that effect, so that the foundations may be approved before the work is commenced.

42. The culverts, except those of a square form, are to be built of the form shown on drawing No. 3; the materials and workmanship to be of the best description. If of stone, the beds and joints shall be boasted throughout, and rock-faced (excepting the soffit of the arch and invert, which must be picked off to an even surface), laid in 12-inch courses, header and stretcher alternately, and grouted in flush with good mortar at every course.

43. The bed of each stretcher, from 2 to 5 feet culverts inclusive, must be equal to the thickness of their walls respectively. Two stretchers may be used in the 8-feet and 10-feet culverts, but each arch must be formed of single stones, the band throughout being not less than twelve inches.

44. Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing-up the masonry or brickwork, the whole of the work in such culvert will be condemned, and must be rebuilt at the expense of the contractor.

45. The square culverts are to be built "dry," of the form and dimensions shown on drawing No. 3; all beds and joints to be picked true; the face may be roughly knocked off.

46. If earthenware pipes be used for drains, they shall in all cases be sunk not less than their outside diameter below the ordinary surface of the ground, and the joints made with properly tempered clay. Brick-heads to be built for these pipes, as shown in drawing No. 3.

47. If bricks be used, they shall be good, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for cutwaters where required, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement as may be hereafter directed.

48. The bricks to be well bedded, and the joints flushed with mortar or cement at every course, and well grouted.

*Inlets and outlets.*

49. Excavations from inlets and outlets, also from foundations of culverts, to be run into the main line embankment where directed, such run not to exceed sixty yards.

*Mortar.*

50. The mortar to be mixed in the proportion of one part of fresh well-burnt lime, and one of clean sharp sand, or such other proportion as the Engineer may direct during the progress of the work,—to be mixed in a dry state and well tempered by being passed through a pug-mill with a proper quantity of water, and must always be used fresh.

*Cement.*

51. The cement to be Portland cement, of the best quality, gauged in the proportion of two of clean sharp sand to one of cement, and must be used fresh.

*Timberwork.*

62. The hewn timber to be used in the superstructure to the bridges shall be ironbark, free from sap and wane, perfectly sound, straight, and well-seasoned, and to be framed as shown on the drawings. Great care must be taken in framing the work, and in fitting the ironwork, which must be done with the greatest accuracy. The bearing and batter piles to be round, the diameter at the top being not less than 16 inches, and the bottom 12 inches, to be driven as hereafter directed, and may be of ironbark, box, stringybark, or other approved timber. White gum shall not be used in any of the bridges on this contract.

63. The girders, trusses, headstocks, and corbels, shall be hewn timber perfectly square, and the sleepers, transoms, walings, braces, and planking, shall be sawn timber, of any approved hardwood, straight and sound. All beds and joints of the timberwork to have a thick coat of red lead and oil previous to being fixed; the cost of doing this to be included in the price stated in the schedule for timberwork.

64. Should any of the bridges have to be erected on rock foundations, timber sills bolted to the rock shall be substituted for piles, in accordance with drawings which will hereafter be furnished; the rock shall be dressed off perfectly true to receive the sills, and the cost of doing this shall be paid for at the price named in the schedule for excavation to foundations in rock.

65. The whole of the timberwork will be paid for at per cubic foot, and the round piles of the size stated will be considered as equivalent to a cubic foot for every foot in length of pile, and paid for at the price per lineal foot named in the schedule.

66. When the piles are being driven every precaution must be taken to prevent splitting during the driving, as no split piles will be allowed to remain in the work.

67. Each pile must be driven with an iron ram weighing not less than 20 cwt., and every pile shall be driven to such depth as may be required by the superintending officer.

68. The contractor must ascertain for himself the required length of each pile, as no scarfing to any of the piles will be permitted, and all piles pitched too short must be drawn and others substituted of the requisite length.

69. An allowance will be made to the contractor of three feet on each pile beyond the net measurement when cut off, for the reception of the headstocks, for waste in driving.

70. The whole of the bolts, nuts, straps, spikes, plates, washers, strap-bolts, and pile-shoes to be of wrought-iron of the best quality, and of the form and dimensions shown on the drawings. The whole of the ironwork, except pile-shoes, to be heated and dipped in linseed oil before being taken on to the works.

*Permanent*

*Permanent way and ballasting.*

71. The ballast to be of the depth shown on drawing No. 7, being nine inches above the formation level in the centre of the cuttings, to be level on the upper surface on straight portions of the line, but on curves the outside of the ballast shall be of sufficient thickness to give the proper super-elevation to the outside rail, the inner rail being kept at the height shown on the longitudinal sections.

72. All ballast and sleepers required for the works under this contract must be provided by the contractor, who will have to lay the rails, &c., and deposit the ballast on the line of railway as hereafter described.

73. The Commissioner will provide all ironwork for the permanent way, rails, fish-plates, bolts, nuts, spikes, and screws. These permanent-way materials will be delivered to the contractor at the Bathurst Station free of cost, but all expenses attendant upon their removal from thence to the places where they are to be used must be borne by the contractor; and on the Commissioner delivering to the contractor all such materials as are to be provided by him for this work, the contractor will be bound to receive them, and to give the Commissioner or his agent a receipt for all such material so delivered; and after receiving such materials he will be held responsible for all damage, breakage, or loss while in his possession, either during their transit from the place of delivery or in putting them into the work; and in all cases where they may be damaged, lost, or destroyed, the contractor will have to replace or repair them at his own expense.

74. The contractor must supply all engine-power, waggons, tools, implements, labour, and every other thing necessary for ballasting and laying the permanent way in the manner stated in this Specification, and to the satisfaction of the Engineer-in-Chief for Railways.

75. The contractor must in all cases exercise great care in carting the materials on to the work, as he will be held responsible for and chargeable with the expenses of repairing all or any damage he may cause to the works by carelessness or otherwise in carrying out this contract; and the Commissioner is hereby empowered to deduct the amount of such damages from any money which may be due or may hereafter become due to the contractor under this contract.

76. Where the railway intersects any road, whether main road, public road, or private occupation road, a permanent level crossing shall be made in all cases where directed by the Engineer, with proper ironbark guard rails, and the whole constructed in accordance with drawing No. 8.

77. All such crossings shall be maintained by and at the expense of the contractor, until the final completion of this contract.

78. Level crossing gates, 10 feet, 12 feet, and 15 feet respectively, must be provided and fixed complete in accordance with drawing No. 9, at the price stated in the schedule. Each gate to be provided with a strong chain, padlock, and duplicate keys.

79. Each gate, including all posts, struts, or spurs, and ironwork, must be painted two coats with the patent iochrome Australian paint.

80. The approaches to all public roads to be metalled with broken stone (the best that can be obtained in the district), and must be broken to a gauge of 2 inches, and be laid on to the approach to the depth of 9 inches.

*Ballasting.*

81. The ballast shall consist of clean, sharp gravel, free from all loam, small sand, or other material which the Engineer may consider unsuitable for ballast, broken stone of approved quality, not larger than a cube of 3 inches, or properly vitrified clay 9 inches in thickness, in the centre of the roadway, the ballast being spread level transversely on the straight portions, but on curves the ballast on the outside of each curve shall be of such extra thickness as will give the necessary super-elevation to the outer rail.

82. The width of the ballast at the bottom to be 11 feet 9 inches, and at the top, which will be 6 inches below rail level, the width must be 9 feet 6 inches, as shown on drawing No. 7. The outer edges of the ballast both at the top and bottom must be kept parallel to the centre line throughout, and the slopes of the same to be neatly trimmed to an uniform surface.

83. The road may be laid upon the formation, and afterwards lifted to the proper level in two lifts of 3 inches each, so as to give 6 inches of ballast under the centres of the sleepers, and 7 inches under the ends, as shown in drawing No. 7.

84. The contractor must use the greatest care in lifting, no lift being more than 3 inches, so as to avoid bending the rails or in any other way injuring the road; and no ballast waggon will be allowed to run over any portion of the road until 3 inches of ballast have been placed under the sleepers, and no engine shall pass over the road until it has been lifted to its full height and properly packed.

85. The ballasting when laid complete will be paid for at per lineal yard, and no allowance will be made for any loss by subsidence in embankments or otherwise.

*Road-laying.*

86. The sleepers must be provided by and at the expense of the contractor, in accordance with clauses Nos. 95 to 101.

87. The bed for the rail must be trimmed by machinery to the width of its bottom flange, which must be sunk its exact depth into the sleeper on the outside of the rail, the seat for the rail being inclined from the inside at an angle of 1 in 20 to give the proper cant to the rail.

88. The sleepers must be placed at such distances apart as are shown on drawing No. 7, the number being seven sleepers under rails of 21 feet in length, and six under 18-foot rails. On all curves from 12 to 18 chains radius inclusive one extra sleeper to be used in each length of rail.

89. The rails must be fixed to the sleepers with screws and spikes as shown on the drawing No. 7, the holes for which must be bored in the sleepers to prevent their splitting when inserting the fastenings.

90. The rails to be laid to a gauge of 4 feet 8½ inches throughout, the upper surface being at the level shown on the working section, excepting where otherwise directed by the Engineer. The joints of the rails to be secured by fish-plates and bolts in the usual manner. Each rail to be straight and level transversely when put down in the straight portions, and where the line is curved the rails must be bent by a machine, to be provided for the purpose by the contractor (as no hammering will be allowed), before being placed on the sleepers, to suit the particular radius of such curve, the outer rail having an elevation above the inner rail such as the Engineer may direct.

91. The rail level will be 15 inches above the formation level in the centre throughout. A standard clip-gauge will be provided by the Commissioner, to which standard all other gauges must be made, and which shall be approved and branded by the district engineer before being used on the works. Any portion of the road laid in with any gauge not so approved and branded will not be paid for by the Commissioner. Clip-gauges only shall be used throughout; no other gauge will be permitted on the works.

92. The rails must be laid with the joints as nearly at right angles with each other as the lengths of the rails will permit, but in no case shall the joint in one line of rails have a lead or be in advance of the joint in the opposite rail of more than 3 inches.

93. The contractor must provide all labour and tools required for the laying and completing the permanent way, which must be finished in every respect to the entire satisfaction of the Engineer-in-Chief.

94. All the sleepers must be laid as nearly as practicable at right angles to the centre line of railway; they must be well and thoroughly packed so as to cause the upper surface of the rails, when finished, to be at the level shown on the working section, or at such level as may be hereafter directed, and the two lines of rails shall be laid uniformly parallel to the centre line throughout, and must be perfectly straight on all the straight portions, and on the curves they must be laid to a uniform specified radius.

#### *Sleepers.*

95. The sleepers to be supplied under this contract may be of ironbark, grey gum, blackbut, red gum, or other approved hardwood, 8 feet long, either sawn or split from large trees.

96. If sawn, the size to be not less than 9 inches  $\times$  4½ inches, sound and straight, and must be cut when the sap is down. If split, they must be taken from trees not less than 3 feet in diameter, the broadest side to be of a uniform width of 10 inches, to be 4½ inches thick, and the smallest part of the sleeper to a sectional area of not less than 40 superficial inches. The bark to be removed from all sleepers before inspection.

97. The number of sleepers required will be about 88,000, but any additional number that may be required for this contract shall be supplied by the contractor at the price for sleepers stated in the schedule.

98. The contractor to find men at his own cost for the purpose of turning over the sleepers during their inspection by a person appointed by the Engineer for this purpose, and all the sleepers approved will be branded.

99. No inspection of sleepers will be made unless a proper number of men be provided by the contractor for the purpose above-mentioned.

100. All sleepers before they can be branded or inspected must be delivered on some portion of the land inside the railway fences on this contract.

101. Any sleeper which may be found to be split after being laid in the road and branded must be replaced by the contractor at his own cost.

#### *Sidings.*

102. All sidings, cross-over roads, or through roads, that may be required shall be ballasted and laid in by the contractor at the price per lineal yard stated in the schedule for laying and ballasting the main line of permanent way; also all crossings and switches must be laid in by the contractor at the price per lineal yard stated in the schedule for that description of work.

103. The measurement for these "sidings," "cross-over," "through," or "loop" roads shall be taken from point to point of switches where two switches are laid in, but where one switch is used the measurement will be from the point of the switch to the heel of the crossing.

104. In no case shall the measurement of the ballasting on the sidings include any part of that which is already included in the measurement of the main line of permanent-way.

105. The contractor shall maintain all works which he may have executed under this contract in good order and repair until they have been certified by the Engineer as having been satisfactorily completed.

#### *Fencing.*

106. The fencing to be erected under this contract is to be either a three-rail sapling fence, or a two-rail fence with split posts and rails, or a wire fence, as shown on drawings Nos. 4 and 5. The timber to be of the best quality in the district through which the railway passes.

#### *Miscellaneous.*

107. The contractor shall pay all stamp and other duties which the Government now or may hereafter require to be paid on any document forming part of this contract.

108. The contractor must furnish to the engineer a monthly statement of all works done by him, or of claims he may have against the Commissioner under this contract, and no certificate will be given until such an account has been rendered.

109. The contractor to provide at his own cost an office for the district engineer. This building to consist of two rooms, each 14 feet by 12 feet, having weatherboard sides and ends, the roof to be covered with shingles. To have ½-inch tongued and grooved boarded ceiling, and inch flooring-boards; a brick chimney with two fireplaces to be erected between the rooms; two doors and three windows to be provided and fixed. The place where this building is to be erected will be decided upon hereafter.

110. Each person tendering must enclose with his tender a Treasury deposit receipt for £500, without which his tender will not be taken into consideration. Such deposit will be returned to the unsuccessful tenderers forthwith; but should the person whose tender has been accepted fail to find the necessary security within the time named in the General Conditions, then the said sum of £500 shall be forfeited by him to the Commissioner.

JOHN WHITTON.

## No. 2.

THESE are the General Conditions marked "B" referred to in our agreement with the Commissioner for Railways, annexed hereto and dated the twenty-fourth day of August, A.D. 1874.

Witness—M. S. HARTE.

WM. MASON.  
A. ELKINGTON.

## GENERAL CONDITIONS.

*Interpretation clause.*

1. The words "superintending officer" in these conditions shall mean any person who may from time to time be appointed by the Engineer-in-Chief of Railways to supervise the works or buildings, and the words "Engineer-in-Chief" or "Engineer" shall mean the Engineer-in-Chief for the time being of the Commissioner for Railways.

*Dismissal of workmen, removal of improper materials, &c.*

2. The Engineer shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having removed off the line of railway (or any land belonging to the Commissioner), any materials, plant, or implements, which in his opinion are insufficient for the purpose intended, or at variance with the meaning and intention of this specification. The cost of the removal of any such plant, materials, or implements to be paid by the contractor.

*Instructions to be obeyed.*

3. Should the contractor refuse or neglect to carry out the instructions of the Engineer or the Superintending Officer, the Engineer shall have the power of suspending the usual monthly certificate until such instructions have been complied with.

*Drawings, specification, &c.*

4. The plans, sections, and drawings represent generally the form and dimensions of the several works. Where any discrepancy exists between the dimensions as indicated by the scale, and those marked in figures, the figures are to be considered as correct, and are to be taken in all cases in preference to the measurements by the scale attached. And if there should be any discrepancy between the figures or dimensions, or the form of construction, or the material as indicated in the drawings, and the dimensions and materials given in the specification, the directions of the specification shall be adopted, and in all cases of defective description, or any ambiguity, the explanation given by the Engineer shall be binding upon the contractor. Also, anything contained in the drawings and not in the specification, or anything contained in the specification and not shown in the drawings, shall be equally binding as if it were contained in both.

*Extra works, omissions of works, &c.*

5. If at any time whilst the works are in hand it shall be deemed expedient by the Engineer to increase or diminish the dimensions of any works to be done under this contract, or to alter their situation, or to vary the materials, form, or dimensions of any of the said works, or of any part thereof, he shall have full power to do so, and to order and direct any such increase, diminution, or alteration, which shall be executed by the contractor if of the class of works provided for in the Schedule of prices; and no such increase, diminution, or alteration of works, shall in any way annul or set aside this contract, or extend the time for the completion thereof, but such additions or alterations shall be measured and allowed and paid for, or such deductions credited to the Commissioner for Railways, as the case may require, according to the Schedule of prices; and if any portion of the works so ordered to be done shall not be of the class of works provided for in the Schedule of prices, the same shall be executed by the contractor at such price as may be agreed for with the Engineer; but if the contractor and the Engineer cannot agree as to the works required to be done which are of a class not provided for in the Schedule of prices, the Engineer may order and direct the same to be done by such person or persons as he may think fit.

*Net measurements.*

6. All measurements of the works shall be made according to the actual dimensions, notwithstanding any general or local custom to the contrary.

*Labour, materials, plant, &c.*

7. The contractor shall provide at his own costs and charges all materials, labour, tools, plant, tackle, machinery, scaffolding, &c., for the proper completion of the works at the prices stated in his Schedule.

*Damages, &c., to be paid for by contractor.*

8. The land inside the fences of the railway may be used for the purpose of carting the materials for the works on this contract, but all damage that may be done to any land not actually the property of the Commissioner must be paid for by the contractor, whether such damage be caused by the carting of materials, or the straying of cattle in consequence of the destruction by the contractor or his workmen of the original fences, or of the fences alongside the railway, or by any other cause connected with the construction of the works; and should such damage not be at once paid for, such an amount as shall appear reasonable to the Commissioner, may be paid by him in compensation for the same and deducted from any money that may be due to the contractor for work done under this contract.

*Setting out works.*

9. The works will be set out for the contractor, but he must satisfy himself of their accuracy, as no work incorrectly set out or improperly executed will be paid for by the Commissioner.

*Contractor to be represented.*

10. The contractor at all times during the progress of the works, when he is not personally superintending them, must have a responsible agent or overseer stationed on them to receive instructions from the superintending officer or Engineer-in-Chief, and to represent the contractor for all the purposes of this contract.

*Progress*

*Progress of works.*

11. Should the Engineer be at any time dissatisfied with the mode of proceeding, or at the rate of progress of the works, or any part thereof, the Commissioner shall have full power, without vacating this contract, to take the works wholly or in part out of the hands of the contractor, and to employ, procure, and make use of all labour or materials which he may deem necessary for completing the works, the cost of such labour and materials to be deducted from any money that may be then due, or may hereafter become due, to the contractor; and if the money then due or thereafter becoming due to the contractor, shall not be sufficient for that purpose, the balance remaining unpaid may be recovered in an action for damages for breach of contract, or as money paid for the use of the contractor.

*Cancellation of contract.*

12. The Commissioner shall have the option, and full power and authority, in lieu of proceeding under the last preceding clause of these conditions, if the contractor fail to proceed in the execution of, and to carry on the works in the manner, and at the rate of progress required by the Engineer, of cancelling this contract, so far as relates to the works remaining to be done; and in such case the moneys which shall have been previously paid to the contractor on account of the works executed, shall be taken by him as full payment for all works done under the contract, and upon notice in writing under the hand of the Commissioner, that he, under the authority of this condition, cancels the contract, being served upon the contractor, or left at his last known place of abode, the contract shall be cancelled, and thereupon all sums of money that may be due or unpaid to the contractor, together with all implements in his possession, and all materials provided by him, upon the ground upon which the work is being carried on, or adjacent thereto, and all sums of money named as penalties for the non-fulfilment of the contract within the time specified, shall also be forfeited and become payable to the Commissioner, and the said implements and materials shall become and be the absolute property of the Commissioner, and with the moneys so forfeited and payable as aforesaid shall be considered as ascertained damages for breach of contract.

*Time of completion.*

13. The contractor shall complete the whole of the works comprised in this contract, on or before the first day of August, one thousand eight hundred and seventy-six, and in the event of their non-completion at the specified time, should the Commissioner not have proceeded under clauses Nos. 11 and 12 of these conditions, or either of them, the contractor shall forfeit and pay two hundred pounds sterling per week, or for every part of a week, that shall elapse after such specified time until their completion, and which sum or sums may be deducted from any money payable to the contractor under this or any other contract. No certificate will be given after the date specified for the completion of the contract until the whole of the works shall have been properly completed to the satisfaction of the Engineer-in-Chief.

*Copies of drawings, &c.*

14. All copies of drawings or specifications required by the contractor for carrying on the works must be made at his expense.

*Free passes, &c.*

15. No free passes on any of the Government Railways will be granted either to the contractor or his agents, nor will any materials or articles of any description be conveyed free of charge.

*Liability of contractor.*

16. The care and maintenance of all works under this contract shall remain with the contractor until their completion, and until the Engineer-in-Chief for Railways, shall by notice in writing, under his hand, inform the contractor that he has taken charge thereof, and until such notice shall have been given the contractor and his sureties shall be jointly and severally responsible for all accidents, from whatever cause arising, and shall make good all damage thereto.

*Contractor not to assign works or moneys.*

17. The contractor shall not assign over this contract, or assign all or any of the moneys payable or to become payable under the contract, or all or any part thereof, or any other benefit whatsoever arising, or which may arise, under this contract, to any other person without the consent in writing under the seal of the Commissioner for Railways first obtained—the contractor for each and every breach of this condition shall pay to the Commissioner for Railways the sum of £500 as and for liquidated damages, and the sum or sums payable as such damages may be deducted from any sum or sums due to the contractor, under this or any other contract, with the Commissioner for Railways—and any permission to assign over this contract shall not discharge the contractor from liability to see that the works so assigned are executed and completed in terms of this contract, unless on the assignment thereof the Commissioner expressly declare that the contractor is discharged from further liability.

*Truck system not allowed.*

18. The workmen, tradesmen, and laborers of every class employed on the works to which these conditions refer shall be paid their wages, in full, in money, current coin of the Colony, at least once in every month, and no ticket or other system of payment by provisions, liquors, or goods, will on any pretence be allowed; nor shall the contractor, or any person, or persons employed by him, or in any way connected with him, establish any shop for the supply of provisions, liquors, or goods; nor shall the contractor oblige his workmen to take provisions, liquors, or goods of any kind from any person in particular. The workmen of every class shall be paid on the works if it be possible, or in some building adjoining, and in no case shall they be paid at a public-house, or other place where liquors or refreshments are sold.

*Power to the Commissioner to pay workmen's wages.*

19. Before the payment of any money to the contractor, the Commissioner may require from him a statutory declaration that the tradesmen and laborers of every kind employed on the works to which these conditions refer, have been paid their wages and claims of every kind in full, in money, the current coin of the Colony, and to the latest date at which such wages or claims are due—and the Commissioner may withhold the payment of any money that may be due or may become due to the contractor until such declaration has been made and delivered to him.

*Bankruptcy*

*Bankruptcy or insolvency.*

20. If the contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner without previous notice to the contractor, or to the Official or other Assignee or Assignees of his insolvent estate, or to the trustee or trustees under the assignment, to take the works out of the hands of the contractor, and of the assignees, or trustees of his estate, and to re-contract with any other person or persons to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient, and all the then remaining materials, implements, and plant aforesaid may be used in and applied for the purposes of the works, but on the final completion of the works the surplus of such materials, implements, and plant shall cease to belong to the Commissioner, and shall become the property of the said assignees or trustees without any allowance for, or payment by, the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

*Security.*

21. The contractor will be required to enter into a bond to the Commissioner for Railways, in the penal sum of five thousand pounds for the proper performance and completion of the contract.

Should the contractor fail to provide the required deposit of £5,000 within six days from the acceptance of the Tender, or should the contractor fail to execute the contract for the due performance of the works mentioned in the said Tender, or to execute the bond required hereunder for securing the due completion of the works to be done under the said contract, within fourteen days after the acceptance of his Tender has been notified to him, the Commissioner will have the option of and full power and authority to declare such acceptance to be annulled.

No Tenderer will be allowed to proceed with the work tendered for, until he has provided the cash deposit, has executed the required contract, and has duly executed the bond before mentioned for the due performance of the said contract—it being hereby declared that for all or any work done or materials found and provided by the contractor before the due execution of the said contract and bond, he shall not have any right of action, claim, or demand against the Commissioner.

*Progress payment without prejudice, &c.*

22. No certificate given to the contractor for the purpose of any progress payment shall prevent the Engineer-in-Chief from at any future time before the termination of the contract rejecting all unsound materials and improper workmanship discovered subsequently to the giving of the last previous certificate; and notwithstanding the giving of any certificate that portions or the whole of the works have been satisfactorily performed, the Engineer-in-Chief may require the contractor to remove and amend at any future time previously to the final payment on account of the construction or maintenance of the works, any work that may be found not to have been performed in accordance with the contract; and the contractor must remove and amend at his own cost all such work when so required notwithstanding any approval made or given by the superintending officer; and the Commissioner shall have power on the report of the Engineer-in-Chief that the work approved of as aforesaid is not in accordance with the contract, to deduct from any moneys that may be due or that may become due to the contractor, the whole amount that has been paid on account of such work.

If in the opinion of the Engineer-in-Chief further inquiry is necessary or desirable before any certificate is given, he shall have power to withhold such certificate for a period not exceeding one month from the date at which in the ordinary course the certificate would have been given.

None of the conditions of this contract shall be varied, waived, discharged, or released, either in law or in equity, unless by the express consent of the Commissioner, testified in writing, under his seal.

*Payments.*

23. Payments will be made once in every month, unless same shall become not payable by reason of anything contained in these Conditions, up to the date specified for the completion of the contract on the Engineer's certificate as the work proceeds, in the proportion of ninety per cent. of the value of the work satisfactorily executed, and the remaining ten per cent. will be paid after the Engineer has certified that the whole of the works have been completed to his entire satisfaction, and it is expressly declared that the obtaining a certificate from the Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction, shall be a condition precedent to the contractor having any right or cause of action in respect to any work done, or materials provided, and to the contractor having any right of action or claim to the payments from time to time to be made hereunder, as well as to the final payment upon the whole of the work being finished.

Department of Public Works,  
Railway Branch, Engineer's Office,  
Sydney, 23rd June, 1874.

JOHN WHITTON.

## No. 3.

This is the tender marked "C" referred to in our agreement with the Commissioner for Railways, dated the twenty-fourth day of August, A.D., 1874.

Witness—M. S. HARTE.

WM. MASON.  
A. ELKINGTON.

GREAT WESTERN RAILWAY.—EXTENSION FROM BATHURST TO ORANGE.

Contract No. 1.

FORM OF TENDER.

July 28th, 1874.

WE HEREBY propose to execute the whole of the works required in the construction of that portion of the Great Western Railway, comprised in contract No. 1: Commencing at 144 miles 45 chains and 50 links, and

and terminating at 192 miles 41 chains, being a length of 47 miles and 64 chains and 50 links, in strict accordance with the plans and specification, at the following prices, viz. :—

	Average price	£	s.	d.
Excavation from cuttings taken to the embankments named in disposal sheet	∩ cub. yd.	0	2	0
Do. do. do. do. of road approaches	do.	0	2	0
Do. from road approaches, taken to embankment, not exceeding half-a-mile lead	do.	0	2	6
Do. from side cutting, do. do. (including 3 runs, or 66 lineal yards)	Earthwork	0	1	3
	Rock	0	5	0
Do. do. do. do. each additional run of 22 yards	Earthwork	0	0	4
	Rock	0	0	4
Do. from side ditches and forming a mound alongside the ditch	Earthwork	0	1	9
	Rock	0	6	0
Do. from inlet and outlet drains to bridges or culverts, do.	Earthwork	0	1	9
	Rock	0	6	0
Do. from diversions of watercourses taken to embankment	Earthwork	0	2	0
	Rock	0	6	0
Do. from foundations to bridges, viaducts, and culverts	Earthwork	0	2	6
	Rock	0	6	6
Masonry to bridges and viaducts, in mortar	∩ cub. yd.	7	15	0
Do. do. do. in cement	do.	8	0	0
Brickwork do. do. in mortar	do.	2	5	0
Do. do. do. in cement	do.	3	0	0
Masonry to culverts, in mortar	do.	7	15	0
Do. do. in cement	do.	8	0	0
Brickwork to culverts, in mortar	do.	2	5	0
Do. do. in cement	do.	3	0	0
"Dry" square culverts, 18 inches	∩ lin. yd.	7	0	0
Do. do. 2 feet	do.	9	0	0
Timber, ironbark, framed and fixed in superstructure of bridges	∩ cub. ft.	0	8	0
Do. in planking walings and braces (any approved timber) do. do.	do.	0	7	0
Do. in piles fixed	∩ lin. ft.	0	6	0
Ironwork, fixed in bolts, nuts, straps, plates, spikes' washers, and pile shoes	∩ lb.	0	0	9
Painting bridges (3 coats iochrome in oil)	∩ sup. yd.	0	2	0
Tarring timberwork, 2 coats (kerosene tar)	do.	0	1	6
Fencing (3-rail sapling)	∩ rod	0	8	0
Do. (2-rail split)	do.	0	7	6
Do. (wire)	do.	0	7	6
Ballasting, permanent way	∩ lin. yd.	0	4	6
Laying do.	do.	0	2	0
Do. crossings and switches, including cross-over roads	do.	0	7	6
Sleepers (split)	each	0	5	0
Do. (sawn)	do.	0	5	0
Level crossings for 10 ft. gates (including timber box drains complete)	do.	15	0	0
Do. 12 do. do. do. do.	do.	15	5	0
Do. 15 do. do. do. do.	do.	15	10	0
Metalling approaches to level crossings	∩ cub. yd.	0	9	0
10 feet level crossing gates, fixed complete, and painted 2 coats iochrome in oil	each	9	10	0
12 feet do. do. do. do.	do.	10	0	0
15 feet do. do. do. do.	do.	10	10	0
Earthenware drain pipes, 6 inch	∩ lin. yd.	0	5	0
Do. 9 do.	do.	0	7	0
Do. 12 do.	do.	0	12	0
Do. 16 do.	do.	1	5	0
Do. 18 do.	do.	1	15	0
Do. 24 do.	do.	3	15	0

The prices in the preceding Schedule include all labour material (except ironwork for the permanent way), scaffolding, and workmanship of every kind necessary for the full and perfect completion of the works, to the satisfaction of the Engineer-in-Chief.

WILLIAM MASON & Co., 362, George-street, Sydney.

To the Commissioner for Railways, Sydney.

SHOULD the foregoing Tender be accepted, we the undersigned hereby undertake to deposit with the Commissioner for Railways, within six days from the notification of the acceptance of the said Tender, the sum of £5,000 as security for the due performance of the contract.

WILLIAM MASON & Co., 362, George-street, Sydney.

Note.—A sum of £500 has, according to the conditions of the Specification, been deposited with the Colonial Treasurer, which sum we agree to forfeit to the Commissioner, should we fail to provide the cash deposit, and to complete the bond at the time specified.

WILLIAM MASON & Co., 362, George-street, Sydney.

#### No. 4.

ARTICLES OF AGREEMENT made and entered into this twenty-fourth day of August, in the year of our Lord one thousand eight hundred and seventy-four, between William Mason, the younger, of Bathurst, and Albert Elkington, of Sydney, in the Colony of New South Wales, contractors, carrying on business together in the said Colony, under the style or firm of "William Mason & Co.," of the one part; and the Commissioner for Railways, a Corporation sole created by the Act of Council, passed in the twenty-second year of the Reign of Her Majesty Queen Victoria, number nineteen, intituled "An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales, and for the regulation of the same" of the other part.

WHEREAS



WHEREAS the Commissioner for Railways aforesaid lately advertised for tenders for the works to be done, and the materials to be provided for the construction and erection of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Western Railway extension—Bathurst to Orange—in the said Colony, intended to be contract No. 1, commencing at one hundred and forty-four miles forty-five chains and fifty links in the City of Bathurst, and terminating at one hundred and ninety-two miles and forty-one chains in the Town of Orange, being a length of forty-seven miles and sixty-four chains and fifty links, in accordance in all things with the specification hereto annexed marked "A"; and the plans or drawings therein referred to, and under and subject to the General Conditions hereto annexed marked "B": And whereas the said William Mason and Albert Elkington (hereinafter styled or referred to as "The Contractors," forwarded to the Commissioner for Railways aforesaid the tender to do the said works and to find and provide the materials required in the construction of the said line of railway hereto annexed marked "C": And whereas the Commissioner for Railways aforesaid duly accepted the said tender of "the contractors" for the said works: And whereas "the contractors" have deposited the sum of five thousand pounds in the City Bank in the City of Sydney, in the name of the Commissioner for Railways aforesaid, upon fixed deposit, for the term of twenty-four months at interest; and have handed the receipt for the said deposit, which bears date the third day of August, one thousand eight hundred and seventy-four, and is numbered 11/263, to the Commissioner for Railways, as security for the due performance by them of the works in the said Specification mentioned in accordance therewith in all things as thereby, and by the said General Conditions is provided, and have duly executed a memorandum of agreement, under seal with the Commissioner for Railways, bearing even date herewith, setting forth the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways as security for the due performance of the contract in these presents contained: Now these presents witness that "the contractors" for themselves, their heirs, executors, and administrators, hereby covenant, declare, promise, and agree with, and to the Commissioner for Railways aforesaid, his successors, and assigns: That they, "The contractors," their executors, and administrators, shall and will find and provide all materials (excepting such as are in the said specification mentioned as to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for; and shall and will do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of the said single line of railway, being that portion of the Great Western Railway extension from Bathurst to Orange, in the said Colony, intended to be contract number one, commencing at one hundred and forty-four miles forty-five chains and fifty links, in the city of Bathurst, and terminating at one hundred and ninety-two miles and forty-one chains in the town of Orange, being a length of forty-seven miles sixty-four chains and fifty links, subject to and in accordance in all things with the said Specification, and General Conditions hereto annexed, marked respectively "A" and "B", and the plans or drawings therein referred to, and the conditions, stipulations, and agreements therein contained, and at the price or prices mentioned in the said tender—"the contractors" finding all materials, and performing and completing all the works in the said Specification and General Conditions mentioned, and therein or thereby required or mentioned, or intended to be done by the person or persons tendering or contracting: That all powers and authorities in the said Specification and General Conditions mentioned, as given or intended to be given to the Commissioner for Railways and to the Engineer-in-Chief for Railways, or to either of them, shall vest in and be exercisable by the Commissioner for Railways aforesaid, and his successors, and the Engineer-in-Chief for the Commissioner for Railways for the time being respectively, as if the said powers and authorities had been expressly created and given to the Commissioner for Railways and his successors, and to the Engineer-in-Chief for the Commissioner for Railways for the time being, or to either of them, in or by these presents: That they, "the contractors," shall and will complete and finish the whole of the said works in the said specification and the said plans or drawings therein referred to, mentioned or shown, on or before the first day of August, which will be in the year of our Lord one thousand eight hundred and seventy-six, as provided and mentioned in condition number thirteen of the said General Conditions; and that the completion of the said works upon the day and time hereinbefore mentioned shall be considered as of the essence of this contract:

And further, that the said Specification marked "A," the said General Conditions marked "B," and the said tender marked "C," shall be read and considered as incorporated in and forming part and parcel of these presents, in like manner as if the same had been herein written and set forth at length—the said Specification, General Conditions, Tender, and these presents together, forming the contract between the said parties hereto; and the Commissioner for Railways, for himself and his successors, hereby covenants with the "contractors," their executors or administrators, that the Commissioner for Railways or his successors shall pay the "contractors," their executors and administrators, for the said works hereinbefore mentioned, and materials to be supplied at and after the rate of prices in the said Tender mentioned, when and as payment for the said works and materials shall, in accordance with section twenty-three of the said General Conditions, become due and payable to the "contractors," such payments only to be made upon the production of the certificate in the said twenty-third section of the said General Conditions mentioned—the production of such a certificate being a condition precedent to the "contractors" having any cause or right of action, claim, or demand upon the Commissioner for Railways, as in the said twenty-third section is mentioned, and at the time or times and in accordance with and when payable under the provision as to payment in the said General Conditions and the said Specification, or either of them mentioned, and not otherwise: And further: That the said Specification, General Conditions, and Tender shall be read and considered as incorporated in and forming part and parcel of these presents in like manner as if the same had been herein written and set out at length, the said Specification, General Conditions, Tender, and these presents, together forming the Contract between the parties hereto.

In witness whereof the contractors have hereunto set their hands and seals and the Commissioner for Railways hath affixed his official seal, the day and year first before written.

Signed, sealed, and delivered by the said William Mason } WM. MASON. (L.S.)  
and Albert Elkington in the presence of,— } A. ELKINGTON. (L.S.)

M. S. HARTE.

The official seal of the Commissioner for Railways was }  
affixed hereto in the presence of,— } JOHN RAE, (L.S.)  
CHAS. A. GOODCHAP, Secretary. } Commissioner for Railways.

LIST

## LIST OF DRAWINGS on Contract No. 1.

- No. 1. Working Plan, Parts Nos. 1, 2, and 3.
2. Working Section, do. Parts Nos. 1, 2, and 3.
3. Culverts.
4. Post and Rail Fencing.
5. Post and Wire Fencing.
6. Embankments and Cuttings.
7. Permanent Way.
8. Level Crossings.
9. Level Crossing Gates.
10. 10 feet Timber Openings.
11. Open Drain or Waterway.
12. 20 feet Culvert at 164-62.
13. Bridge over Railway at 154-13½.
14. 26 feet Openings over Belubula Rivulet at 176-26.  
Ditto Gosling's Creek, 189-37.

## No. 5.

MEMORANDUM OF AGREEMENT made this twenty-fourth day of August, in the year of our Lord one thousand eight-hundred and seventy-four, between William Mason, the younger, of Bathurst, and Albert Elkington, of Sydney, in the Colony of New South Wales, contractors, carrying on business together in the said Colony under the style and firm of "William Mason, junior, and Co.," of the one part, and the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*," of the other part

WHEREAS, by certain Articles of Agreement under seal, bearing even date herewith, and made between the said William Mason, the younger, and Albert Elkington of the one part, and the Commissioner for Railways aforesaid of the other part, the said William Mason, the younger, and Albert Elkington, covenant and agree with the Commissioner for Railways aforesaid to find and provide all materials (excepting such as by the specification therein referred to are to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Western Railway extension from Bathurst to Orange, in the said Colony, intended to be contract number one, commencing at one hundred and forty-four miles forty-five chains and fifty links in the city of Bathurst, and terminating at one hundred and ninety-two miles and forty-one chains in the town of Orange, being a length of forty-seven miles sixty-four chains and fifty links, as mentioned and set out in a Specification and General Conditions annexed to the said Articles of Agreement, and the plans and drawings therein referred to: And whereas, in and by paragraph twenty-one of the said General Conditions it is provided, or is mentioned, or is intended to be provided, as the said William Mason, the younger, and Albert Elkington hereby admit and declare, that the said William Mason, the younger, and the said Albert Elkington shall, as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, deposit the sum of five thousand pounds with the Commissioner for Railways aforesaid, and to be held by the Commissioner for Railways aforesaid as such security: And whereas, in performance of the said provision in the said General Conditions the said William Mason, the younger, and the said Albert Elkington, have on the third day of August, one thousand eight hundred and seventy-four, deposited the sum of five thousand pounds in the City Bank, in the City of Sydney, in the name of the Commissioner for Railways aforesaid upon fixed deposit for the term of twenty-four months, at interest, and have handed the receipt for the said deposit, which is marked 11/263, to the Commissioner for Railways aforesaid: The Commissioner for Railways having agreed that the said sum of five thousand pounds so to be left in his hand as aforesaid as security for the due performance of the said contract, shall be held by the City Bank as a deposit in the name and by the Commissioner for Railways aforesaid, on behalf of himself and his successors, at interest as aforesaid, and that the said William Mason, the younger, and Albert Elkington, shall receive the interest thereof upon and as the same becomes due and payable: And whereas the said William Mason, the younger, and the said Albert Elkington and the Commissioner for Railways aforesaid, have agreed to enter into these presents for the purposes of stating and defining the terms and conditions upon which the said sum of five thousand pounds shall be held by the Commissioner for Railways aforesaid, under the said Articles of Agreement as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned. Now these presents witness, and it is hereby declared and agreed between and by the said William Mason, the younger, and the said Albert Elkington, on behalf of themselves and their respective heirs, executors, and administrators, and the Commissioner for Railways aforesaid, on behalf of himself and his successors: That the said sum of five thousand pounds of lawful British money is now and henceforth shall be held by the Commissioner for Railways aforesaid, as security for the due completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, in accordance in all things with the said Articles of Agreement, Specification, and General Conditions, and that the said sum shall be held by the Commissioner for Railways and his successors until the whole of the said works shall be completed and finished in accordance with the said Articles of Agreement, Specification, and General Conditions, and until the time for which the said William Mason, the younger, and the said Albert Elkington are bound to maintain and uphold the same has fully expired: And that if the said William Mason, the younger, and the said Albert Elkington, their, or either of their executors or administrators, shall make default in proceeding with or in completing the said works in the manner stipulated in the said Articles of Agreement, and Specification,

and

and General Conditions, and in accordance therewith and with the said plans or drawings aforesaid, the Commissioner for Railways aforesaid, and his successors, shall and may at once and without any further consent on the part of and notwithstanding the expressed dissent of the said William Mason, the younger, and Albert Elkington, or either of them, use and employ the said sum of five thousand pounds, or so much thereof as shall be requisite in and about the proceeding with, completing, and finishing the said works, and in and about the payment of or retention, in payment of any penalty or penalties, sum or sums of money, which the Commissioner for Railways may be entitled to claim from the said William Mason, the younger, and Albert Elkington, by reason of the non-completion of the said works as aforesaid, and within the time fixed for that purpose, and the balance remaining (if any) shall be considered as forfeited to the Commissioner for Railways aforesaid, and shall be paid by the Commissioner for Railways aforesaid into the office of the Treasury in the said Colony, to the credit of and shall become and form a portion of the Consolidated Revenue of the said Colony as if the same had been recovered by action at law at the suit of Her Majesty, upon a bond given to Her Majesty, her heirs and successors, by the said William Mason, the younger, and Albert Elkington, to secure the due performance or completion of the works in the said Articles of Agreement, Specification, and General Conditions mentioned, without prejudice nevertheless to the right of the Commissioner for Railways aforesaid to sue for and recover, if he shall think fit so to do, from the said William Mason, the younger, and the said Albert Elkington, their or either of their executors and administrators, all or any penalty or penalties, sum or sums of money, which, under the said Articles of Agreement, or the said Specification and General Conditions, he or they may be entitled to recover from the said William Mason, the younger, and Albert Elkington, their executors and administrators, and which may be in excess of the said sum of five thousand pounds: And further, that at the expiration of the said term of twenty-four months, for which the said sum of five thousand pounds has been deposited in the City Bank as aforesaid, upon fixed deposit, it shall be lawful for the Commissioner for Railways aforesaid,—but it is hereby expressly declared that he is not in any way required, or under any obligation so to do, to re-deposit the same for a further period of twelve months at interest, or for such further period or for such lesser period or term, from time to time, as the Commissioner for Railways or his successors shall think fit, until the said works are completed; or the Commissioner for Railways aforesaid may, in his discretion, retain the said sum of five thousand pounds in his hands uninvested—in which case the Commissioner for Railways shall not, if the said works shall be completed in the terms of the said agreement, and the said William Mason, the younger, and Albert Elkington become entitled to receive back the said sum of five thousand pounds, be charged or chargeable with, or liable to pay interest on, the said sum for the time the same shall have been held by him: And it is further agreed, that the said William Mason, the younger, and Albert Elkington, their executors or administrators, shall be entitled to receive from time to time as the same shall become receivable, from the Commissioner for Railways aforesaid and his successors, all interest which shall be payable upon the said deposit: And it is hereby further expressly declared, between the said parties hereto, that the Commissioner for Railways aforesaid, and his successors, shall not be liable or answerable for any loss of the said sum of five thousand pounds, or any part thereof, through the same being from time to time deposited in or held by the said Bank as aforesaid.

In witness whereof the said William Mason, the younger, and the said Albert Elkington have hereunto set their hands and seals, and the Commissioner for Railways hath caused his official seal to be hereunto affixed the day and year first before written.

Signed, sealed, and delivered by the said William } Mason, the younger, in the presence of,— }	M. S. HARTE.	WM. MASON. (L.S.)
Signed, sealed, and delivered by the said Albert } Elkington, in the presence of,— }	M. S. HARTE.	A. ELKINGTON. (L.S.)
The official seal of the Commissioner for Rail- } ways aforesaid was affixed hereto in the } presence of,— }		JOHN RAE, (L.S.) Commissioner for Railways.

CHAS. A. GOODCHAP, Secretary.

### No. 6.

MEMORANDUM OF AGREEMENT made this thirtieth day of September, in the year of our Lord one thousand eight hundred and seventy-six, between the Commissioner for Railways a Corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the one part, and William Mason, the younger, of Bathurst, in the said Colony, and Albert Elkington, of Sydney, in the said Colony, contractors, of the other part.

WHEREAS by certain Articles of Agreement, bearing date the twenty-fourth day of August, in the year of our Lord one thousand eight hundred and seventy-four, and made between the abovenamed William Mason and Albert Elkington of the one part, and the Commissioner for Railways aforesaid of the other part, the said William Mason and Albert Elkington covenanted and agreed with the Commissioner for Railways aforesaid and his successors to find and provide all the materials (excepting such as are in the specification therein referred to mentioned as to be supplied by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and to do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway, being that portion of the Great Western Railway, which is the extension of the said line of railway from Bathurst to Orange, in the said Colony, intended to be contract number one, commencing at one hundred and forty-four miles and fifty links in the City of Bathurst, and terminating at one hundred and ninety-two miles and forty one chains, in the town of Orange, being a length of forty seven miles and sixty-four chains and fifty links, in accordance in all things with the Specification

Specification and General Conditions to the said Articles of Agreement annexed, and the plans or drawings therein referred to, and to complete and finish the whole of the said works on or before the first day of August, in the year one thousand eight hundred and seventy-six : And whereas by a certain memorandum of agreement, under seal, bearing even date with the said lastly-recited articles of agreement, and made between the said William Mason, the younger, and Albert Elkington of the one part, and the Commissioner for Railways aforesaid of the other part : After reciting (*inter alia*) that the said William Mason and Albert Elkington had on the third day of October, one thousand eight hundred and seventy-four, deposited the sum of five thousand pounds in the City Bank, in the City of Sydney, in the name of the Commissioner for Railways aforesaid, upon fixed deposit, for the term of twenty-four months, at interest, and had handed the receipt for same, which was marked 11/263, to the Commissioner for Railways aforesaid : It is witnessed, and the said parties to the said Agreement did declare and agree that the said sum of five thousand pounds, so deposited in the name of the Commissioner for Railways upon fixed deposit as aforesaid, should be held by him as security for and until the completion of the said works upon the terms and conditions in the said now reciting Memorandum of Agreement mentioned : And whereas the said William Mason and Albert Elkington made default in the completion of the said works on or before the first day of August last past, and the said works are still unfinished and not completed ; and the said William Mason and Albert Elkington have applied to and requested the Commissioner for Railways aforesaid to extend the time for the completion of the said works until the thirty-first day of January, which will be in the year one thousand eight hundred and seventy-seven : And whereas the Commissioner for Railways aforesaid hath not proceeded under clauses number eleven and twelve of the General Conditions which form part of the said contract, and the said William Mason and Albert Elkington have under clause thirteen of the said General Conditions become liable to forfeit and pay two hundred pounds sterling for every week and for every part of a week that shall elapse after the said first day of August last past until the completion of the said works, which sum it is by the said clause declared may be deducted from any money payable to the said William Mason and Albert Elkington under the hereinbefore recited or any other contract : And whereas the Commissioner for Railways aforesaid hath consented to agree to the extension of the time for the completion of the said works until the said thirty-first day of January, which will be in the year of our Lord one thousand eight hundred and seventy-seven, upon condition that the said William Mason and Albert Elkington shall forfeit and pay to the Commissioner for Railways aforesaid the sum of two hundred pounds sterling per week for every week and part of a week that shall elapse from the said first day of August last until the said thirty-first day of January, in the year of our Lord, one thousand eight hundred and seventy-seven, as and for the liquidated and ascertained damages which the Commissioner for Railways aforesaid hath sustained and will sustain by the non-completion of the said works on or before the said first day of August last, and as the consideration for the extension of the time for the completion of the said works hereby given ; and that the sum of money, now payable on account of the said sum of two hundred pounds a week, so to be forfeited and paid by the said William Mason and Albert Elkington, shall and may be deducted from any money that may now be in the hands of the Commissioner for Railways aforesaid, and which would, but for the default in the completion of the said works, have been payable to the said William Mason and Albert Elkington under the said Articles of Agreement, or out of any money which may become payable to them by reason of the extension of time hereby given to them, or out of the said sum of five thousand pounds so deposited as aforesaid, and that all sums of money which shall from time to time hereafter become payable to the Commissioner for Railways aforesaid at any time hereafter on account of the said sum of two hundred pounds a-week so to be forfeited and paid by the said William Mason and Albert Elkington on account of the said non-completion of the said works shall and may be deducted from time to time from any moneys which from time to time shall hereafter become payable to the said William Mason and Albert Elkington on account of any works hereafter done under the said contract, and this Agreement for the extension of the time for the completion of the works therein mentioned, or out of the said sum of five thousand pounds, or any other account whatsoever. And the said William Mason and Albert Elkington have accepted the said extension of time for the completion of the said works, upon the said terms and conditions, and also of the terms and conditions hereinafter mentioned :

Now these presents witness that in consideration of the payment by the said William Mason and Albert Elkington to the Commissioner for Railways aforesaid, or of the Commissioner for Railways aforesaid, deducting from any moneys which are now or at any time hereafter may become payable to the said William Mason and Albert Elkington under the said Articles of Agreement, or of the extension of the time for the completion of the said works, of the sum of two hundred pounds per week for every week and part of a week from the said first day of August last past until the thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-seven, as and for liquidated and ascertained damages, which the Commissioner for Railways aforesaid hath sustained and will sustain by reason or on account of the non-completion of the said works in the said Articles of Agreement, Specification, and General Conditions, as hereinbefore mentioned, and as the consideration of the extension of the time for the completion of the said works hereby granted to the said William Mason and Albert Elkington, the Commissioner for Railways aforesaid doth hereby extend the time for the completion of the works remaining to be done of the works in the said Articles of Agreement and Specification mentioned until the thirty-first day of January, which will be in the year of our Lord one thousand eight hundred and seventy-seven, upon the terms and conditions hereinafter mentioned : And that in consideration of the premises and of the said extension of time by the Commissioner for Railways aforesaid the said William Mason and Albert Elkington hereby jointly and severally covenant and agree with and to the Commissioner for Railways aforesaid and his successors, that they, the said William Mason and Albert Elkington, their executors and administrators, shall and will well and truly complete the whole of the works yet remaining to be done of the said works in the said Articles of Agreement and Specification mentioned in accordance in all things with the said Specification and General Conditions and the said plans or drawings, on or before the said thirty-first day of January, which will be in the year of our Lord one thousand eight hundred and seventy-seven : And that the said Articles of Agreement and the said Memorandum of Agreement, or the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways aforesaid shall not be considered as altered, or the stipulations, provisoes, and agreements therein, or in the said Specification and General Conditions in any way waived, barred, or departed from

in any respect otherwise than as to the time within which the said works are to be completed; and as to the power herein given to the Commissioner for Railways aforesaid to deduct therefrom the money hereby made payable thereout, but that the Commissioner for Railways aforesaid and his successors shall have all and every the rights, powers, and authorities, cause and causes of action and suit, claims and demands given to or vested in him or them, in and by the said Articles of Agreement, Specification, and General Conditions, and by the said memorandum of agreement, in all respects as to the said sum of five thousand pounds, and against the said William Mason and Albert Elkington and otherwise, if the said works are not completed on or before the said thirty-first day of January, one thousand eight hundred and seventy-seven, as if that day had been the day or time originally named and appointed for the completion of the whole of the said works hereinbefore mentioned; and that all and singular the penalties, forfeitures, sum or sums of money, rights and privileges which would accrue to or vest in the Commissioner for Railways aforesaid and his successors, for or by reason or on account of the said works hereinbefore mentioned not being completed and finished within the time named in and according to the said Articles of Agreement, Specification, and General Conditions, and the said memorandum of agreement, shall accrue to and vest in the Commissioner for Railways aforesaid and his successors, by reason and on account of the said works hereinbefore mentioned not being completed and finished in all things on or before the said thirty-first day of January, one thousand eight hundred and seventy-seven, in the like manner that the same are in the said Articles of Agreement and the said Specification and General Conditions, and the said memorandum of agreement, are declared to be given to or vested in the Commissioner for Railways aforesaid and his successors, as to the completion of the said works on or before the first day of August last past: And further, that the said William Mason and Albert Elkington shall and will well and truly pay to the Commissioner for Railways aforesaid, or that it shall be lawful for the Commissioner for Railways aforesaid and his successors shall and may, out of any money now in his hand which would have been payable to the said William Mason and Albert Elkington if the said works had been completed on or before the said first day of August last, or out of any other money which may now or at any time hereafter be or become payable by the Commissioner for Railways aforesaid to the said William Mason and Albert Elkington on any account whatsoever, and out of the said sum of five thousand pounds, all and every sum or sums of money which now are or at any time hereafter shall become payable to the Commissioner for Railways aforesaid for or on account of the sum of two hundred pounds per week for every week and part of a week between the said first day of August last past and the said thirty-first day of January, in the year of our Lord one thousand eight hundred and seventy-seven, as and for liquidated and ascertained damages payable to the Commissioner for Railways aforesaid, by reason or on account of the said works not having been completed on or before the first day of August last past; and as the consideration for the extension of time being granted to them, the said William Mason and Albert Elkington: And it is hereby expressly declared and agreed between and by the said parties hereto, that the said payment of the said sum of two hundred pounds per week for every week and part of a week for the time that will elapse between the said first day of August last past and the said thirty-first day of January next, shall in no way diminish, alter, or affect the rights, remedies, powers, and authorities given to or vested in the Commissioner for Railways aforesaid under the said Articles of Agreement, Specification, and General Conditions, and of the said memorandum of agreement, and of this agreement for the extension of the time for the completion of the said works, to use all and every or any of the rights, powers, and authorities given by the said Agreement, Specification, and General Conditions, and this agreement for the extension of the time for the completion of the said works, in case the said works shall not be completed and finished in all things in accordance with the said Articles of Agreement, Specification, plans, and General Conditions, and of this agreement, on or before the said thirty-first day of January next, as is hereinbefore provided or is intended to be so provided.

In witness whereof the Commissioner for Railways aforesaid hath hereunto set his official seal, and the said William Mason and Albert Elkington have hereto set their hands and seals, the day and year first before written.

The official seal of the Commissioner for Railways was hereto affixed in the presence of,—  
(a line being previously inserted between the second and third lines from the bottom of the third side of writing, and between the seventh and eighth lines of the same side).

JOHN RAE, (L.S.)  
Commissioner for Railways.

CH. A. GOODCHAP, Secretary.

Signed, sealed, and delivered by the said William Mason the younger, in the presence of,—  
(a line being previously inserted between the second and third lines from the bottom of the third side of writing and between the seventh and eighth lines of the same side).

WM. MASON, (L.S.)

C. E. P. MAYBURY, C.P.S.

Signed, sealed, and delivered by the said Albert Elkington in the presence of,—  
(a line being previously inserted between the second and third lines from the bottom of the third side of writing and between the seventh and eighth lines of the same page).

A. ELKINGTON, (L.S.)

M. S. HARTE.

Sections Nos. 1 and 2—*continued.*

## Wm. Wakeford—Contract for Extension, Murrurundi to Tamworth.

- No. 1. Specification.
- No. 2. Conditions.
- No. 3. Tender.
- No. 4. Bond.
- No. 5. Agreement for £5,000 security.
- No. 6. Agreement for extension of time.

### No. 1.

THIS is the Specification, marked "A," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the seventeenth day of March, A.D. 1874.

Witness—M. S. HARTE.

W. WAKEFORD.

A.

GREAT NORTHERN RAILWAY—EXTENSION FROM MURRURUNDI TO TAMWORTH.

Contract No. 1.

SPECIFICATION.

1. This contract commences at 119 miles, 44 chains, and 35 links from Newcastle, and terminates at 181 miles, 70 chains and 18½ links, near the town of Tamworth, being a length of 62 miles, 25 chains, and 83½ links.

2. The work for which tenders are invited, and to which this Specification refers, comprises the providing of all materials (excepting such as are hereafter specified to be provided by the Commissioner), labour, scaffolding, tools, implements, and every other thing requisite and necessary for the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway, in accordance with this Specification, and to the entire satisfaction of the Engineer-in-Chief for Railways.

3. The contractor to state in his schedule a price per cubic yard at which he will execute all the excavations, brickwork, and masonry, the timberwork per cubic foot; the ironwork in bolts, straps, and other similar ironwork at per lb.; the fencing per rod; ballasting and laying permanent way at per lineal yard; and sleepers at per sleeper, finding all materials and labour, the work being paid for on the net measurement as executed.

4. The plan is drawn to a scale of 4 chains to an inch, and the section to a horizontal scale of 4 chains to an inch, and a vertical scale of 40 feet to an inch.

5. The plan shows the course of the line. The centre red line represents the line of the stakes, which are driven down at intervals of one chain, and are in the centre of the line to be constructed.

6. The section represents the surface of the ground in black, and is taken along the centre line shown on the plan in red. The upper or blue line represents the upper surface of the rails when laid; the lower or red line represents the level of the bottom of the ballasting or formation level in the centre of both cuttings and embankments, and is 1 foot 3 inches below the blue line.

7. When the railway is in cutting, a ditch 3 feet wide at the top, 1 foot at the bottom, and 1 foot 6 inches deep, shall be made on the higher side of the ground to be occupied by the railway; on the lower side it will not be necessary to have any ditch. The drains are to be made to fall into the ditches or watercourses at present existing for the drainage of the adjoining lands, or into the diverted channels as the case may be; and whenever the fall of the drains or that of the diverted channels shall be so great as to endanger the stability of the sides or bottoms of such drains, the same to be protected by pitching; and whenever it may be considered desirable to carry the water from such drains down the slopes of the cuttings, a pitched drain shall be constructed on the slopes, but these matters will be considered as extra works, and arranged for as provided in clause No. 5 of the General Conditions.

8. A ditch similar to that described on the top of the cuttings to be formed at the foot of the embankments, on the higher side only.

#### *Earthworks.*

9. The excavations in the centre of the cuttings are to be made to the depth shown on the longitudinal sections by a red line, being a depth of fifteen inches below the level of the upper surface of the rails, as indicated by the blue line.

10. The bottom of the cuttings to be slightly convex, being 15 inches below the level of the rails in the centre, and eighteen inches at the sides, having a fall from the centre to the bottom of the slopes.

11. The cuttings to be sloped at the batters stated on the longitudinal section, or to such other batters as may be ordered by the Engineer-in-Chief during the progress of the works, to be 15 feet wide at the bottom, that is to say, at the formation level. The sides, as the excavation proceeds, to be uniformly trimmed or dressed to the specified inclinations, proper battering rules being used and provided by the contractor at his own cost for this purpose.

12. Cross sections have been already taken at the expense of the Commissioner; and should the contractor not take exception to the accuracy of these sections before the work in the cuttings to which they refer has been commenced, it will be taken as an acknowledgment on his part that they are correct, and that he will be satisfied to have the quantities of work for which payment is to be made measured from the sections furnished by the Engineer, provided the works cannot be otherwise satisfactorily measured and the quantities accurately ascertained. Should the contractor prefer to take cross sections for himself, no measurements taken from them will be admitted as the correct quantities unless the accuracy of such sections has been confirmed by the Engineer or superintending officer.

13. The centre line has been very carefully staked out, and every care must be taken by the contractor not to remove any of the centre stakes without taking the precaution to fix such marks as will enable him to find the position of the stake or stakes so removed.

14. Any stakes removed which the contractor is unable to replace will be replaced by the officer in charge of the works; but it must be distinctly understood that every expense attendant upon such replacement must be paid by the contractor, the Engineer-in-Chief reserving to himself the right to deduct at once such cost from any certificate then due in favour of the contractor for work done on this contract.

15. The embankments throughout the whole contract to have slopes of  $1\frac{1}{2}$  to 1, and to be not less than 15 feet wide at formation level.

16. On the completion of the cuttings and embankments, the whole of the formation shall be properly trimmed. The formation of the cuttings shall be trimmed to the level shown on the working section, and the embankments shall be trimmed to such level as the Engineer may direct.

17. The excavations shall at all times be kept free from water, and so conducted as always to afford the utmost facilities for the escape of the water, by casting and keeping properly cleaned out ditches (which shall in no case be deeper than the formation level) on each side of the excavation, and also by pumping if necessary.

18. The contractor must deposit the material from the cuttings either to the embankments named for its reception or to such other place, not exceeding a lead of one mile, that may be directed by the Engineer during the progress of the works.

19. Any stone or gravel that may be found in the cuttings suitable for ballasting may be laid aside by the contractor, at his expense, instead of being taken to embankment; but any deficiency in the embankments caused by such appropriation of material from the cuttings shall be supplied entirely at the expense of the contractor either from side cutting or by increasing the width of the cuttings to the extent only of the width required for a double line.

20. The price stated in the schedule for excavations from cuttings is to be the average price per yard whatever the nature of the material excavated may be, and the contractor must therefore satisfy himself as to the nature of the excavations in the different cuttings before sending in his tender. Trial holes have been made in nearly all the cuttings, and the strata through which they pass is marked on the section. These trial holes however shall in no way bind the Commissioner or be assumed to be a guarantee to the contractor of their accuracy; but, as they are left open, he must satisfy himself by personal inspection, as no allowance will afterwards be made to him beyond the price stated in his schedule, whatever material may hereafter be found in the cuttings.

21. All excavations, when the lower portion only is in rock, shall be taken out as shown by a diagram on the working sections, the gullet in all cases keeping pace with the excavation of the slopes. If any cutting be composed entirely of rock, the sides shall be left perpendicular throughout unless otherwise directed.

22. The earthwork must be well pauned for such distance as may be required, not exceeding three yards on either side and one yard in depth, over the top of all culverts, without any charge beyond the price stated in the schedule for earthwork.

23. The quantities stated on the longitudinal section are placed there for the contractor's guidance to enable him to determine the length of lead, but the quantities to be paid for will be the actual measurement of the works satisfactorily executed, whether in excess or diminution of the quantities marked upon the section.

24. The Commissioner will lend to the contractor for the execution of the earthworks on this contract rails for a length of 2 miles of single way, but any rails beyond this quantity, if required by the contractor, must be provided at his own expense. The rails which will be lent will weigh about 40 lbs. to the yard, but no fastenings, either fish-plates or dogs, will be lent by the Commissioner.

25. All rails lent to the contractor for temporary purposes must be returned by him and stacked at the Tamworth end of his contract, having first been straightened to the satisfaction of the Engineer. Any rails cut, broken, lost, or so damaged by the contractor as to be rendered useless, must be paid for by him at the price per ton at which rails of a similar description are valued in the Colony. These rails will be delivered free of charge to the contractor at Murrurundi Station.

26. The whole of the land inside the fences of the railway, or road approaches (and for a distance of half a chain beyond such fences), should it be considered by the Engineer desirable, to be cleared of timber or brushwood, the fallen timber being entirely removed or destroyed. (See clause No. 8 of General Conditions.) The cost of clearing will not be paid for as a specific charge, but must be included in the price stated in the schedule for earthwork.

27. All embankments which have to be formed on side-lying ground must have benchings cut so as to prevent the bank from slipping, and such benchings shall be done to the satisfaction of the Engineer or superintending officer. The excavations for these benchings to be paid for at the price stated in the schedule for side cutting.

28. During the progress of the works, every protection shall be afforded to the public by the erection of proper fences alongside all excavations which join upon any public road, and where the road is crossed by the railway, temporary crossings or diversions shall be made at the expense of the contractor, and lights shall be kept burning between the hours of sunset and sunrise at all intersections or diversions of all public roads, if considered necessary by the Engineer or superintending officer. The contractor will however be held responsible for any accidents which may occur at any of these crossings during the progress of the works.

#### *Timberwork.*

29. The hewn timber to be used in the superstructure to the bridges shall be ironbark, free from sap and wane, perfectly sound, straight, and well seasoned, and to be framed as shown on the drawings. Great care must be taken in framing the work, and in fitting the ironwork, which must be done with the greatest accuracy. The bearing and batter piles to be round, the diameter at the top being not less than 16 inches, and the bottom 12 inches, to be driven as hereafter directed, and may be of ironbark, box, stringybark, or other approved timber. White gum shall not be used in any of the bridges in this contract.

30. The girders, trusses, headstocks, and corbels shall be hewn timber perfectly square, and the sleepers, transoms, walings, braces, and planking, shall be of sawn timber (any approved hardwood) straight and sound. All beds and joints of the timberwork to have a thick coat of red lead and oil previous to being fixed; the cost of doing this to be included in the price stated in the schedule for timberwork.

31. Should any of the bridges have to be erected on rock foundations, timber sills bolted to the rock shall be substituted for piles, in accordance with drawings which will hereafter be furnished; the rock shall be dressed off perfectly true to receive the sills, and the cost of doing this shall be paid for at the price named in the schedule for excavation to foundations in rock.

32. The whole of the timberwork will be paid for at per cubic foot, and the round piles of the size stated will be considered as equivalent to a cubic foot for every foot in length of pile, and paid for at the price per lineal foot named in the schedule.

33. When the piles are being driven every precaution must be taken to prevent splitting during the driving, as no split piles will be allowed to remain in the work.

34. Each pile must be driven with an iron ram weighing not less than 20 cwt., and every pile shall be driven to such depth as may be required by the superintending officer.

35. The contractor must ascertain for himself the required length of each pile, as no scarfing to any of the piles will be permitted, and all piles pitched too short must be drawn and others substituted of the requisite length.

36. An allowance will be made to the contractor of 3 feet on each pile beyond the net measurement when cut off, for the reception of the headstocks, for waste in driving.

37. The whole of the bolts, nuts, straps, spikes, plates, washers, strap-bolts, and pile-shoes, to be of wrought-iron of the best quality, and of the form and dimensions shown on the drawings. The whole of the ironwork, except pile-shoes, to be heated and dipped in linseed oil before being taken on to the works.

#### *Culverts.*

38. The whole of the masonry, except where otherwise described, is to be laid in mortar, mixed in the proportion of one of stone lime to one of clean sharp sand, or any other proportion the Engineer may hereafter direct.

39. The price stated in the schedule for excavations is also to include keeping the foundations free from water, and filling and well ramming round the masonry or brickwork to the level of the original surface of the ground, as the work proceeds.

40. No masonry or brickwork shall be commenced without an order from the Engineer or superintending officer, and when the excavation is ready to receive the brickwork or masonry the contractor must give notice to the Engineer or superintending officer to that effect, so that the foundations may be approved before the work be commenced.

41. The culverts, except those of a square form, are to be built of the form shown on drawing No. 3; the materials and workmanship to be of the best description. If of stone, the beds and joints shall be boasted throughout, and rock-faced (excepting the soffit of the arch and invert, which must be picked off to an even surface), laid in 12-inch courses, header and stretcher alternately, and grouted in flush with good mortar at every course.

42. The bed of each stretcher, from 2 to 5 feet culverts inclusive, must be equal to the thickness of their walls respectively. Two stretchers may be used in the 8-foot and 10-foot culverts, but each arch must be formed of single stones, the bond throughout being not less than twelve inches.

43. Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing-up the masonry or brickwork, the whole of the work in such culvert will be condemned, and must be rebuilt at the expense of the contractor.

44. The square culverts are to be built "dry," of the form and dimensions shown on drawing No. 3; all beds and joints to be picked true, the face may be roughly knocked off.

45. If earthenware pipes be used for drains, they shall in all cases be sunk not less than their outside diameter below the ordinary surface of the ground, and the joints made with properly tempered clay. Brick-heads to be built for these pipes, as shown on drawing No. 3.

46. If bricks be used in the culverts, they shall be good, sound, well-shaped, hard-burnt kiln bricks, free from all defects, moulded for cutwaters where required, and laid in courses of headers and stretchers alternately (English bond), in mortar or cement as may be hereafter directed.

47. The bricks to be well bedded, and the joints flushed with mortar or cement at every course, and well grouted.

#### *Inlets and outlets.*

48. Excavations from inlets and outlets, also from foundations of culverts, to be run into the main line embankment where directed, such run not to exceed sixty yards.

#### *Permanent way and ballasting.*

49. The ballast to be of the depth shown on drawing No. 7, being nine inches above the formation level in the centre of the cuttings; to be level on the upper surface on straight portions of the line, but on curves the outside of the ballast shall be of sufficient thickness to give the proper super-elevation to the outside rail, the inner rail being kept at the height shown on the longitudinal section.

50. All ballast and sleepers required for the works under this contract must be provided by the contractor, who will have to lay the rails, &c., and deposit the ballast on the line of railway as hereafter described.

51. The Commissioner will provide all ironwork for the permanent way rails, fish-plates, bolts, nuts, spikes, and screws. These permanent way materials will be delivered to the contractor at the Murrurundi Station free of cost, but all expenses attendant upon their removal from thence to the places where they are to be used must be borne by the contractor; and on the Commissioner delivering to the contractor all such materials as are to be provided by him for this work, the contractor will be bound to receive them and to give the Commissioner or his agent a receipt for all such materials so delivered; and after receiving such materials, he will be held responsible for all damage, breakage, or loss while in his possession, either during their transit from the place of delivery or in putting them into the work, and in all cases where they may be damaged, lost, or destroyed, the contractor will have to replace or repair them at his own expense.

52. The contractor must supply all engine-power, waggons, tools, implements, labour, and every other thing necessary for ballasting and laying the permanent way in the manner stated in this Specification, and to the satisfaction of the Engineer-in-Chief for Railways.



53. The contractor must in all cases exercise great care in carting the materials on to the work, as he will be held responsible for and chargeable with the expenses of repairing all or any damage he may cause to the works by carelessness or otherwise in carrying out this contract; and the Commissioner is hereby empowered to deduct the amount of such damages from any money which may be due or may hereafter become due to the contractor under this contract.

54. Where the railway intersects any road, whether main road, public road, or private occupation road, a permanent level crossing shall be made in all cases where directed by the Engineer, with proper ironbark guard rails, and the whole constructed in accordance with drawing No. 8.

55. All such crossings shall be maintained by and at the expense of the contractor, until the final completion of this contract.

56. Level crossing gates, 10 feet, 12 feet, and 15 feet respectively, must be provided and fixed complete in accordance with drawing No. 9 at the price stated in the schedule. Each gate to be provided with a strong chain, padlock, and duplicate keys.

57. Each gate, including all posts, struts, or spurs, and ironwork, must be painted two coats with the patent iochrome Australian paint.

58. The approaches to all public roads to be metalled with broken stone (the best that can be obtained in the district), and must be broken to a gauge of two inches, and be laid on to the approach to the depth of 9 inches.

#### *Ballasting.*

59. The ballast shall consist of clean sharp gravel, free from all loam, small sand, or other material which the Engineer may consider unsuitable for ballast, broken stone of approved quality, not larger than a cube of 3 inches, or properly vitrified clay, 9 inches in thickness, in the centre of the roadway; the ballast being spread level transversely on the straight portions, but on curves the ballast on the outside of each curve shall be of such extra thickness as will give the necessary super-elevation to the outer rail.

60. The width of the ballast at the bottom to be 11 feet 9 inches, and at the top, which will be 6 inches below rail level, the width must be 9 feet 6 inches, as shown on drawing No. 7. The outer edges of the ballast both at the top and bottom must be kept parallel to the centre line throughout, and the slopes of the same to be neatly trimmed to a uniform surface.

61. The road may be laid upon the formation, and afterwards lifted to the proper level in two lifts of 3 inches each, so as to give 6 inches of ballast under the centres of the sleepers and 7 inches under the ends, as shown in drawing No. 7.

62. The contractor must use the greatest care in lifting, no lift being more 3 inches, so as to avoid bending the rails or in any other way injuring the road; and no ballast waggon will be allowed to run over any portion of the road until 3 inches of ballast have been placed under the sleepers, and no engine shall pass over the road until it has been lifted to its full height and properly packed.

63. The ballasting when laid complete will be paid for at per lineal yard, and no allowance will be made for any loss by subsidence in embankments or otherwise.

#### *Road laying.*

64. The sleepers must be provided by and at the expense of the contractor, in accordance with clauses Nos. 73 to 79.

65. The bed for the rail must be trimmed by machinery to the width of its bottom flange, which must be sunk its exact depth into the sleeper on the outside of the rail, the seat for the rail being inclined from the inside at an angle of 1 in 20, to give the proper cant to the rail.

66. The sleepers must be placed at such distances apart as are shown on drawing No. 7, the number being eight sleepers under rails of 21 feet in length, and seven under 18-foot rails.

67. The rails must be fixed to the sleepers with screws and spikes as shown on the drawing No. 7, the holes for which must be bored in the sleepers to prevent their splitting when inserting the fastenings.

68. The rails to be laid to a gauge of 4-feet 8½ inches throughout, the upper surface being at the level shown on the working section, excepting where otherwise directed by the Engineer. The joints of the rails to be secured by fish-plates and bolts in the usual manner. Each rail to be straight and level transversely when put down in the straight portions, and where the line is curved the rails must be bent by a machine, to be provided for the purpose by the contractor (as no hammering will be allowed) before being placed on the sleepers, to suit the particular radius of such curve, the outer rail having an elevation above the inner rail such as the Engineer may direct.

69. The rail level will be 15 inches above the formation level in the centre throughout. A standard clip-gauge will be provided by the Commissioner, to which standard all other gauges must be made, and which shall be approved and branded by the district engineer before being used on the works. Any portion of the road laid in with any gauge not so approved and branded will not be paid for by the Commissioner. Clip-gauges only shall be used throughout, no other gauge will be permitted on the works.

70. The rails must be laid with the joints as nearly at right angles with each other as the lengths of the rails will permit, but in no case shall the joint in one line of rails have a lead or be in advance of the joint in the opposite rail of more than 3 inches.

71. The contractor must provide all labour and tools required for the laying and completing the permanent way, which must be finished in every respect to the entire satisfaction of the Engineer-in-Chief.

72. All the sleepers must be laid as nearly as practicable at right angles to the centre line of railway; they must be well and thoroughly packed up so as to cause the upper surface of the rails, when finished, to be at the level shown on the working section, or at such level as may be hereafter directed, and the two lines of rails shall be laid uniformly parallel to the centre line throughout, and must be perfectly straight on all the straight portions, and on the curves they must be laid to a uniform specified radius.

#### *Sleepers.*

73. The sleepers to be supplied under this contract may be of ironbark, grey-gum, blackbutt, red-gum, or other approved hardwood, 8 feet long, either sawn or split from large trees.

74. If sawn, the size to be not less than 9 inches × 4½ inches, sound and straight, and must be cut when the sap is down. If split, they must be taken from trees not less than 3 feet in diameter, the broadest side to be of a uniform width of 10 inches, to be 4½ inches thick, and the smallest part of the sleeper to have a sectional area of not less than 40 superficial inches. The bark to be removed from all sleepers before inspection.

75. The number of sleepers required will be about 115,000, but any additional number that may be required for this contract shall be supplied by the contractor at the price for sleepers stated in the schedule.

76. The contractor to find men at his own cost for the purpose of turning over the sleepers during their inspection by a person appointed by the Engineer for this purpose, and all the sleepers approved will be branded.

77. No inspection of sleepers will be made unless a proper number of men be provided by the contractor for the purpose above mentioned.

78. All sleepers before they can be branded or inspected must be delivered on some portion of the land inside the railway fences on this contract.

79. Any sleeper which may be found to be split after being laid in the road and branded must be replaced by the contractor at his own cost.

#### *Sidings.*

80. All sidings, cross-over roads, or through roads, that may be required shall be ballasted and laid in by the contractor at the price per lineal yard stated in the schedule for laying and ballasting the main line of permanent way, also all crossings and switches must be laid in by the contractor at the price per lineal yard stated in the schedule for that description of work.

81. The measurements for these "sidings," "cross-over," "through," or "loop" roads shall be taken from point to point of switches where two switches are laid in, but where one switch is used the measurement will be from the point of the switch to the heel of the crossing.

82. In no case shall the measurement of the ballasting on the sidings include any part of that which is already included in the measurement of the main line of permanent way.

83. The contractor shall maintain all works which he may have executed under this contract in good order and repair until they have been certified by the Engineer as having been satisfactorily completed.

#### *Fencing.*

84. The fencing to be erected under this contract is to be either a three-rail sapling fence or a two-rail fence, with split posts and rails or a wire fence as shown on drawings Nos. 4 and 5. The timber to be of the best quality in the district through which the railway passes.

#### *Tunnel.*

85. A tunnel will have to be constructed through the Liverpool Range at Murrurundi for a single line of railway of a length of 528 yards, and to be of the form shown on drawing No. 12. The clear height above the rails to be 17 feet, and of a width of 15 feet in its widest part.

86. The excavation for the tunnel is assumed to be hard rock throughout, specimens of which are exhibited, which must be carried to the embankment named in the disposal sheet.

87. Should the excavation throughout the entire length of the tunnel be strong compact rock no lining will be requisite, but should the Engineer during the progress of the excavation consider lining to the whole or any portion of the tunnel advisable, it must be done in the manner shown on drawing No. 12.

88. The excavation for the tunnel will be measured, the net dimensions of the outside of the brickwork lining when lining is required, and to the net dimensions shown on the drawing for the inside of the tunnel, if not lined.

89. The whole of the brickwork, if required to be laid in English bond, to be set in Portland cement of the best quality, mixed in the proportion of one of cement to two of clean sharp sand.

90. Where lining is not required the excavation shall be taken out to the exact form of the tunnel, as shown on drawing No. 12; the sides and soffit being roughly picked off true. Great care must be taken in blasting the rock so that no portion of the sides or soffit of the tunnel be removed beyond the exact dimensions shown on the drawings.

91. Sanctuaries must be formed about 50 yards apart on both sides of the tunnel, 6 feet high, 4 feet wide, and 2 feet deep. Tunnel fronts will probably not be required, but if it should be desirable to have them, they shall be built in brickwork laid in Portland cement, mixed as previously stated, and of the form shown on drawing No. 12.

92. A centre drain of the form and dimensions shown on the drawing is to be built in dry rubble stone through the entire length of the tunnel and properly turned into the side ditches at each end, should the excavation of the tunnel necessitate an invert, but should the bottom of the tunnel be hard rock, a drain shall be cut out of the solid rock and covered with stone 4 inches thick.

93. The excavation for the lining to be taken out as nearly as practicable to the exact shape of the tunnel, so as to leave the spaces to be filled in as small as possible, and in no case shall the excavation be taken out in advance of the brickwork more than that which may be necessary for putting in the succeeding length, unless otherwise directed by the Engineer.

94. During the progress of the excavation, every precaution must be taken to prevent any slipping of the strata, by using proper timbers for that purpose.

95. As the lining proceeds, the spaces between the excavation and brickwork shall be well rammed in with earth or broken stone and finished to the satisfaction of the Engineer; the cost of doing this to be included in the price stated in the schedule for brickwork to the tunnel. Should it be necessary to line with brickwork the sides and top only, the side walls to be finished as shown on drawing No. 12.

96. All timbering, scaffolding, centering, and every other thing necessary for the proper completion of the work shall be found by the contractor at his own cost and included in the price stated in the schedule.

#### *Miscellaneous.*

97. The contractor shall pay all stamp or other duties which the Government now or may hereafter require to be paid on any document forming part of this contract.

98. The contractor must furnish to the Engineer a monthly statement of all works done by him, or of claims he may have against the Commissioner under this contract, and no certificate will be given until such an account has been rendered.

99. The contractor to provide at his own cost an office for the district engineer. This building to consist of two rooms, each 14 feet by 12 feet, having weatherboard sides and ends, the roof to be covered with shingles; to have  $\frac{1}{2}$ -inch tongued and grooved boarded ceiling, and inch flooring boards; a brick chimney with two fire-places to be erected between the rooms; two doors and three windows to be provided and fixed. The place where this building is to be erected will be decided upon hereafter.

100. Each person tendering must enclose with his tender a Treasury deposit receipt for £500, without which his tender will not be taken into consideration. Such deposit will be returned to the unsuccessful tenderers forthwith; but should the person whose tender has been accepted fail to find the necessary security, within the time named in the General Conditions, then the said sum of £500 shall be forfeited by him to the Commissioner.

## No. 2.

THESE are the General Conditions, marked "B," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the 17th day of March, A. D. 1874.

W. WAKEFORD.

Witness—M. S. HARTE.

B.

### GENERAL CONDITIONS.

#### *Interpretation clause.*

1. The words "superintending officer" in these Conditions shall mean any person who may from time to time be appointed by the Engineer-in-Chief of Railways to supervise the works or buildings, and the words "Engineer-in-Chief" or "Engineer" shall mean the Engineer-in-Chief for the time being of the Commissioner for Railways.

#### *Dismissal of workmen, removal of improper materials, &c.*

2. The Engineer shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having removed off the line of railway (or any land belonging to the Commissioner), any materials, plant, or implements which in his opinion are insufficient for the purpose intended or at variance with the meaning and intention of this Specification. The cost of the removal of any such plant, materials, or implements to be paid by the contractor.

#### *Instructions to be obeyed.*

3. Should the contractor refuse or neglect to carry out the instructions of the Engineer or the superintending officer, the Engineer shall have the power of suspending the usual monthly certificate until such instructions have been complied with.

#### *Drawings, Specification, &c.*

4. The plans, sections, and drawings represent generally the form and dimensions of the several works. Where any discrepancy exists between the dimensions as indicated by the scale and those marked in figures, the figures are to be considered as correct, and are to be taken in all cases in preference to the measurements by the scale attached. And if there should be any discrepancy between the figures or dimensions or the form of construction, or the material as indicated in the drawings, and the dimensions and materials given in the Specification, the directions of the Specification shall be adopted, and in all cases of defective description, or any ambiguity, the explanation given by the Engineer shall be binding upon the contractor; also, anything contained in the drawings and not in the specification, or anything contained in the Specification and not shown in the drawings shall be equally binding as if it were contained in both.

#### *Extra works, omissions of works, &c.*

5. If at any time whilst the works are in hand it shall be deemed expedient by the Engineer to increase or diminish the dimensions of any works to be done under this contract, or to alter their situation, or to vary the materials, form, or dimensions of any of the said works, or of any part thereof, he shall have full power to do so, and to order and direct any such increase, diminution, or alteration, which shall be executed by the contractor if of the class of works provided for in the schedule of prices; and no such increase, diminution, or alteration of works shall in any way annul or set aside this contract or extend the time for the completion thereof, but such additions or alterations shall be measured and allowed and paid for, or such deductions credited to the Commissioner for Railways, as the case may require, according to the schedule of prices; and if any portion of the works so ordered to be done shall not be of the class of works provided for in the schedule of prices, the same shall be executed by the contractor at such price as may be agreed for with the Engineer; but if the Contractor and the Engineer cannot agree as to the works required to be done which are of a class not provided for in the schedule of prices, the Engineer may order and direct the same to be done by such person or persons as he may think fit.

#### *Net measurements.*

6. All measurements of the works shall be made according to the actual dimensions, notwithstanding any general or local custom to the contrary.

#### *Labour, materials, plant, &c.*

7. The contractor shall provide at his own costs and charges all materials, labour, tools, plant, tackle, machinery, scaffolding, &c., for the proper completion of the works at the prices stated in his schedule.

#### *Damages, &c., to be paid for by contractor.*

8. The land inside the fences of the railway may be used for the purpose of carting the materials for the works on this contract, but all damage that may be done to any land not actually the property of the Commissioner must be paid for by the contractor, whether such damage be caused by the carting of materials, or the straying of cattle in consequence of the destruction by the contractor or his workmen of the original fences, or of the fences alongside the railway, or by any other cause connected with the construction of the works; and should such damage not be at once paid for, such an amount as shall appear reasonable to the Commissioner may be paid by him in compensation for the same and deducted from any money that may be due to the contractor for work done under this contract.

*Setting*

*Setting out works.*

9. The works will be set out for the contractor, but he must satisfy himself of their accuracy, as no work incorrectly set out or improperly executed will be paid for by the Commissioner.

*Contractor to be represented.*

10. The contractor at all times during the progress of the works, when he is not personally superintending them, must have a responsible agent or overseer stationed on them to receive instructions from the superintending officer or Engineer-in-Chief, and to represent the contractor for all the purposes of this contract.

*Progress of works.*

11. Should the Engineer be at any time dissatisfied with the mode of proceeding, or at the rate of progress of the works or any part thereof, the Commissioner shall have full power without vacating this contract, to take the works wholly or in part out of the hands of the contractor, and to employ, procure, and make use of all labour or materials which he may deem necessary for completing the works, the cost of such labour and materials to be deducted from any money that may be then due, or may hereafter become due to the contractor; and if the money then due or thereafter becoming due to the contractor, shall not be sufficient for that purpose, the balance remaining unpaid may be recovered in an action for damages for breach of contract, or as money paid for the use of the contractor.

*Cancellation of contract.*

12. The Commissioner shall have the option, and full power and authority, in lieu of proceeding under the last preceding clause of these Conditions, if the contractor fail to proceed in the execution of and to carry on the works in the manner and at the rate of progress required by the Engineer, of cancelling this contract, so far as relates to the works remaining to be done; and in such case the moneys which shall have been previously paid to the contractor on account of the works executed shall be taken by him as full payment for all works done under the contract, and upon notice in writing under the hand of the Commissioner that he, under the authority of this condition cancels the contract, being served upon the contractor or left at his last known place of abode, the contract shall be cancelled, and thereupon all sums of money that may be due or unpaid to the contractor, together with all implements in his possession, and all materials provided by him, upon the ground upon which the work is being carried on, or adjacent thereto, and all sums of money named as penalties for the non-fulfilment of the contract within the time specified, shall also be forfeited and become payable to the Commissioner, and the said implements and materials shall become and be the absolute property of the Commissioner, and with the moneys so forfeited and payable as aforesaid shall be considered as ascertained damages for breach of contract.

*Time of completion.*

13. The contractor shall complete the whole of the works comprised in this contract, on or before the thirty-first day of March, one thousand eight hundred and seventy-six and in the event of their non-completion at the specified time, should the Commissioner not have proceeded under clauses Nos. 11 and 12 of these Conditions, or either of them, the contractor shall forfeit and pay two hundred pounds sterling per week or for every part of a week that shall elapse after such specified time until their completion, and which sum or sums may be deducted from any money payable to the contractor under this or any other contract. No certificate will be given after the date specified for the completion of the contract until the whole of the works shall have been properly completed to the satisfaction of the Engineer-in-Chief.

*Copies of drawings, &c.*

14. All copies of drawings or specifications required by the contractor for carrying on the works must be made at his expense.

*Free passes, &c.*

15. No free passes on any of the Government Railways will be granted either to the contractor or his agents, nor will any materials or articles of any description be conveyed free of charge.

*Liability of contractor.*

16. The care and maintenance of all works under this contract shall remain with the contractor until their completion, and until the Engineer-in-Chief for Railways shall, by notice in writing, under his hand, inform the contractor that he has taken charge thereof, and until such notice shall have been given, the contractor and his sureties shall be jointly and severally responsible for all accidents from whatever cause arising, and shall make good all damage thereto.

*Contractor not to assign works or moneys.*

17. The contractor shall not assign over this contract, or assign all or any of the moneys payable or to become payable under the contract, or all or any part thereof, or any other benefit whatsoever arising, or which may arise under this contract, to any other person, without the consent in writing under the seal of the Commissioner for Railways first obtained. The contractor for each and every breach of this condition shall pay to the Commissioner for Railways the sum of £500 as and for liquidated damages, and the sum or sums payable as such damages may be deducted from any sum or sums due to the contractor, under this or any other contract with the Commissioner for Railways; and any permission to assign over this contract, shall not discharge the contractor from liability to see that the works so assigned are executed and completed in terms of this contract, unless on the assignment thereof the Commissioner expressly declare that the contractor is discharged from further liability.

*Truck system not allowed.*

18. The workmen, tradesmen, and labourers of every class employed on the works to which these Conditions refer, shall be paid their wages, in full, in money, current coin of the Colony, at least once in every month, and no ticket or other system of payment by provisions, liquors, or goods, will on any pretence be allowed; nor shall the contractor, or any person or persons employed by him, or in any way connected with him, establish any shop for the supply of provisions, liquors, or goods; nor shall the contractor oblige his workmen to take provisions, liquors, or goods of any kind from any person in particular. The workmen of every class shall be paid on the works if it be possible, or in some building adjoining, and in no case shall they be paid at a public-house, or other place where liquors or refreshments are sold. ✓

Power

*Power to the Commissioner to pay workmen's wages.*

19. Before the payment of any money to the contractor, the Commissioner may require from him a statutory declaration that the tradesmen and labourers of every kind employed on the works to which these Conditions refer have been paid their wages and claims of every kind in full, in money, the current coin of the Colony, and to the latest date to which such wages or claims are due; and the Commissioner may withhold the payment of any money that may be due or may become due to the contractor until such declaration has been made and delivered to him.

*Bankruptcy or insolvency.*

20. If the contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner without previous notice to the contractor, or to the official or other assignee or assignees of his insolvent estate, or to the trustee or trustees under the assignment, to take the works out of the hands of the contractor, and of the assignees or trustees of his estate, and to re-contract with any other person or persons to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient, and all the then remaining materials, implements, and plant aforesaid may be used in and applied for the purposes of the works; but on the final completion of the works, the surplus of such materials, implements, and plant shall cease to belong to the Commissioner, and shall become the property of the said assignees or trustees, without any allowance for or payment by the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

*Security.*

21. The contractor will be required to enter into a bond to the Commissioner for Railways, in the penal sum of £5,000, for the proper performance and completion of the contract.

Should the contractor fail to provide the required deposit of £5,000 within six days from the acceptance of the tender, or should the contractor fail to execute the contract for the due performance of the works mentioned in the said tender, or to execute the bond required hereunder for securing the due completion of the works to be done under the said contract, within fourteen days after the acceptance of his tender has been notified to him, the Commissioner will have the option of and full power and authority to declare such acceptance to be annulled.

No tenderer will be allowed to proceed with the work tendered for until he has provided the cash deposit, has executed the required contract, and has duly executed the bond before mentioned for the due performance of the said contract; it being hereby declared that for all or any work done or materials found and provided by the contractor before the due execution of the said contract and bond, he shall not have any right of action, claim, or demand against the Commissioner.

*Progress payment without prejudice, &c.*

22. No certificate given to the contractor for the purpose of any progress payment shall prevent the Engineer-in-Chief from at any future time before the termination of the contract rejecting all unsound materials and improper workmanship discovered subsequently to the giving of the last previous certificate; and notwithstanding the giving of any certificate that portions or the whole of the works have been satisfactorily performed, the Engineer-in-Chief may require the contractor to remove and amend at any future time previously to the final payment on account of the construction or maintenance of the works, any work that may be found not to have been performed in accordance with the contract; and the contractor must remove and amend at his own cost all such work when so required, notwithstanding any approval made or given by the superintending officer; and the Commissioner shall have power, on the report of the Engineer-in-Chief that the work approved of as aforesaid is not in accordance with the contract, to deduct from any moneys that may be due or that may become due to the contractor the whole amount that has been paid on account of such work.

If in the opinion of the Engineer-in-Chief further inquiry is necessary or desirable before any certificate is given, he shall have power to withhold such certificate for a period not exceeding one month from the date at which in the ordinary course the certificate would have been given.

None of the conditions of this contract shall be varied, waived, discharged, or released, either in law or equity, unless by the express consent of the Commissioner testified in writing under his seal.

*Payments.*

23. Payments will be made once in every month, unless same shall become not payable by reason of anything contained in these Conditions, up to the date specified for the completion of the contract on the Engineer's certificate as the work proceeds, in the proportion of 90 per cent. of the value of the work satisfactorily executed, and the remaining 10 per cent. will be paid after the Engineer has certified that the whole of the works have been completed to his entire satisfaction; and it is expressly declared that the obtaining a certificate from the Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction shall be a condition precedent to the contractor having any right or cause of action in respect of any work done or materials provided, and to the contractor having any right of action or claim to the payments from time to time to be made hereunder, as well as the final payment upon the whole of the work being finished.

Department of Public Works,

Railway Branch, Engineer's Office,  
Sydney, 22 January, 1874.

JOHN WHITTON.

## No. 3.

THIS is the Tender, marked "C," referred to in the annexed Articles of Agreement with the Commissioner for Railways, dated the seventeenth day of March, A.D. 1874.

Witness—M. S. HARTE.

W. WAKEFORD.

C.

GREAT NORTHERN RAILWAY—EXTENSION FROM MURRURUNDI TO TAMWORTH.

Contract No. 1.

FORM OF TENDER.

3 March, 1874.

I HEREBY propose to execute the whole of the works required in the construction of that portion of the Great Northern Railway comprised in Contract No. 1, commencing at 119 miles 44 chains and 35 links, and terminating at 181 miles 70 chains and 18½ links, being a length of 62 miles and 25 chains and 83½ links, in strict accordance with the Plans and Specification, at the following prices, viz. :—

		Average price	£	s.	d.
Excavation from cuttings taken to the embankments named in disposal	} sheet	per cub. yd.	0	2	6
Do. do. do. do. of road approaches	... ..	do. do. do.	0	3	0
Do. from road approaches, taken to embankment, not exceeding half a mile lead	... ..	do. do. do.	0	3	0
Do. from side cutting, do. do. (including 3 runs or 66 lineal yards)	... ..	earthwork	0	1	6
		rock	0	3	6
Do. do. do. do., each additional run of 22 yards	... ..	earthwork	0	0	6
		rock	0	0	9
Do. from side ditches, and forming a mound alongside the ditch	... ..	earthwork	0	1	4
		rock	0	5	0
Do. from inlet and outlet drains to bridges or culverts, do.	... ..	earthwork	0	2	6
		rock	0	5	0
Do. from diversions of watercourses taken to embankment	... ..	earthwork	0	2	6
		rock	0	5	0
Do. from foundations to bridges, viaducts, and culverts	... ..	earthwork	0	3	0
		rock	0	5	0
Masonry to culverts (in mortar, 1 of lime to 1 of sand)	... ..	per cub. yd.	3	10	0
Do. do. (in Portland cement, 1 cement to 2 sand)	... ..	do.	4	0	0
Brickwork to culverts (in mortar, 1 of lime to 1 of sand)	... ..	do.	2	10	0
Do. do. (in Portland cement, 1 cement to 2 sand)	... ..	do.	3	0	0
"Dry" square culverts, 18 inches	... ..	per lin. yd.	4	10	0
Do. do. 2 feet.	... ..	do.	5	10	0
Timber, ironbark, framed and fixed in superstructure of bridges	... ..	per cub. ft.	0	5	6
Do. In planking, walings, and braces (any approved timber)	... ..	do. do. do.	0	5	6
Do. In piles fixed	... ..	per lin. ft.	0	5	6
Ironwork, fixed in bolts, nuts, straps, plates, spikes, washers, and pile-shoes	... ..	per lb.	0	0	8
Painting bridges (3 coats iochrome in oil)	... ..	per sup. yd.	0	1	4
Tarring timberwork, 2 coats (kerosene tar)	... ..	do.	0	0	4
Fencing (3-rail sapling)	... ..	per rod.	0	6	4
Do. (2-rail split)	... ..	do.	0	6	4
Do. wire	... ..	do.	0	6	4
Ballasting permanent way	... ..	per lin. yd.	0	4	0
Laying do.	... ..	do.	0	2	6
Do. crossings and switches, including cross-over roads	... ..	do.	0	15	0
Sleepers (split)	... ..	each	0	4	6
Do. (sawn)	... ..	do.	0	4	6
Level crossings for 10-ft. gates (including timber box drains complete)	... ..	do.	4	0	0
Do. 12 do. do. do. do. do.	... ..	do.	8	0	0
Do. 15 do. do. do. do. do.	... ..	do.	8	0	0
Metalling approaches to level crossings	... ..	per cub. yd.	0	5	0
10-foot level crossing gates, fixed complete, and painted 2 coats iochrome in oil	... ..	each	7	0	0
12-foot do. do. do. do. do. do.	... ..	do.	8	0	0
15-foot do. do. do. do. do. do.	... ..	do.	8	0	0
Earthenware drain pipes, 6-inch	... ..	per lin. yd.	0	8	0
Do. 9- do.	... ..	do.	0	13	0
Do. 12- do.	... ..	do.	0	15	0
Do. 16- do.	... ..	do.	1	8	0
Do. 18- do.	... ..	do.	1	10	0
Do. 24- do.	... ..	do.	3	15	0

Tunnel.

Excavation from tunnel taken to embankment :—

Earth or shale	... ..	At per cub. yd.	0	13	0
Sandstone	... ..	do.	0	15	0
Hard rock, similar to specimens exhibited	... ..	do.	0	17	6
Brickwork in lining of tunnel (in cement)	... ..	do.	3	3	0
Do. to fronts of do. do.	... ..	do.	2	10	0
Sanctuaries in do.	... ..	each	1	0	0
Dry rubble drain through do.	... ..	per lin. yd.	0	5	0
Drain cut out of solid rock through do. with 4-in. stone covers	... ..	do.	0	5	0

The prices in the preceding schedule include all labour, material (except permanent way materials), scaffolding, and workmanship of every kind necessary for the full and perfect completion of the works, to the satisfaction of the Engineer-in-Chief.

W. WAKEFORD, Kiama.

To the Commissioner for Railways.

SHOULD

SHOULD the foregoing Tender be accepted, I, the undersigned, hereby undertake to deposit with the Commissioner for Railways, within fourteen days from the notification of the acceptance of the said Tender, the sum of £5,000 as security for the due performance of the contract.

W. WAKEFORD, Kiama.

NOTE.—A sum of £500 has according to the conditions of the Specification been deposited with the Colonial Treasurer, which sum I agree to forfeit to the Commissioner, should I fail to provide the cash deposit and to complete the Bond at the time specified.

W. WAKEFORD, Kiama.

#### No. 4.

ARTICLES OF AGREEMENT made and entered into this seventeenth day of March, in the year of our Lord one thousand eight hundred and seventy-four, between William Wakeford, of Kiama, in the Colony of New South Wales, contractor, of the one part, and the Commissioner for Railways, a corporation sole, created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" of the other part.

WHEREAS the Commissioner for Railways aforesaid lately advertised for tenders for the works to be done, and the materials to be provided for the construction and erection of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Northern Railway Extension from Murrurundi to Tamworth, in the said Colony, comprised in Contract No. 1, commencing at one hundred and nineteen miles forty-four chains and thirty-five links from Newcastle, and terminating at one hundred and eighty-one miles seventy chains and eighteen and one half links near the town of Tamworth, being a length of sixty-two miles twenty-five chains and eighty-three and a half links, in accordance in all things with the Specification hereto annexed marked "A," and the plans or drawings therein referred to, and under and subject to the General Conditions hereto annexed marked "B": And whereas the said William Wakeford (hereinafter styled and referred to as "the contractor") forwarded to the Commissioner for Railways aforesaid the tender to do the said works and to find and provide the materials required in the construction of the said line of railway hereto annexed marked "C": And whereas the Commissioner for Railways aforesaid duly accepted the said tender of the contractor for the said works; and whereas the contractor hath deposited the sum of five thousand pounds in the Union Bank of Australia, in the city of Sydney, in the name of the Commissioner for Railways aforesaid, upon fixed deposit for the term of twelve months, at interest, and has handed the receipt, which bears date the twelfth day of March instant, for the said deposit, to the Commissioner for Railways, as security for the due performance by him of the works in the said Specification mentioned, in accordance therewith in all things, and as thereby and by the said General Conditions is provided, and hath duly executed a memorandum of agreement under seal with the Commissioner for Railways bearing even date herewith, setting forth the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways as security for the due performance of the contract in these presents contained: Now these presents witness that the contractor, for himself, his heirs, executors and administrators, doth hereby covenant and declare with and to the Commissioner for Railways aforesaid, his successors and assigns, and the Commissioner for Railways aforesaid, doth hereby covenant and declare with and to the contractor, his executors and administrators, that the said Specification marked "A," the said General Conditions marked "B," and the said Tender marked "C," shall be read and considered as incorporated in and forming part and parcel of these presents in like manner as if the same had been herein written and set forth at length—the said Specification, General Conditions, Tender, and these presents, forming together the contract between the said parties hereto, as to the performance and completion of the said works and providing materials required for the same, excepting only that in lieu of the provision in clause twenty-one of the General Conditions, that "the contractor will be required to enter into a bond to the Commissioner for Railways, in the penal sum of five thousand pounds," it has been arranged between the contractor and the Commissioner for Railways, that the contractor shall, as security, deposit the sum of five thousand pounds for the due performance and completion of the said works, which as hereinbefore recited, the contractor has done. And the contractor, for himself, his heirs, executors, and administrators, doth hereby covenant, declare, promise, and agree with, and to the Commissioner for Railways aforesaid, his successors and assigns, that he, the contractor, his executors and administrators, shall and will find and provide all materials (excepting such as are in the said Specification mentioned as to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of the said single line of railway, being that portion of the Great Northern Railway Extension from Murrurundi to Tamworth, in the said Colony, comprised in Contract No. 1, commencing at one hundred and nineteen miles forty-four chains and thirty-five links from Newcastle, and terminating at one hundred and eighty-one miles seventy chains and eighteen and one-half links near the town of Tamworth, being a length of sixty-two miles twenty-five chains and eighty-three and one-half links, at the price or prices mentioned in the said tender, and in accordance in all things with the said Specification and General Conditions and the plans or drawings therein referred to; that the contractor shall and will find and provide all materials to be provided; and do perform, execute, and complete all the works to be done under this contract, in accordance in all things with the said Specification and the plans or drawings therein referred to; and under, subject to, and in all things in accordance with the conditions, agreements, stipulations, and directions contained in the said Specification and General Conditions, and therein or thereby required or mentioned, or intended to be done by the person or persons tendering or contracting, shall be made, done, observed, performed, and kept in all things by the contractor: And that all powers and authorities in the said Specification and General Conditions mentioned as given or intended to be given to the Commissioner for Railways and to the Engineer-in-Chief for Railways shall vest in and be exercisable by the Commissioner for Railways and his successors and the Engineer-in-Chief for

for the Commissioner for Railways for the time being as if the said powers and authorities had been expressly created and given to the Commissioner for Railways and his successors and the Engineer-in-Chief for the Commissioner for Railways for the time being in or by these presents: And the contractor, for himself, his heirs, executors and administrators, hereby further covenants with the Commissioner for Railways aforesaid and his successors, that the whole of the said works in the said Specification and the plans or drawing therein referred to, mentioned, or shown, shall be completed and finished in all things on or before the the thirty-first day of March which will be in the year of our Lord one thousand eight hundred and seventy-six, as in the said General Conditions is provided: And the Commissioner for Railways, for himself and his successors, hereby covenants with the contractor, his executors and administrators, that the Commissioner for Railways aforesaid or his successors shall pay the contractor, his executors and administrators, for the said works hereinbefore mentioned and materials to be supplied at and after the rate of prices in the said tender mentioned, when, and as payment for the said works and materials shall, in accordance with section twenty-three of the said General Conditions, become due and payable to the contractor, such payment only to be made upon the production of the certificate in the said twenty-third section of the said General Conditions mentioned (the production of such a certificate being a condition precedent to the contractor having any cause or right of action, claim or demand upon the Commissioner for Railways as in the said twenty-third section is mentioned), and at the time or times, and in accordance with and when payable under the provision as to payment in the said General Conditions and the said Specification or either of them mentioned, and not otherwise.

In witness whereof the contractor hath hereunto set his hand and seal, and the Commissioner for Railways aforesaid hath affixed his official seal, the day and year first before written.

Signed, sealed, and delivered by the said William Wakeford, }  
 in the presence of— M. S. HARTE. } W. WAKEFORD. (L.S.)

The official seal of the Commissioner for Railways was hereto }  
 affixed in the presence of— CHAS. A. GOODCHAP, Chief Clerk. } JOHN RAE. (L.S.)

LIST OF DRAWINGS referred to in this Contract.

- No. 1. Working Plan, Part No. 1.
- "   Do.   do.   do.   2.
- "   Do.   do.   do.   3.
- 2.   Do.   Section do.   1.
- "   Do.   do.   do.   2.
- "   Do.   do.   do.   3.
- 3. Brick and Stone Culverts
- 4. Post and Rail Fencing.
- 5. Post and Wire do.
- 6. Section of Cuttings and Embankments.
- 7. Ballasting Permanent Way.
- 8. Level Crossings.
- 9. Level Crossing Gates.
- 10. 10-ft. and 3-ft. Flood Openings.
- 11. General Drawing of Viaducts.
- 12. Drawing of Tunnel, Liverpool Range.

No. 5.

MEMORANDUM OF AGREEMENT made this seventeenth day of March, in the year of our Lord one thousand eight hundred and seventy-four, between William Wakeford, of Kiama, in the Colony of New South Wales, contractor, of the one part, and the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same," of the other part.

WHEREAS by certain Articles of Agreement under seal, bearing even date herewith, and made between the said William Wakeford of the one part, and the Commissioner for Railways aforesaid of the other part, the said William Wakeford covenants and agrees with the Commissioner for Railways aforesaid to find and provide all materials (excepting such as by the Specification therein referred to are to be provided by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for, and do and perform all the works required in and about the full and proper completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers required in the construction of a single line of railway, being that portion of the Great Northern Railway Extension from Murrurundi to Tamworth comprised in Contract No. 1, commencing at one hundred and nineteen miles forty-four chains and thirty-five links from Newcastle, and terminating at one hundred and eighty-one miles seventy chains and eighteen links and one half link near the town of Tamworth, being a length of sixty-two miles twenty-five chains and eighty-three links and one half link, as mentioned and set out in a Specification and General Conditions annexed to the said Articles of Agreement and the plans and drawings therein referred to: And whereas, in and by the said General Conditions, it is provided that the said William Wakeford shall, as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, deposit the sum of five thousand pounds with the Commissioner for Railways aforesaid, to be held by the Commissioner for Railways aforesaid as such security: And whereas, in performance of the said provision in the said General Conditions, the said William Wakeford, on the twelfth day of March instant, deposited the sum of five thousand pounds in the Union Bank of Australia, in the city of Sydney, in the name of the Commissioner for Railways aforesaid, upon fixed deposit for the term of twelve months at interest, and has handed the receipt for the said deposit to the Commissioner for Railways aforesaid, the Commissioner for Railways having agreed that the said sum of five thousand pounds so to be left in his hands as aforesaid as security for the due performance of the said contract shall be at interest as aforesaid, and that the

said



said William Wakeford shall receive the interest thereon: And whereas the said William Wakeford and the Commissioner for Railways aforesaid have agreed to enter into these presents, for the purpose of stating and defining the terms and conditions upon which the said sum of five thousand pounds shall be held by the Commissioner for Railways aforesaid as security for the due performance of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned: Now these presents witness that it is hereby declared and agreed between and by the said William Wakeford, on behalf of himself, his executors and administrators, and the Commissioner for Railways aforesaid, on behalf of himself and his successors, that the said sum of five thousand pounds of lawful British money is now and shall henceforth be held by the Commissioner for Railways aforesaid as security for the due completion of the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, in accordance in all things with the said Articles of Agreement, Specification, and General Conditions; and that the said sum shall be held by the Commissioner for Railways and his successors until the whole of the said works shall be completed and finished in accordance with the said Articles of Agreement, Specification, and General Conditions, and until the time for which the said William Wakeford is bound to maintain and uphold the same has fully expired: And that if the said William Wakeford, his executors or administrators, shall make default in proceeding with or in completing the said works in the manner stipulated in the said Articles of Agreement, Specification, and General Conditions, and the said plans or drawings, the Commissioner for Railways aforesaid and his successors may at once use and employ the said sum of five thousand pounds, or so much thereof as shall be requisite, in and about the proceeding with completing and finishing the said works, and in and about the payment of or retention of any penalty or penalties, sum or sums of money, which the Commissioner for Railways may be entitled to claim from the said William Wakeford, by reason of the non-completion of the said works as aforesaid, and within the time fixed for that purpose, and the balance remaining (if any) shall be considered as forfeited to the Commissioner for Railways aforesaid, and shall be paid by the Commissioner for Railways aforesaid into the office of the Treasury in the said Colony to the credit of and shall become and form a portion of the Consolidated Revenue of the said Colony, as if the same had been recovered by action at law at the suit of Her Majesty upon a bond given to Her Majesty, Her Heirs and Successors, by the said William Wakeford, to secure the due performance and completion of the works in the said Articles of Agreement, Specification, and General Conditions mentioned, without prejudice nevertheless to the right of the Commissioner for Railways aforesaid to sue for and recover, if he shall think fit so to do, from the said William Wakeford, his executors and administrators, all or any penalty or penalties, sum or sums of money which under the said Articles of Agreement, or the said Specification and General Conditions, he or they may be entitled to recover from the said William Wakeford, his executors and administrators, and which may be in excess of the said sum of five thousand pounds: And further, that at the expiration of the said term of twelve months for which the said sum of five thousand pounds has been deposited in the Union Bank of Australia aforesaid, upon fixed deposit, it shall be lawful for the Commissioner for Railways aforesaid, but he is nevertheless not required or under any obligation so to do, to re-deposit the same for a further period of six months, at interest, or for such further period, or for such lesser term, from time to time, as the Commissioner for Railways or his successors shall think fit, until the said works are completed, or in his discretion to retain the same in his hands uninvested, in which case the Commissioner for Railways shall not be chargeable with or liable to pay interest on the said sum: And it is further agreed that the said William Wakeford, his executors or administrators, shall be entitled to receive from time to time as the same shall become receivable, from the Commissioner for Railways aforesaid and his successors, all interest which shall be paid upon the said deposit, and that the Commissioner for Railways aforesaid and his successors shall not be liable or answerable for any loss of the said sum of five thousand pounds or any part thereof, through the same being from time to time deposited in or held by the said Bank as aforesaid. In witness whereof the said William Wakeford hath hereunto set his hand and seal, and the Commissioner for Railways hath caused his official seal to be hereunto affixed, the day and year first before written.

Signed, sealed, and delivered by the said Wilham }  
Wakeford, in the presence of— } Wm. WAKEFORD. (I.S.)  
M. S. HARTE.

The official seal of the Commissioner for Railways }  
was affixed hereto, in the presence of,— } JOHN RAE. (I.S.)  
CH. A. GOODCHAP, Chief Clerk.

### No. 6.

MEMORANDUM of Agreement made this twenty-third day of May, in the year of our Lord one thousand eight hundred and seventy-six, between the Commissioner for Railways, a corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled, "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*," of the one part, and William Wakeford, of Murrurundi, in the said Colony, contractor, of the other part.

WHEREAS by certain Articles of Agreement, bearing date the seventh day of March, in the year of our Lord one thousand eight hundred and seventy-four, and made between the above-named William Wakeford of the one part, and the Commissioner for Railways aforesaid, of the other part, the said William Wakeford covenanted and agreed with the Commissioner for Railways aforesaid and his successors, to find and provide all the materials (excepting such as are in the Specification therein referred to mentioned as to be supplied by the Commissioner for Railways), labour, scaffolding, tools, implements, and every other thing requisite and necessary for and to do and perform all the works required in and about the full and proper construction and completion of all the earthwork, brickwork, masonry, timberwork, ironwork, fencing, ballasting, laying of permanent way, and supplying sleepers, required in the construction of a single line of railway, being that portion of the Great Northern Railway extension from Murrurundi to Tamworth, in the said Colony, comprised in Contract number one, commencing at one hundred

hundred and nineteen miles, forty-four chains, and thirty-five links, from Newcastle, and terminating at one hundred and eighty-one miles, seventy chains and eighteen and a half links, near the town of Tamworth, being a length of sixty-two miles, twenty-five chains, and eighty-three and a half links, in accordance in all things with the Specification and General Conditions to the said Articles of Agreement annexed, and the plans or drawings therein referred to, and to complete and finish the whole of the said works on or before the thirty-first day of March, in the year one thousand eight hundred and seventy-six: And whereas, by a certain memorandum of agreement under seal bearing even date with the said lastly recited Articles of Agreement, and made between the said William Wakeford, of the one part, and the Commissioner for Railways aforesaid, of the other part, after reciting that it had been agreed that for securing the due performance of the said contract, the said William Wakeford should deposit with the Commissioner for Railways aforesaid the sum of five thousand pounds, to be held by the Commissioner for Railways as security for the due performance of the said works, and that in pursuance of the said agreement, the said William Wakeford had, on the twelfth day of March, one thousand eight hundred and seventy-four, deposited the sum of five thousand pounds in the Union Bank of Australia, in the city of Sydney, in the name of the Commissioner for Railways, upon fixed deposit, and had handed the receipt for the same to the Commissioner for Railways aforesaid,—it is witnessed, and the said parties to the said agreement did declare, that the said sum of five thousand pounds deposited in the name of the Commissioner for Railways upon fixed deposit as aforesaid should be held by him as security for and until completion of the said works, upon the terms and the conditions as in the said now reciting memorandum of agreement mentioned: And whereas the said works are still unfinished and not completed, and the said William Wakeford hath applied to and requested the Commissioner for Railways aforesaid to extend the time for the completion of the said works until the thirtieth day of September which will be in the year one thousand eight hundred and seventy-seven, which the Commissioner for Railways aforesaid hath consented to do, upon condition that the whole of the works on the said line from the commencing point at Murrurundi to and at the station-yard at Quirindi, on the said extension, be completed and finished in all things according to the said plans, specification, and drawings in every respect, and that possession thereof is delivered by the contractor to the Commissioner for Railways on or before the thirty-first day of August next, and upon the other terms and conditions hereinafter mentioned: Now these presents witness that, in consideration of the premises, the Commissioner for Railways aforesaid doth hereby extend the time for the completion of the works remaining to be done, of the works in the said Articles of Agreement and Specification mentioned, as hereinafter mentioned, that is to say, for the extension of the said works from the point of commencement at Murrurundi to and at the station-yard at Quirindi, until the thirty-first day of August next, and for the remaining portion of the said works until the thirtieth day of September which will be in the year of our Lord one thousand eight hundred and seventy-seven, upon the terms and conditions hereinafter mentioned; and that, in consideration of the premises and of the said extension of time by the Commissioner for Railways aforesaid, the said William Wakeford hereby jointly and severally covenants and agrees with and to the Commissioner for Railways aforesaid and his successors, that he, the said William Wakeford, his executors and administrators, shall and will well and truly complete the whole of the works yet remaining to be done of the said works required for the completion of the said works from the point of commencement at Murrurundi aforesaid to and at the station-yard at Quirindi aforesaid, on or before the thirty-first day of August next, and for the completion of the whole of the residue of the said works in the said Articles of Agreement and Specification mentioned, in accordance in all things with the said Specification and General Conditions and the said plans or drawings, on or before the said thirtieth day of September which will be in the year of our Lord one thousand eight hundred and seventy-seven: And further, that at all times hereafter the said recited Articles of Agreement and the said recited Memorandum of Agreement shall be read and considered as if the said thirty-first day of August had been named in and appointed by the said Articles of Agreement, Specifications and General Conditions as the day on or before which the said works from Murrurundi to and at the station at Quirindi were to be completed and finished, and as if the said thirtieth day of September, one thousand eight hundred and seventy-seven, had been named in and by the said Articles of Agreement, Specification, and General Conditions and the said Memorandum of Agreement, as the day on or before which the whole of the residue of the said works hereinbefore mentioned were to be completed and finished by the said William Wakeford; and that the said Articles of Agreement and the said Memorandum of Agreement, or the terms and conditions upon which the said sum of five thousand pounds is held by the Commissioner for Railways aforesaid, shall not be considered as altered, or the stipulations, provisions, and agreements therein, or in the said Specification and General Conditions, in any way waived, barred, or departed from in any respect otherwise than as to the time within which the said works are to be completed, but that the Commissioner for Railways aforesaid and his successors shall have all and every the rights, powers, and authorities, cause and causes of action, and suit, claims, and demands given to or vested in him or them in and by the said Articles of Agreement, Specification, and General Conditions, and by the said Memorandum of Agreement, in all respects as if the said thirtieth day of September, one thousand eight hundred and seventy-seven, had been the day or time originally named and appointed for the completion of the whole of the said works hereinbefore mentioned; and that all and singular the penalties, forfeitures, sum or sums of money, rights and privileges which would accrue to or vest in the Commissioner for Railways aforesaid and his successors, for or by reason or on account of the said works hereinbefore mentioned not being completed and finished within the time named in and according to the said Articles of Agreement, Specification, and General Conditions, and the said Memorandum of Agreement, shall accrue to and vest in the Commissioner for Railways aforesaid and his successors, if the work to be done to complete the line from the point of commencement at Murrurundi to and at the station-yard at Quirindi shall not be completed and finished in all things on or before the thirty-first day of August next, and the whole of the residue of the said works shall not be completed in all things on or before the said thirtieth day of September, one thousand eight hundred and seventy-seven: Provided, and it is hereby declared that if the said works shall not be completed and finished in all things according to the said Specification and General Conditions, from the point of commencement at Murrurundi as aforesaid to and at the station-yard at Quirindi aforesaid, and delivered over by the contractor to the Commissioner for Railways aforesaid, the extension of time hereby granted for the completion of the residue of the said work in the said Agreement, Specification, and General Conditions shall cease and become void; and the Commissioner for Railways and his successors shall have such and the rights, remedies,

remedies, claims, demand, and powers against the said contractor, his heirs, executors, and administrators, and his and their moneys, plant, and any material provided by him for carrying on and completing the said works in the said Articles of Agreement, Specification, and General Conditions mentioned, as the Commissioner for Railways and his successors, under the said Articles of Agreement, Specification, and General Conditions, or either of them, is declared to have, possess, or be entitled to, in case of default being made in the completion of the said works on or before the thirty-first day of March, in the year of our Lord one thousand eight hundred and seventy-six; and shall also have the like remedies, claims, demands, and powers against the said contractor, his heirs, executors, and administrators, and his and their moneys, plant, and any materials provided by him or them for carrying on and completing the said works, if the whole of the said works from Quirindi to Tamworth are not completed and finished on or before the thirtieth day of September, one thousand eight hundred and seventy-seven, so that on or before that day the whole of the work mentioned in the said Articles of Agreement, Specification, and General Conditions, shall be completed and finished in accordance in all things with the said Articles of Agreement, Specification, and General Conditions.

In witness whereof the Commissioner for Railways aforesaid hath hereunto set his official seal, and the said William Wakeford has hereto set his hand and seal, the day and year first before written.

The official seal of the Commissioner for Railways was hereto affixed, in the presence of,—

JOHN RAE, (L.S.)  
Commissioner for Railways.

CHAS. A. GOODCHAP, Secretary.

Signed, sealed, and delivered by the said William Wakeford, in the presence of,—

W. WAKEFORD. (L.S.)

G. G. BRODIE, C.P.S., Murrurundi.

To all to whom these presents shall come, I, the within-named William Wakeford, send greeting: Whereas I have applied to and requested the Commissioner for Railways, in the within Agreement mentioned, to pay to me the sum of five thousand pounds out of the moneys which have been retained by the Commissioner for Railways aforesaid, as and for the ten per cent. upon the value of the work satisfactorily executed, which, under the twenty-third section of the General Conditions, forming a portion of the Contract under Articles of Agreement bearing date the seventeenth day of March, one thousand eight hundred and seventy-four, the Commissioner for Railways aforesaid is entitled to retain until the whole of the works in the said Agreement mentioned have been completed to the satisfaction of the Engineer-in-Chief for Railways, and a certificate to that effect has been granted by him: And the Commissioner for Railways aforesaid has consented to pay to me the said sum of five thousand pounds out of the said moneys, upon the understanding that such payment is not in any way prejudicially to affect his rights, remedies, claims, cause or causes of action against me under the said Articles of Agreement, or under a certain Memorandum of Agreement bearing even date with the said Articles of Agreement, and therein referred to: Now know ye that I, the said William Wakeford, do hereby declare that I have this day received from the Commissioner for Railways aforesaid, on a voluntary payment made by him at my request out of the moneys so retained in his hands as aforesaid, and that the payment of the said sum of money to me as aforesaid shall not be held, deemed, or taken to alter, affect, or vary the Contract in the said Articles of Agreement mentioned, or to alter, diminish, or prejudicially affect the powers, rights, remedies, cause or causes of action given to, vested in the Commissioner for Railways aforesaid, under the said Articles of Agreement, or under the said Memorandum of Agreement, or either of them, in any manner whatsoever.

In witness whereof, I, the said William Wakeford, have hereunto set my hand and seal, this twentieth day of April, in the year of our Lord one thousand eight hundred and seventy-seven.

Signed, sealed, and delivered by the said William Wakeford, in the presence of,—

W. WAKEFORD. (L.S.)

JOHN WILLIAMS.

### Section No. 3.—Accepted Tenders for supply of Rails.

NEW SOUTH WALES RAILWAYS.—GREAT SOUTHERN RAILWAY EXTENSION, GOULBURN TO WAGGA WAGGA.

#### TENDER FOR RAILS.

To the Agent General for the New South Wales Government, 3 Westminster Chambers, Victoria-street, London, S.W.

Sir,

Park Gate Ironworks, Rotherham, 6 October, 1873.

We hereby undertake to supply six thousand six hundred tons (6,600) of rails, in precise accordance with the terms and conditions contained in the printed specification for permanent way materials which you have furnished to us, which specification is signed in lithograph "John Whitton," and dated "Sydney, 1st July, 1873." The rails to be delivered in Liverpool or London as you shall from time to time require, at the following prices per ton:—

If delivered in Liverpool, £12 11s. 6d.; if delivered in London, £12 12s. 6d.

We are, Sir,

Your obedient servants,

The Parkgate Iron Co., Limited.

C. W. J. STODDART, Secretary.

NEW

NEW SOUTH WALES RAILWAYS.—GREAT SOUTHERN RAILWAY EXTENSION, GOULBURN TO WAGGA WAGGA.

(Length from Yass to Wagga Wagga.)

TENDER FOR RAILS.

To the Agent General for the New South Wales Government, 3 Westminster Chambers, Victoria-street, London, S.W.

Sir,

7 January, 1874.

We hereby undertake to supply thirteen thousand eight hundred and sixty tons (13,860) of rails, in precise accordance with the terms and conditions contained in the printed specification for permanent way materials which you have furnished to us, which specification is signed in lithograph "John Whitton," and dated "Sydney, 2nd October, 1873." The rails to be delivered in Liverpool or London as you shall from time to time require, at the following prices per ton, net cash on delivery:—

If delivered in Liverpool, £10 17s. 6d.; if delivered in London, £11.

We are, Sir,

Your obedient servants,

For Consett Iron Company, Limited.

JASPER C. MOUNSEY,

118, Cannon-street, E.C., and Consett-Blackhill, Durham.

NEW SOUTH WALES RAILWAYS.—GREAT NORTHERN RAILWAY—EXTENSION FROM MURRURUNDI TO TAMWORTH.

TENDER FOR RAILS.

To the Agent General for the New South Wales Government, 3 Westminster Chambers, Victoria-street, London, S.W.

Sir,

13 July, 1874.

We hereby undertake to supply seven thousand three hundred and seventy (7,370) tons of rails in precise accordance with the terms and conditions contained in the printed specification for permanent-way materials which you have furnished to us, which specification is signed in lithograph "John Whitton," and dated "Sydney, 2nd October, 1873." The rails to be delivered free on board in Liverpool or London as you shall from time to time require, at the following prices per ton:—

If delivered in Liverpool, £8 3s. 9d; if delivered in London, £7 19s. 9d.

We are, Sir,

Your obedient servants,

The North Yorkshire Iron Company, Limited.

MATTW. T. SHAW, Director,

141, Cannon-street, London.

NEW SOUTH WALES RAILWAYS.—GREAT WESTERN RAILWAY—EXTENSION FROM BATHURST TO ORANGE.

TENDER FOR RAILS.

To the Agent General for the New South Wales Government, 3 Westminster Chambers, Victoria-street, London, S.W.

Sir,

18 November, 1874.

We hereby undertake to supply five thousand three hundred and ninety (5,390) tons of rails in precise accordance with the terms and conditions contained in the printed specification for permanent-way materials which you have furnished to us, which specification is signed in lithograph "John Whitton," and dated "Sydney, 2nd October, 1873." The rails to be delivered free on board, as stated below, as you shall from time to time require, at the following prices per ton:—

	£	s.	d.
If delivered in London	7	17	6
If delivered in Liverpool	8	1	6
If delivered in Newcastle-on-Tyne	7	14	6
If delivered in Sunderland	7	14	0
If delivered in West Hartlepool	7	12	6
If delivered f.o.b. ship alongside our wharf, Middlesbro'	7	9	0

We are, Sir,

Your obedient servants,

Per BOLCKOW, VAUGHAN, & Co., Limited.

JAMES HART, London Agent.

## Sections Nos. 4 and 5.

RETURN showing the Cost of Rails delivered at Redfern, for the Extension Goulburn to Yass.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Cartage.		Total.
					Rate per Ton.	Value.	
1874.	T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
27 April	124 7 1 0	12 12 6	1,570 1 6	125 1 1	0 3 0	18 13 1	1,713 15 8
24 May	172 6 1 0	12 12 6	2,175 8 11	127 13 2	0 3 0	25 17 0	2,328 19 1
22 "	204 5 1 0	12 12 6	2,568 12 0	198 5 2	0 3 0	30 12 9	2,797 9 11
24 June	154 16 3 0	12 12 6	1,954 16 6	195 7 3	0 3 0	23 4 5	2,173 8 2
12 July	284 4 0 3	12 12 6	3,588 0 10	359 18 6	0 3 0	42 12 7	3,990 11 11
12 "	305 4 2 0	12 12 6	3,853 9 4	386 1 9	0 3 0	45 15 7	4,285 6 8
15 "	105 11 0 0	12 12 6	1,332 11 4	134 7 9	0 3 0	15 16 6	1,482 15 7
16 "	257 15 1 0	12 12 6	3,254 5 1	347 12 9	0 3 0	38 13 3	3,640 11 1
28 "	105 14 0 0	12 11 6	1,329 3 6	128 9 10	0 3 0	15 17 1	1,473 10 5
28 "	201 15 2 0	12 11 6	2,537 6 5	247 4 2	0 3 0	30 5 3	2,814 15 10
3 Aug.	208 10 0 0	12 12 6	2,632 13 9	280 5 2	0 3 0	31 5 6	2,944 4 5
12 "	145 19 3 0	12 12 6	1,843 1 10	196 12 1	0 3 0	21 17 10	2,061 11 9
16 "	44 3 0 0	12 12 6	557 7 11	50 7 1	0 3 0	6 12 5	614 7 5
16 "	128 13 3 0	12 12 6	1,624 13 7	146 3 2	0 3 0	19 5 11	1,790 2 8
24 "	203 4 2 0	12 12 6	2,565 14 4	150 14 3	0 3 0	30 9 7	2,746 18 2
24 "	136 5 0 0	12 12 6	1,720 3 2	101 1 0	0 3 0	20 8 9	1,841 12 11
27 "	92 5 3 14	12 12 6	1,165 4 2	105 1 1	0 3 0	13 16 11	1,284 2 2
1 Sept.	140 10 1 0	12 12 6	1,773 19 5	177 17 5	0 3 0	21 1 6	1,972 18 4
7 "	165 12 2 6	12 12 6	2,091 1 0	209 11 7	0 3 0	24 16 11	2,325 9 6
7 "	498 17 2 0	12 11 6	6,273 7 1	617 6 5	0 3 0	74 16 8	6,965 10 2
9 "	165 1 2 0	12 12 6	2,084 1 5	209 19 11	0 3 0	24 15 3	2,318 16 7
17 Oct.	244 8 3 21	12 12 6	3,086 2 10	329 11 2	0 3 0	36 13 4	3,452 7 4
13 "	250 9 3 0	12 11 6	3,149 17 7	309 19 5	0 3 0	37 11 4	3,497 8 4
15 "	83 5 1 14	12 12 6	1,051 5 4	95 0 11	0 3 0	12 9 9	1,158 16 0
23 "	92 19 2 22	12 12 6	1,173 18 8	105 12 6	0 3 0	13 18 11	1,293 10 1
23 "	64 8 3 0	12 12 6	813 10 6	81 16 8	0 3 0	9 13 4	905 0 6
24 "	239 18 2 7	12 12 6	3,029 1 10	303 3 5	0 3 0	35 19 10	3,368 5 1
30 "	133 17 0 0	12 12 6	1,689 17 2	152 7 0	0 3 0	20 1 7	1,862 5 9
12 Dec.	101 4 0 0	12 11 6	1,272 11 9	121 7 7	0 3 0	15 3 7	1,409 2 11
23 "	150 14 1 0	12 12 6	1,902 14 11	171 1 0	0 3 0	22 12 1	2,096 8 0
7 Nov.	42 4 0 25	12 12 6	532 18 4	52 19 4	0 3 0	6 6 7	592 4 3
11 "	230 15 1 3	12 12 6	2,913 7 10	291 16 8	0 3 0	34 12 3	3,239 16 9
22 "	147 19 0 0	12 12 6	1,867 17 5	180 12 3	0 3 0	22 3 10	2,070 13 6
27 "	272 0 2 0	12 12 6	3,434 6 4	274 18 8	0 3 0	40 16 0	3,750 1 0
16 Dec.	177 7 0 0	12 12 6	2,239 0 11	224 11 2	0 3 0	26 12 0	2,490 4 1
28 "	139 15 2 0	12 12 6	1,764 13 3	158 13 9	0 3 0	20 19 4	1,944 6 4
1875.							
15 July	132 1 1 0	12 12 6	1,667 5 9	98 1 1	0 3 0	19 16 3	1,785 3 1
3 Jan.	286 11 0 0	12 12 6	3,617 13 11	313 0 5	0 3 0	42 19 8	3,973 14 0
	6,635 3 2 3	.....	83,701 7 5	7,759 13 7	.....	995 4 5	92,456 5 5

RETURN

RETURN showing the Costs of Fastenings for T Rails delivered at Redfern, for the Extension Goulburn to Yass.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Cartage.		Total.
					Rate per Ton.	Value.	
	T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>Fish-plates.</b>							
1874.							
27 April .....	20 3 0 16	13 0 0	262 0 10	19 10 0	0 3 0	3 5 6	284 16 4
29 May .....	69 19 0 16	12 9 0	870 19 4	74 3 5	0 3 0	10 9 10	955 12 7
28 June .....	109 19 2 0	13 0 0	1,429 13 6	169 14 5	0 3 0	16 10 0	1,615 17 11
1 Sept. ....	117 1 3 4	13 0 0	1,522 3 2	180 13 2	0 3 0	17 11 3	1,720 7 7
	317 3 2 8		4,084 16 10	444 1 0		47 16 7	4,576 14 5
<b>Bolts and Nuts.</b>							
10 June .....	13 1 0 0	24 5 0	316 9 3	19 15 6	0 3 0	2 3 3	338 8 0
23 " .....	15 0 0 0	24 5 0	363 15 0	29 4 3	0 3 0	2 9 8	395 8 11
23 " .....	18 18 0 0	24 5 0	458 6 6	36 16 11	0 3 0	3 2 7	498 6 0
17 Sept. ....	27 6 0 0	24 5 0	662 0 6	53 8 4	0 3 0	4 10 4	719 19 2
30 Oct. ....	40 1 0 0	23 17 6	950 19 3	76 19 4	0 3 0	6 12 8	1,034 11 3
	114 6 0 0		2,751 10 6	216 4 4		18 18 6	2,986 13 4
<b>Spikes.</b>							
10 June .....	35 2 0 0	21 10 0	763 8 6	50 6 9	0 3 0	5 16 4	819 11 7
23 " .....	48 0 0 0	21 15 0	1,044 0 0	89 13 7	0 3 0	7 19 0	1,141 12 7
24 May .....	12 0 0 0	21 15 0	261 0 0	22 15 1	0 3 0	1 19 9	285 14 10
	95 2 0 0		2,068 8 6	162 15 5		15 15 1	2,246 19 0
<b>Screws.</b>							
10 June .....	2 2 0 0	29 15 0	62 9 6	3 11 2	0 3 0	0 6 10	66 7 6
23 " .....	23 2 0 0	29 15 0	687 4 6	49 6 2	0 3 0	3 16 6	740 7 2
23 " .....	15 15 0 0	29 15 0	468 11 3	33 7 10	0 3 0	2 12 2	504 11 3
17 Sept. ....	57 9 0 0	29 15 0	1,709 2 9	121 14 0	0 3 0	9 10 4	1,840 7 1
6 Oct. ....	14 14 0 0	29 15 0	437 6 6	30 19 11	0 3 0	2 8 7	470 15 0
30 " .....	50 2 0 0	28 0 0	1,397 11 3	102 19 4	0 3 0	8 5 10	1,508 16 5
1875.							
18 May .....	23 17 2 6	29 15 0	710 7 3	59 13 2	0 3 0	2 7 9	772 8 2
	187 1 2 6		5,472 13 0	401 11 7		29 8 0	5,903 12 7

RETURN showing the Cost of Rails delivered at Redfern, for the Extension Yass to Wagga Wagga.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Cartage.		Total Value.
					Rate per Ton.	Value.	
	T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1874.							
16 Dec. ....	200 3 0 14	11 0 0	2,201 14 5	247 15 8	0 2 6	30 0 6	2,479 10 7
18 " .....	150 0 0 0	11 0 0	1,650 0 0	173 13 7	0 3 0	22 10 0	1,846 3 7
20 " .....	120 0 2 14	11 0 0	1,320 6 10	138 18 9	0 3 0	18 0 0	1,477 5 7
25 " .....	150 10 0 0	11 0 0	1,655 10 0	166 13 3	0 3 0	22 11 6	1,844 14 9
1875.							
8 Jan. ....	250 2 2 0	11 0 0	2,751 7 6	309 9 8	0 3 0	37 10 4	3,098 7 6
16 " .....	100 0 0 0	11 0 0	1,100 0 0	115 16 10	0 3 0	15 0 0	1,230 16 10
26 " .....	250 3 0 14	11 0 0	2,751 14 5	309 11 4	0 2 0	25 0 4	3,086 6 1
26 " .....	2,400 1 1 0	10 10 0	25,200 13 2	4,477 1 4	.....	128 2 7	29,805 17 1
9 Feb. ....	200 3 3 0	11 0 0	2,202 1 3	205 12 9	0 3 0	30 0 5	2,437 14 5
6 Mar. ....	150 2 2 0	11 0 0	1,651 7 6	185 19 1	0 2 0	15 0 3	1,852 6 10
9 " .....	1,600 0 0 0	10 10 0	16,800 0 1	2,928 4 9	0 2 6	199 10 0	19,927 14 10
15 " .....	51 18 0 14	10 17 6	564 9 7	67 4 9	0 2 0	5 3 10	636 18 2
1 May .....	2,172 3 3 0	10 10 0	22,807 19 4	3,936 4 8	0 2 0	217 4 4	26,961 8 4
13 " .....	147 17 2 0	11 0 0	1,626 12 6	190 1 3	0 2 0	14 15 9	1,831 9 6
18 " .....	150 3 3 0	10 17 6	1,633 5 10	194 4 3	0 2 6	18 15 5	1,846 5 6
19 " .....	200 3 3 0	11 0 0	2,202 1 3	262 14 6	0 2 6	25 0 5	2,489 16 2
24 " .....	148 3 0 14	10 17 6	1,611 4 0	191 11 4	0 2 6	18 10 4	1,821 5 8
4 June .....	100 1 1 0	10 17 6	1,088 3 7	129 8 9	0 2 6	12 10 2	1,230 2 6
5 " .....	252 3 3 0	11 0 0	2,774 1 3	305 2 2	0 2 0	25 4 4	3,104 7 9
10 " .....	100 1 0 0	11 0 0	1,100 13 9	137 5 6	0 2 0	10 0 2	1,247 19 5
12 " .....	100 3 0 14	11 0 0	1,101 14 5	132 9 4	0 2 6	12 10 5	1,246 14 2
8 " .....	99 19 1 14	11 0 0	1,099 13 2	123 18 8	0 2 0	10 0 0	1,233 11 10
22 " .....	1,272 18 0 14	10 10 0	13,365 10 4	2,418 10 6	0 2 0	127 5 9	15,911 6 7
26 " .....	191 5 2 14	10 17 6	2,080 3 8	242 9 9	0 2 6	23 18 2	2,346 11 7
1 July .....	143 11 3 14	11 0 0	1,579 10 8	189 2 2	0 2 6	17 19 0	1,786 11 10
23 " .....	100 6 3 14	11 0 0	1,103 15 8	124 0 6	0 2 0	10 0 8	1,237 16 10
24 " .....	500 1 1 0	10 17 6	5,438 3 8	646 8 5	0 2 6	62 10 1	6,147 2 2
24 " .....	257 0 2 14	11 0 0	2,822 3 9	318 0 2	0 2 0	25 14 0	3,165 17 11
29 " .....	199 18 0 14	11 0 0	2,198 19 5	264 2 5	0 2 6	24 19 9	2,488 1 7
8 Aug. ....	199 16 1 0	11 0 0	2,197 18 9	247 5 11	0 2 6	24 19 6	2,470 4 2
22 " .....	1,184 0 2 14	10 10 0	12,432 6 7	2,021 17 9	.....	125 18 0	14,580 2 4
27 May .....	200 7 2 0	11 0 0	2,204 2 6	264 13 10	0 2 0	25 0 10	2,493 17 2
27 " .....	217 2 2 0	10 17 6	2,361 4 8	279 4 4	0 2 0	21 14 3	2,662 3 3
27 " .....	517 6 3 14	7 7 6	3,815 8 2	672 16 8	0 2 6	64 13 4	4,552 18 2
	14,078 1 2 14	.....	148,494 1 8	22,617 14 7	.....	1,467 14 5	172,579 10 8

RETURN showing the Cost of Fastenings for T Rails delivered at Redfern, for the Extension Yass to Wagga Wagga.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Cartage.		Total.
					Rate per Ton.	Value.	
	T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>1875.</b>							
<b>Fish-plates.</b>							
27 April .....	94 15 0 25	11 17 6	1,125 5 9	216 5 4	0 2 0	9 9 6	1,351 0 7
27 " .....	55 12 0 6	11 17 6	660 5 7	106 5 3	0 2 6	6 19 0	773 9 10
13 May .....	5 15 3 21	11 17 6	68 16 9	11 8 11	0 2 0	0 11 7	80 17 3
18 " .....	145 10 1 2	11 17 6	1,727 19 4	287 17 4	0 2 6	18 3 9	2,034 0 5
1 Aug. ....	112 19 2 11	11 17 6	1,341 12 9	190 13 10	0 2 6	15 13 4	1,547 19 11
19 " .....	67 18 2 18	11 17 6	800 15 4	113 14 3	0 2 6	9 7 0	923 16 7
10 Sept. ....	180 8 1 1	11 17 6	2,142 8 1	278 18 1	0 2 0	20 0 3	2,441 6 5
	663 0 0 0		7,867 3 7	1,205 3 0		80 4 5	9,152 11 0
<b>1874.</b>							
<b>Bolts and Nuts.</b>							
17 Dec. ....	25 10 0 0	23 9 6	608 16 3	49 0 2	0 3 0	3 16 6	661 12 11
6 Oct. ....	20 2 0 0	23 17 6	479 17 9	40 13 4	0 3 0	3 6 0	523 17 1
<b>1875.</b>							
8 June .....	36 0 0 0	23 17 6	859 10 0	83 12 7	0 2 0	3 19 6	947 2 1
19 Aug. ....	20 9 1 9	23 17 6	488 12 9	39 7 7	0 2 6	2 16 6	530 16 10
	102 1 1 9		2,436 16 9	212 13 8		13 18 6	2,663 8 11
<b>1874.</b>							
<b>Spikes.</b>							
17 Dec. ....	77 5 0 0	21 0 0	1,622 5 0	141 5 10	0 3 0	13 3 10	1,776 14 8
<b>1875.</b>							
19 Aug. ....	25 16 3 12	21 0 0	542 14 0	47 7 7	0 2 6	3 11 3	593 12 10
8 June .....	54 0 0 0	21 0 0	1,134 0 0	116 10 2	0 2 0	5 19 3	1,256 9 5
	157 1 3 12		3,298 19 0	305 3 7		22 14 4	3,626 16 11
<b>1874.</b>							
<b>Screws.</b>							
6 Oct. ....	51 9 0 0	28 0 0	1,440 12 0	114 2 1	0 3 0	8 11 0	1,563 5 1
<b>1875.</b>							
19 Aug. ....	120 18 1 26	28 0 0	3,385 17 6	267 5 0	0 2 6	16 13 10	3,669 16 4
8 June .....	65 8 0 0	28 0 0	1,831 4 0	161 6 0	0 2 0	7 4 5	1,999 14 5
	237 15 1 26		6,657 13 6	542 13 1		32 9 3	7,232 15 10

RETURN showing the Value of Rails delivered at Redfern, for the Extension Bathurst to Orange.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Cartage.		Total.
					Rate per Ton.	Value.	
	T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>1875.</b>							
3 July .....	300 3 0 14	7 17 6	2,363 14 7	381 11 11	0 2 0	30 0 3	2,775 6 9
3 " .....	150 0 0 0	7 17 6	1,181 5 0	190 6 10	0 2 0	15 0 0	1,386 11 10
3 " .....	150 3 3 0	7 17 6	1,182 14 6	178 3 3	0 2 0	15 0 5	1,375 18 2
3 " .....	200 8 0 14	7 17 6	1,578 4 0	237 12 5	0 2 6	25 1 0	1,840 17 5
3 " .....	100 2 2 0	7 17 6	788 9 9	127 4 1	0 2 6	12 10 3	928 4 1
17 " .....	300 10 2 14	7 17 6	2,366 13 9	355 16 2	0 2 6	37 11 3	2,760 1 2
24 " .....	150 3 3 0	7 17 6	1,182 14 6	190 11 1	0 2 6	18 15 0	1,392 1 1
28 " .....	215 4 1 14	7 17 6	1,716 7 5	254 19 1	0 2 6	26 18 0	1,998 4 6
31 " .....	100 3 0 14	7 17 6	788 14 7	114 1 11	0 2 6	12 10 5	915 6 11
5 Aug. ....	100 5 2 14	7 17 6	789 14 3	127 7 10	0 2 6	12 10 9	929 12 10
8 " .....	99 5 0 0	7 17 6	781 11 10	117 16 0	0 2 0	9 18 6	909 6 4
21 " .....	150 8 0 14	7 14 0	1,158 2 7				
24 Sept. ....	726 8 3 0	7 10 0½	5,480 1 4	1,452 15 4	0 2 0	87 13 7	8,178 12 10
11 " .....	279 15 2 14	7 17 6	2,203 5 7	270 14 1	0 2 0	27 19 7	2,501 19 3
11 " .....	100 4 1 14	7 17 6	789 4 5	114 3 2	0 2 6	12 10 7	915 18 2
11 " .....	250 3 3 0	7 17 6	1,970 4 6	263 11 1	0 2 0	25 0 5	2,258 16 0
14 " .....	120 5 0 0	7 17 6	946 19 5	126 16 11	0 2 6	15 0 7	1,088 16 11
14 " .....	200 16 1 0	7 17 6	1,581 7 11	238 7 0	0 2 6	25 2 0	1,844 16 11
2 Oct. ....	131 11 3 14	7 17 6	1,036 6 0	138 15 11	0 2 6	16 9 0	1,191 10 11
5 " .....	220 5 0 0	7 17 6	1,734 9 4	260 17 2	0 2 0	22 0 6	2,017 7 0
4 " .....	100 6 1 0	7 17 6	789 19 2	114 5 1	0 2 6	12 10 9	916 15 0
20 " .....	100 2 2 0	7 17 6	788 9 9	105 13 6	0 2 0	10 0 2	904 3 5
23 " .....	44 2 2 0	7 17 6	347 9 11	36 17 3	0 2 0	4 8 2	388 15 4
20 Nov. ....	124 0 2 14	7 19 6	989 3 0	114 18 1	0 2 0	12 8 0	1,116 9 1
20 " .....	150 4 1 14	7 17 6	1,182 19 5	138 12 11	0 2 0	15 0 5	1,336 12 9
30 " .....	105 16 3 14	7 17 6	833 10 2	101 19 0	0 2 0	10 11 8	946 0 10
20 Oct. ....	365 5 0 0	7 19 6	2,912 17 4	432 16 4	0 2 6	45 13 1	3,391 6 9
30 " .....	101 16 3 14	7 17 6	802 0 5	107 9 6	0 2 0	10 3 8	919 13 7
<b>1876.</b>							
30 Aug. ....	251 17 2 0	7 7 3	1,854 8 8	170 1 1	0 2 6	31 9 8	2,055 19 5
	5,390 1 1 0	.....	42,121 3 1	6,464 4 0	.....	599 18 2	49,185 5 3

RETURN showing the Cost of Fastenings for T Rails delivered at Redfern, for the Extension Bathurst to Orange.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Cartage.		Total.
					Rate per Ton.	Value.	
1875.							
	T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
24 Sept. ....	115 9 0 26	9 1 10½	1,050 15 4	191 4 9	0 2 0	11 11 0	1,253 11 1
30 Nov. ....	146 0 1 11	9 10 6	1,390 16 3	181 3 8	0 2 0	14 12 1	1,586 12 0
	261 9 2 9		2,441 11 7	372 8 5		26 3 1	2,840 3 1
1876.							
Fish-plates.							
11 April .....	25 1 0 0	19 10 0	488 9 6	28 16 4	0 2 6	3 2 4	520 8 2
23 " .....	34 5 2 7	19 10 0	668 8 6	45 5 5	0 2 6	3 15 0	717 8 11
	59 6 2 7		1,156 18 0	74 1 9		6 17 4	1,237 17 1
Bolts and Nuts.							
11 April .....	12 0 0 0	17 10 0	210 0 0	12 7 8	0 2 6	1 6 10	223 14 6
23 " .....	20 2 0 0	17 10 0	351 15 0	23 10 10	0 2 6	2 10 3	377 16 1
26 " .....	34 11 1 9	17 10 0	604 18 3	39 15 6	0 2 0	4 6 0	648 19 9
	66 13 1 9		1,166 13 3	75 14 0		8 3 1	1,250 10 4
Spikes.							
11 April .....	35 2 0 0	24 10 0	859 19 0	50 14 5	0 2 6	5 9 11	916 3 4
23 " .....	30 0 0 0	24 10 0	735 0 0	48 13 9	0 2 6	5 7 7	789 1 4
26 " .....	46 19 0 2	24 10 0	1,150 5 11	75 13 0	0 2 0	4 14 0	1,230 12 11
	112 1 0 2		2,745 4 11	175 1 2		15 11 6	2,935 17 7
Screws.							

RETURN showing the cost of Rails delivered at NEWCASTLE, for the Extension Murrurundi to Tamworth.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Total.
1875.					
	T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12 February .....	300 7 2 0	7 19 9	2,399 4 11	517 2 11	2,916 7 10
12 " .....	150 2 2 0	7 19 9	1,199 2 6	252 3 3	1,451 5 9
16 " .....	201 1 3 2	7 19 9	1,606 4 8	273 16 8	1,880 1 4
1 April .....	1,248 2 2 0	7 15 9	9,719 15 6	2,110 4 9	11,830 0 3
19 " .....	249 1 1 0	7 19 9	1,989 7 9	340 6 3	2,329 14 0
5 May .....	100 1 3 4	7 19 9	799 10 0	169 4 0	968 14 0
9 June .....	1,112 6 1 0	7 15 9	8,662 2 9	2,059 6 6	10,721 9 3
12 June .....	280 3 0 14	7 19 9	2,237 15 0	348 4 0	2,585 19 0
22 " .....	434 2 2 0	7 19 9	3,424 3 3	668 9 11	4,092 13 2
22 " .....	500 0 0 0	7 15 3	3,881 5 0	823 1 1	4,704 6 1
10 " .....	500 1 3 14	7 19 9	3,944 9 10	783 3 7	4,727 13 5
10 " .....	448 8 0 14	7 19 9	3,480 15 1	811 17 6	4,292 12 7
10 " .....	501 17 2 0	7 19 9	3,895 16 1	787 17 10	4,683 13 11
15 September .....	548 9 1 14	7 19 9	4,268 7 8	795 14 11	5,064 2 7
9 August .....	495 5 2 14	7 19 9	3,956 1 2	629 6 4	4,585 7 6
16 February .....	300 5 0 0	7 19 9	2,398 4 11	361 16 6	2,760 1 5
	7,369 16 2 20	.....	57,862 6 1	11,731 16 0	69,594 2 1



RETURN showing the Costs of Fastenings for T Rails delivered at Newcastle, for the Extension Murrurundi to Tamworth.

Date of arrival.	Weight.	Rate per Ton.	Value.	Charges.	Total.
	Tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>1875.</b>					
<b>Fish-plates.</b>					
April 1 .....	118 14 3 8	9 5 0	1,128 0 9	199 0 11	1,327 1 8
June 12 .....	140 7 3 21	9 10 0	1,333 15 6	255 12 6	1,589 8 0
" 10 .....	92 9 3 2	9 10 0	878 12 9	189 4 10	1,067 17 7
	351 12 2 3		3,340 9 0	643 18 3	3,984 7 3
<b>Bolts and Nuts.</b>					
April 1 .....	35 15 0 20	22 0 0	786 13 11	53 2 1	839 16 0
Feb. 16 .....	40 1 0 0	22 0 0	881 2 0	90 2 9	971 4 9
	75 16 0 20		1,667 15 11	143 4 10	1,811 0 9
<b>Spikes.</b>					
Feb. 16 .....	35 2 0 0	19 15 0	693 4 6	79 0 2	772 4 8
April 1 .....	51 10 2 22	18 15 0	1,017 16 3	108 17 11	1,126 14 2
	86 12 2 22		1,711 0 9	187 18 1	1,898 18 10
<b>Screws.</b>					
Feb. 16 .....	60 0 0 0	26 10 0	1,590 0 0	135 0 9	1,725 0 9
April 1 .....	85 7 3 3	26 10 0	2,262 16 1	204 19 9	2,467 15 10
	145 7 3 3		3,852 16 1	340 0 6	4,192 16 7

STATEMENT of Permanent Way Materials used upon the Extension from Bathurst to Orange.

Description.	Quantity.	Weight.	Rate.	Amount.
	Feet.	T. c. q. lbs.	£ s. d.	£ s. d.
Rails .....	517,446	5,390 1 1 0	9 2 6	49,184 6 5
" .....	12,690	132 3 3 0	12 5 2	1,620 8 0
Fish-plates.....	51,628	255 1 1 0	10 17 2	2,769 11 1
Bolts and Nuts.....	103,256	55 14 1 3	20 17 3	1,162 6 7
Spikes.....	127,476	55 18 1 0	18 15 1	1,048 11 10
Screws .....	230,732	103 12 2 0	26 4 0	2,714 19 6
				£58,500 3 5

STATEMENT of Permanent Way Materials used upon the Extension from Goulburn to Yass.

Description.	Quantity.	Weight.	Rate.	Amount.
	Feet.	T. c. q. l.	£ s. d.	£ s. d.
Rails .....	588,216	6,127 5 0 0	13 18 8	85,373 0 4
Fish-plates.....	57,214	282 13 1 0	14 8 7	4,078 11 8
Bolts and Nuts.....	114,428	61 14 3 10	26 2 7	1,613 5 4
Screws .....	261,409	117 8 0 0	31 11 2	3,704 18 11
Spikes.....	187,169	82 1 3 9	23 12 7	1,939 15 1
				£96,709 11 4

Section No. 6.

RAILWAY Freight on Permanent Way Material forwarded to the various Extensions. 18/10/77.

Articles.	Extension Goulburn to Yass.			Extension Yass to Wagga Wagga.			Extension Bathurst to Orange.			Extension Murrurundi to Tamworth.		
	Weight.	Rate per Ton per Mile.	Amount.	Weight.	Rate per Ton per Mile.	Amount.	Weight.	Rate per Ton per Mile.	Amount.	Weight.	Rate per Ton per Mile.	Amount.
Rails .....	T. c. q. lbs. 6,119 7 0 9	pence. 5-067	£ s. d. 17,312 13 5	T. c. q. lbs. 4,839 14 1 14	pence. 5-067	£ s. d. 13,692 7 5	T. c. q. lbs. 1,368 9 1 14	pence. 5-063	£ s. d. 4,128 4 3	T. c. q. lbs. 5,500 18 2 7	pence. 4-96	£ s. d. 13,958 12 1
" .....	"	"	"	T. c. q. lbs. 2,799 3 3 0	pence. 4-94	£ s. d. 7,472 16 10	T. c. q. lbs. 2,789 3 3 0	pence. 5-063	£ s. d. 8,530 5 4	"	"	"
" .....	"	"	"	T. c. q. lbs. 3,288 0 2 14	pence. 4-72	£ s. d. 12,083 10 4	T. c. q. lbs. 1,366 12 2 0	pence. 4-91	£ s. d. 4,054 6 5	"	"	"
Fish-plates .....	281 14 0 0	5-067	796 19 6	295 11 2 0	5-067	836 4 7	98 5 0 17	5-063	296 8 2	351 12 2 4	4-95	892 5 0
" .....	"	"	"	51 2 2 0	4-94	141 0 5	153 2 0 0	5-063	468 4 8	"	"	"
" .....	"	"	"	316 6 0 0	4-72	1,162 8 0	"	"	"	"	"	"
Bolts and Nuts.....	64 3 1 8	5-067	181 10 8	65 13 3 9	5-067	185 17 0	59 15 2 22	5-063	180 6 11	75 16 0 20	4-95	192 7 3
" .....	"	"	"	13 7 0 0	4-94	86 16 6	"	"	"	"	"	"
" .....	"	"	"	49 3 1 7	4-72	180 13 8	"	"	"	"	"	"
Spikes.....	85 6 3 4	5-067	241 8 10	79 4 2 20	5-067	234 3 4	66 1 0 26	5-063	199 5 9	86 12 2 22	4-95	219 16 8
" .....	"	"	"	12 9 0 0	4-94	34 6 10	"	"	"	"	"	"
" .....	"	"	"	59 5 0 0	4-72	217 14 10	"	"	"	"	"	"
Screws .....	122 3 0 10	5-067	345 11 11	88 7 3 15	5-067	250 1 9	112 5 2 1	5-063	398 13 11	145 7 3 3	4-95	368 18 6
" .....	"	"	"	21 6 0 0	4-94	58 15 0	"	"	"	"	"	"
" .....	"	"	"	128 1 2 8	4-72	470 13 10	"	"	"	"	"	"

RAILWAY Freight on Permanent Way Material which has yet to be forwarded to the various Extensions. 18/10/77.

Articles.	Extension Yass to Wagga Wagga.			Extension Murrurundi to Tamworth.		
	Weight.	Rate per Ton per Mile.	Amount.	Weight.	Rate per Ton per Mile.	Amount.
Rails .....	T. c. q. lbs. 3,241 2 3 14	pence. 4-72	£ s. d. 11,911 4 0	T. c. q. lbs. 1,868 18 0 13	pence. 4-72	£ s. d. 4,742 6 11
Fish-plates .....	"	"	"	"	"	"
Bolts and Nuts .....	23 19 3 13	4-72	88 3 6	"	"	"
Spikes .....	6 3 0 20	4-72	22 12 8	"	"	"
Screws .....	"	"	"	"	"	"

Section No. 7.

RETURN in satisfaction of Mr. Sutherland's Motion.—"Add to each contract length the amount of accepted Tender for construction, showing the cost of each contract length, with cost of Rails added."

	G.S.R., Goulburn to Wagga Wagga.			Bathurst to Orange.	Murrurundi to Tamworth.
	Goulburn to Yass.	Yass to Cootamundra.	Cootamundra to Wagga Wagga.		
Amount of valuation of accepted Tender.....	£ 194,766	£ 220,585	£ 172,799	£ 171,373	£ 216,845
Cost of Permanent Way Materials (as per indents) ...	108,170	104,601	90,654	57,449	81,481
£	302,936	325,186	263,453	228,822	298,326

RETURN in satisfaction of Mr. Sutherland's Motion.—Summary of Indents for Permanent-way Materials for the Extensions to Wagga Wagga, Orange, and Tamworth.

Extension	Date of Indent.	Rails.	Fish-plates.		Fish-bolts.		Wood Screws.		Spikes.		Estimated Cost.	Length of Main Line.	Length of Sidings.	Total length in Miles.
			No. Pairs.	Weight.	No.	Weight.	No.	Weight.	No.	Weight.				
Goulburn to Yass ..	1873.	Tons 6,600	32,000	T. cwt. 314 6	128,000	T. cwt. 74 5	305,000	T. cwt. 113 0	185,000	T. cwt. 64 0	£ 87,242	54½	5½	60
Yass to Wagga Wagga	9 July	13,860	67,300	669 0	269,000	156 2½	641,000	237 10	390,000	134 1	183,211*	130	6	126
Bathurst to Orange ..	2 Oct.	5,390	20,500	260 5½	100,000	61 10½	249,500	92 9	152,000	52 5	71,309	46-5c	2-75c	49
Murrurundi to Tamworth.	2 "	7,370	36,800	351 12	143,000	83 0	341,000	126 7	207,000	71 3	97,429	62½	4½	67
	....	33,220	161,500	1,586 3½	646,000	374 17½	1,536,500	509 6	834,000	321 9	439,191	282-65c	19-16c	302

\* Yass to Cootamundra .....£101,871  
 Cootamundra to Wagga Wagga..... 81,340  
 £183,211

SUMMARY OF WEIGHT.  
 Rails..... 33,220 0  
 Fish-plates..... 1,586 3½  
 Fish-bolts..... 374 17½  
 Wood screws..... 509 6  
 Spikes..... 321 9  
 Total weight ..... 36,071 16

## Section No. 8.

## Amount voted by Parliament, &amp;c.

Towards construction of Line—Goulburn to Wagga Wagga, 174 miles, at £6,500	... £1,131,000
Do. Bathurst to Orange, 46½ miles, at £6,000	... 279,000
Do. Murrurundi to Tamworth, 60½ miles, at £6,000	... 361,500

## Section No. 9.

## Minute of Secretary for Public Works.

## MINUTE FOR CABINET.

When Parliament passed the Estimates for the Extension of Railways I consulted with and requested the Engineer-in-Chief to prepare a plan and specification for constructing the line from Goulburn to Yass, in accordance with the recommendation made in that gentleman's report of 4th November, 1872, on which the Estimates were founded. I received, on the 11th instant, Mr. Whitton's report of the 5th May, in which he states, "The recommendation in my report, dated 4th November, 1872, was that no rail should be used of a less weight than 70 lbs. per yard. This rail would be *single-headed*, and fixed to the sleepers without chairs—thus effecting a considerable saving in first cost as compared with a 75-lb double-headed rail with chairs such as are now used on the existing lines."

It will be seen by the plan which Mr. Whitton now submits that the rail is to be embedded in the sleepers, and to have a large bearing thereon, and securely fixed thereto with screws. This compares favourably with the small bearing in the chairs, and the constant breakage of chairs and keys—the loosening of keys by their contraction and expansion with the change of weather requiring constant and careful attention and costly labour to keep them safe. The noise of the present rail in the chairs when the train is in motion will be obviated by the proposed one, which, when properly fixed in and screwed to the sleepers, may remain so while the rail lasts. This class of rail is very largely used on the Continent and in America, and many of the English Companies are taking up the 75-lb double headed-rail, and replacing it with a similar pattern single-headed rail. This to me is very strong evidence in favour of this class of rail; their traffic is as 100 to 1 to ours where these rails are proposed to be used, and their speed by express trains is double that of ours. Our neighbours in Victoria also are going to complete their line to Albury (and this is where our Southern line is proposed to connect with the lines of that Colony) with the same pattern rail; by this we have the opinion both of the engineering and ministerial ability of our neighbours.

Take our own past experience, from the returns up to the 31st December, 1872, of rails broken, turned, and renewed since the opening of our lines from the Parramatta Junction.\* These returns are compiled from the reports of the Assistant Engineer, who has the constant supervision of the lines referred to. Taking the first length in that return—it has been run over for sixteen years and three months, and shows two rails broken, one only renewed, and 214 turned end for end or over. The next length has been run over for fourteen years and seven and a-half months, with two broken, five renewed, and sixty-two rails turned end for end or over. The next length has been run over for ten years and four months, with six broken rails, one renewed, and three turned end for end or over.

Take next the Western Line, from Parramatta Junction to Blacktown, including both Junctions and the Parramatta Station, the Windsor and Richmond traffic is also run over this portion of line. In twelve years and six months there are only one broken rail, seventeen renewed, and forty-two turned either end for end or over.

After carefully considering these returns with the Engineer-in-Chief, it was considered that a fair lifetime for the proposed single-headed rails—comparing the traffic on the lines referred to in return with what may be expected on the proposed extensions—would be fifteen years. Some of these rails may not last fifteen years, but others may last twenty years; this will depend entirely upon the quality of the iron used and the amount of traffic on the line, which will equally apply to double or single headed rails. I have therefore taken the saving as shown by Mr. Whitton on first cost between a double and single headed rail as prepared for use on the Southern line by that gentleman, with value of relaying; I have allowed £3 per ton for re-rolling, which in England is only £2. The saving per mile by Mr. Whitton's report is £669, with £25 for keys, not included, making £694. As the plan and specification refer only to the extension to Yass, I wish to bring before my colleagues the whole of the extensions for which Parliament has voted the money, with the view of having their opinion as to the weight of rails to be used, in order that they may be at once sent for. I will therefore include in these calculations the whole of the extensions, for reasons which I will explain hereafter.

I have to commence with a saving of £694 per mile, which upon 283 miles,	
with compound interest for fifteen years, at 5 per cent., make a total	
saving of ... ..	£408,309
Deduct for labour of re-laying new rails ... ..	99,616
Do. for cost of re-rolling old rails ... ..	93,390
	<u>193,006</u>
Saving ... ..	<u>£215,303</u>

The value of the old rails is not included in the above, as they will still remain the property of the Government. We have then a new and sound road, with a saving of £215,303. Apply of this, £15,303 to the purchase of new rails for the purpose of renewing as the old ones wear out, and having a stock to commence re-rolling with to supply the gradual wants of the line, we would have a clear saving of £200,000, which would supply the permanent way of same weight and cost for 102½ miles of further extension. The £193,000 proposed to be spent in this way for renewals would be almost entirely expended in labour, and through the producer and the Treasury would become a reproductive investment, and if not sooner through this, the encouragement given to re-rolling, we would have our rails made in the

\* See Mr. Whitton's report of 5th May, 1873.

Colony, have direct competition, which is the great cheapener of first cost, and would have direct control and supervision as to quality, which I think is of far more importance than first cost.

Mr. Whitton's estimate for the Southern line extensions with this class of rail was £7,000 per mile. I am now reminded by that gentleman that there is only £6,500 voted—£500 per mile, or £87,000 short of the sum required to complete to Wagga Wagga. This matter was explained by me to the Cabinet when the reduction was made; it was then "cheap railways or no railways at all."

The estimates of the Engineer-in-Chief for the Western and Northern extensions were prepared, as stated, for a second-class line, to satisfy the parliamentary demand for "cheap railways or no railways at all." These Estimates have been passed as prepared at £6,000 per mile—providing for a 40-lb. rail and partially ballasted. If this be adopted, we shall have a first-class line on the South to sustain a speed of thirty or forty miles per hour, and on the West and North a line upon which a speed of fifteen miles an hour is the greatest that could be obtained with safety. Thus we would have double time in the transit of goods and passengers, and nearly double cost in working—this I could never approve of. To obviate it, and give the same class line to all our extensions, we would, in the opinion of the Engineer-in-Chief, require £7,000 per mile, or £107,000 more than that voted by Parliament for the West and North.

In the face of an apparent deficiency in amount voted of £194,000, I have no hesitation in asking my colleagues to approve of the application to all our extensions of the plans and specification submitted for the extension to Yass. I feel so strongly on this subject that I would sooner leave Parliament to-morrow than be the means of inflicting such a lasting injury on this Country as the placing of 40-lb. rail on the main trunk of our Western and Northern extensions would involve.

A word or two on the apparent deficiency, which I have no doubt in the ordinary state of things would become real. My anxiety on this subject has led me to make careful inquiries in Tasmania, where railways will soon be completed. In Victoria and Queensland there is a lull or no signs of large extensions. I judge by this that there will be a large number of men of railway experience in the market, both contractors and subs.; money seems plentiful, and the large fortunes made by previous contractors will draw our moneyed men in to support the second class or men of experience with little money. If my opinion is correct in this, our present extensions will be carried out cheaper than ever they have been in the Colony before, and in proportion the difference which we have to answer for will melt away, and we shall have a 70 instead of a 40-lb. rail for the whole of the extensions, without exceeding the vote of Parliament.

Another point of great anxiety to me is the unsettled state of the iron market in England. If all our rails are to be alike, I would divide them into four or five sections, giving careful instructions to the Agent General to place one section on the market at first, and then take advantage of the fluctuation in the market to get our full supply at the cheapest rate. If all these fail to extinguish the difference, I would advise that we leave off the top ballast or boxing up, &c.; this can be done without affecting the stability of the line, and the work may be afterward carried out at any time from capital or revenue, say to the amount of 5s. per yard, or £124,520. There is also a charge for railway carriage, &c., from the ship to the extension, which might stand over for future adjustment, amounting to about £2 per ton, or £62,260, making in these two items £186,780 against the difference of £194,000.

I have thus explained as briefly as I could how the matter stands and my opinions on the whole subject so that I cannot be misunderstood, and now leave it for the careful consideration and, I hope, the approval of my colleagues.

JOHN SUTHERLAND,  
14 July, 1873.

The Cabinet having agreed to this class of rail, they may now be ordered—J.S., 28/7/73.

\* These views have been realized, as the following figures will show:—

BATHURST TO ORANGE.		
	Per mile.	Per mile.
<i>The Engineer-in-Chief estimated the Contract price at...</i>	£4,612	<i>it was tendered for at...</i> £3,497
<i>Do.</i>	<i>permanent way material at</i> £1,455	<i>it was obtained for</i> ..... £1,172
	<i>Total</i> .....	<u>£4,669</u>
	<u>£6,067</u>	

MURRURUNDI TO TAMWORTH.		
	Per mile.	Per mile.
<i>The Engineer-in-Chief estimated the Contract price at...</i>	£3,783	<i>it was tendered for at...</i> £3,236
<i>Do.</i>	<i>permanent way material at</i> £1,454	<i>it was obtained for</i> ..... £1,216
	<i>Total</i> .....	<u>£4,452</u>
	<u>£5,237</u>	

JOHN SUTHERLAND,  
25/1/78.

Sydney: Thomas Richards, Government Printer.—1878.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY ROLLING STOCK.

(OBTAINED AND ORDERED SINCE 1 JANUARY, 1875, TO 31 MARCH, 1878.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.*

RETURN of Rolling Stock obtained and ordered since 1 January, 1875, to 31 March, 1878:

Laid upon the Table of the Legislative Assembly by the Secretary for Public Works, in satisfaction of the promise made to the Honorable Member for West Sydney (Mr. Angus Cameron).

RETURN showing ROLLING STOCK obtained and ordered since 1st January, 1875, to 31st March, 1878 (exclusive of Rolling Stock supplied under P. N. Russell & Cos.' contract for 5 years).

Description of Vehicle.	Rolling Stock delivered.	Rolling Stock ordered, but not yet delivered.
Sleeping car	1	.....
First class carriages	6	1
Second do.	4	.....
Saloon carriages	3	.....
Composite do.	.....	4
Carriages of Midland type (with brake van if required)	.....	8
Goods brake vans	16	10
Sheep vans	18	86
D trucks	1,124	6
E do.	152	.....
C do.	5	.....
Ballast waggons	41	.....
Total	1,370	115

Rolling stock delivered ... 1,370

Do. to be delivered ... 115

Total vehicles ... 1,485

Attached as Appendices, marked A to Z, are *précis* of each action taken when obtaining the several supplies.

Attached as Appendix, marked No. 1, is a Return showing monthly deliveries of the various vehicles.



Public Tenders were invited since 1st January, 1875.

Tender with acceptance.	Security.	Time specified for completion in conditions and by Tenderers.	Date when last Vehicle was delivered.	Length of time over or under Contract time.		Extracts from Conditions.	For Part of Contract see Appendix	
				Over.	Under.			
10 Feb., 1875	Bond £750	30 Sept., 1875 50 trucks. Before 31st July, 1875. 50 trucks. Before 30th Sept., 1875. Extended to 30th June, 1876.	Aug., 1876	10 months over specified time.  1 month over extended time.		The work is to be carried out under the direction and to the satisfaction of the Engineer-in-Chief, &c. Payment will be made in full for every wagon on being delivered complete to the satisfaction of the Engineer-in-Chief. As these wagons are much wanted preference will be given to the tenderer of the shortest time, all other matters being equal. The material to be provided by the Commissioner will be delivered to Contractor at any station—but he will be required to pay cost of conveyance, &c.	A	
15 Jan., 1876	Bond £370	1 Oct., 1876 Extended to 1st Feb., 1877. Extended again from 19 April to 19 May.	July, 1877	9 months over specified time. 5 months over extended time.				
15 Jan., 1876	Bond £750 ... Not signed until September, 1876.	1 Sept., 1876 Extended to 1st March, 1877.	July, 1877	10 months				B
15 Jan., 1876	Bond £1,400	15 June, 1877, viz. :— 10 trucks per month for 1st 100. 15 trucks per month for 2nd 100.	June, 1877		To contract time.			
6 July, 1877	Bond and cash deposit £630 (1/6 of amount)	16 Nov., 1877 Assuming bond was signed on 13 July, 1877. 6 Feb., 1878 6 Dec., 1877 6 Jan., 1878 6 Mar., 1878 21 July, 1878 6 Jan., 1878 6 Jan., 1878 6 April, 1880	Nov., 1877		1½ month			C
7 Jan., 1876	Bond £200	31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876 31 July, 1876	Sept., 1876	1½ month over specified time.	To extended time	D		
7 Jan., 1876	Bond £150	31 July, 1876	Sept., 1876	Ditto				



## CONTRACTS completed for Rolling Stock for which

Advertisement.	Description and number of Vehicles.	Names of Tenderers with amounts.	Name of accepted date of
<p>Department of Public Works, Railway Branch, Sydney, 20th March, 1876. To WAGGON BUILDERS. TENDERS will be received at this office until 11 o'clock on Tuesday, the 4th April, from persons willing to contract for building one hundred Timber Trucks. Plan, specification, and form of Tender may be seen, and further particulars obtained, at the Office of the Engineer-in-Chief, Phillip-street. Tenders are to be indorsed, "Tender for Timber Trucks." JOHN RAE, Commissioner for Railways.</p>	<p>E trucks. Brought forward ... 52 100</p> <p>Total ..... 152</p>	<p>Thomas Braid ..... £ 66 19 0</p> <p>Davy &amp; Co. .... 58 0 0</p> <p>Hudson, Brothers ..... 65 0 0</p> <p>J. Robertson ..... 58 10 0</p> <p>M. Morrison ..... 62 10 0</p> <p>R. A. Ritchie ..... 58 0 0</p> <p>A. Wright ..... 57 0 0</p>	A. Wright .....
		James Ellis ..... 59 19 0	
		Kellaway & Wearne ..... 59 0 0	
		Wearne & Kellaway ..... 399 10 0	
		T. Braid ..... 389 10 0	T. Braid .....
		Davy & Co. .... 456 5 0	
		Hudson, Brothers ..... 405 0 0	
		Thomas Braid ..... 390 0 0	
		Davy & Co. .... 395 0 0	
		Thos. Denny ..... 390 0 0	
R. A. Ritchie ..... 362 10 0			
A. Wright ..... 340 0 0	A. Wright .....		
<p>Department of Public Works, Railway Branch, Sydney, 24th February, 1876. TENDERS will be received at this office until 11 o'clock on Tuesday, the 14th March, from persons willing to contract for Building six Goods Brake Vans. Plan, specification, and form of Tender may be seen, and further particulars obtained, at the Office of the Engineer-in-Chief. Tenders to be indorsed "Tender for Brake Vans." JOHN RAE, Commissioner for Railways.</p>	<p>Goods brake vans. 6</p>	<p>Hudson, Brothers ..... 356 0 0</p> <p>Do., if 12 vans are ordered ..... 350 0 0</p> <p>Wearne &amp; Kellaway ..... 359 0 0</p> <p>J. Robertson ..... 375 0 0</p>	
<p>Department of Public Works, Railway Branch, Sydney, 31st January, 1877. TENDERS will be received at this office until 11 o'clock on Tuesday, the 20th* February next, from persons willing to contract for supplying six Goods Brake Vans. Plan, specification, and form of Tender may be seen, and further particulars obtained, at the Locomotive Office, Sydney Station. Tenders are to be indorsed "Tender for Brake Vans." The Commissioner does not bind himself to accept the lowest or any Tender. JOHN RAE, Commissioner for Railways. * Extended to 20th March.</p>	<p>6</p> <p>Total ..... 12</p>		
<p>Department of Public Works, Railway Branch, Sydney, 15th March, 1877. TENDERS will be received at this office until 11 o'clock, a.m., on Tuesday, the 1st May next, from persons willing to contract for supplying Railway Carriages. Plan, specification, and form of Tender may be seen, and further particulars obtained, at the Office of the Engineer for Existing Lines, 45, Phillip-street. Tenders are to be indorsed "Tender for Railway Carriages." The Commissioner does not bind himself to accept the lowest or any Tender. JOHN RAE, Commissioner for Railways.</p>	<p>Saloon carriages. 3</p> <p>2nd class carriages. 2</p>	<p>Hudson, Brothers ..... 570 0 0</p> <p>T. Braid ..... 484 0 0</p> <p>R. A. Ritchie ..... 515 0 0</p> <p>F. Kellaway ..... 210 10 0</p> <p>Hudson, Brothers ..... 330 0 0</p> <p>T. Braid ..... 395 0 0</p> <p>R. A. Ritchie ..... 354 0 0</p>	T. Braid .....
			Hudson, Brothers ...

Public Tenders were invited since 1st January, 1875—continued.

Tender with acceptance.	Security.	Time specified for completion.	Date when last Vehicle was delivered.	Length of time over or under Contract time.		Extracts from Conditions.	For Prints of each Contract see Appendix.
				Over.	Under.		
11 April, 1876	Bond £300	31 Mar., 1877 31 Mar., 1877 31 Mar., 1877 31 Mar., 1877 31 Mar., 1877 31 Mar., 1877 20 trucks. By 30 Sept., 1876. Remainder by 31 March, 1877. Time extended 2 months. Time again extended to 31st July, 1877.	Aug., 1877	5 months over contract time. 3 months over first extension. 1 month over second extension.		The work to be carried out under the direction, &c., of the Engineer-in-Chief. Payment will be made in full for every wagon delivered, &c. Material will be delivered to the Contractor at any station, &c. Commissioner has power to take the work out of Contractor's hands if dissatisfied, and complete at cost of Contractor. Penalties, £20 per week or part of a week. Commissioner can cancel contract if he desires by giving due notice to Contractors, when all moneys due or unpaid, with all implements and materials on the ground are forfeited.	E
22 Mar., 1876	Bond £300	31 July, 1876 31 July, 1876 Extended to 1 Feb., 1877. 31 July, 1876 31 July, 1876	Feb., 1877	6 months over contract time.	To extended time.	The work to be carried out under the direction, &c., of the Engineer-in-Chief. Payment will be made of 90% on account of work; remaining 10 per cent. on final certificate. Penalty, £10 per week or part of a week. Commissioner has power to take the work out of Contractor's hands if dissatisfied, &c., and can cancel contract, &c. (Same as for Mr. Wright's contract preceding.)	F
26 Mar., 1877	Bond (Not signed until 9 July, 1877), for a cash deposit £200	30 June, 1877 30 June, 1877 30 June, 1877 30 June, 1877 (2 vans within 2 months, whole before 30th June, 1877, according to conditions.) (2 vans before 3 Aug., 1877. 2 vans before 3 Sept., 1877. 2 vans before 3 Oct., 1877, according to bond.) 30 June, 1877 30 June, 1877 30 June, 1877 30 June, 1877	Oct., 1877	3½ months over contract time. ½ month over extended time.		The work to be carried out to satisfaction of Engineer. Bond (£300) to be given in 7 days or contract can be annulled. Work not to be proceeded with until the bond is signed. If Engineer is dissatisfied with progress, or Contractor fails to deliver the brake vans in the time specified, Commissioner can cancel the contract by giving one week's notice, &c. Payment at rate of 90% on account, and remaining 10% on final certificate.	G
26 May, 1877	Bond and cash deposit £145 (1/10th of total amount.)	26 Oct., 1877 26 Oct., 1877 2 carriages in 4 months. 1 within 5 months 26 Oct., 1877	12 Jan., 1878	2½ months		The work to be carried out under the direction, &c., of the Engineer for Existing Lines. Payment will be made in full for each carriage delivered. Commissioner has power to cancel contract if work is not progressing satisfactorily, upon which the amount deposited as security is forfeited to the Commissioner.	Ga
26 May, 1877	Bond and cash deposit £66 (1/10th of total amount.)	26 Sept., 1877 26 Sept., 1877 Within 4 months. 26 Sept., 1877 26 Sept., 1877	31 Aug., 1877		1 month		Gb

## CONTRACTS not completed for Rolling Stock for which

Advertisement.	Description and number of Vehicles.	Names of Tenderers, with amounts.																																																								
<p>Department of Public Works, Railway Branch, Sydney, 11th July, 1877.</p> <p>TENDERS will be received at this office until 11 o'clock on Tuesday, the 31st July, 1877, from persons willing to contract for supplying six Heavy Brake Vans for the Great Northern Railway.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines of Railways, 45, Phillip-street.</p> <p>Tenders are to be endorsed "<i>Tender for Brake Vans.</i>"</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	<p>Goods brake vans. 6 for G.N.R.</p>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: right;">£</th> <th style="text-align: right;">s.</th> <th style="text-align: right;">d.</th> </tr> </thead> <tbody> <tr> <td>Hudson Bros.....</td> <td style="text-align: right;">2,580</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>J. S. Rodgers .....</td> <td style="text-align: right;">2,700</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Leahy &amp; Brodie .....</td> <td style="text-align: right;">2,340</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>F. Kellaway .....</td> <td style="text-align: right;">2,124</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="4"> </td> </tr> <tr> <td>A. Wright .....</td> <td style="text-align: right;">2,250</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Davy &amp; Co. ....</td> <td style="text-align: right;">2,358</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>R. A. Ritchie .....</td> <td style="text-align: right;">2,322</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>T. Wearne .....</td> <td style="text-align: right;">2,820</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>		£	s.	d.	Hudson Bros.....	2,580	0	0	J. S. Rodgers .....	2,700	0	0	Leahy & Brodie .....	2,340	0	0	F. Kellaway .....	2,124	0	0					A. Wright .....	2,250	0	0	Davy & Co. ....	2,358	0	0	R. A. Ritchie .....	2,322	0	0	T. Wearne .....	2,820	0	0																
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<p>Department of Public Works, Railway Branch, Sydney, 3rd December, 1877.</p> <p>TENDERS will be received at this office until 11 o'clock on Tuesday, the 18th instant, from persons willing to contract for supplying six Heavy Brake Vans for the G.S., W., and R. Railways.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines of Railways, 45, Phillip-street.</p> <p>Tenders to be endorsed "<i>Tender for Brake Vans.</i>"</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	<p>6</p>	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>R. A. Ritchie .....</td> <td style="text-align: right;">348</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Thos. Braid .....</td> <td style="text-align: right;">348</td> <td style="text-align: right;">15</td> <td style="text-align: right;">0</td> </tr> <tr> <td>M'Knight, Robson, &amp; Strettles .....</td> <td style="text-align: right;">335</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>A. Wright .....</td> <td style="text-align: right;">325</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="4"> </td> </tr> <tr> <td>Davy &amp; Co. ....</td> <td style="text-align: right;">344</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>T. Leahy &amp; Co. ....</td> <td style="text-align: right;">347</td> <td style="text-align: right;">15</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Hudson Bros. ....</td> <td style="text-align: right;">356</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	R. A. Ritchie .....	348	0	0	Thos. Braid .....	348	15	0	M'Knight, Robson, & Strettles .....	335	0	0	A. Wright .....	325	0	0					Davy & Co. ....	344	0	0	T. Leahy & Co. ....	347	15	0	Hudson Bros. ....	356	0	0																								
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<p>Department of Public Works, Railway Branch, Sydney, 21st August, 1877.</p> <p>TENDERS will be received at this office until 11 o'clock on Tuesday, the 18th September next, from persons willing to contract for supplying thirty Sheep Vans for the G.N. Railway.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines of Railways, 45, Phillip-street, Sydney.</p> <p>Tenders are to be endorsed "<i>Tender for Sheep Vans for G.N. Railway.</i>"</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	<p>Sheep vans. 30 for G.N.R.</p>	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>John Rees .....</td> <td style="text-align: right;">130</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>T. Wearne .....</td> <td style="text-align: right;">123</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Hudson Bros. ....</td> <td style="text-align: right;">110</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Moyes &amp; Donald .....</td> <td style="text-align: right;">105</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="4"> </td> </tr> <tr> <td>Davy &amp; Co. ....</td> <td style="text-align: right;">107</td> <td style="text-align: right;">15</td> <td style="text-align: right;">6</td> </tr> <tr> <td>F. Kellaway .....</td> <td style="text-align: right;">125</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>R. A. Ritchie .....</td> <td style="text-align: right;">135</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>A. Wright .....</td> <td style="text-align: right;">120</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Leahy &amp; Brodie .....</td> <td style="text-align: right;">122</td> <td style="text-align: right;">5</td> <td style="text-align: right;">0</td> </tr> <tr> <td>J. S. Rodgers .....</td> <td style="text-align: right;">140</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	John Rees .....	130	0	0	T. Wearne .....	123	0	0	Hudson Bros. ....	110	0	0	Moyes & Donald .....	105	0	0					Davy & Co. ....	107	15	6	F. Kellaway .....	125	0	0	R. A. Ritchie .....	135	0	0	A. Wright .....	120	0	0	Leahy & Brodie .....	122	5	0	J. S. Rodgers .....	140	0	0												
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<p>Department of Public Works, Railway Branch, Sydney, 21st August, 1877.</p> <p>TENDERS will be received at this office until 11 o'clock on Tuesday, the 18th September next, from persons willing to contract for supplying seventy Sheep Vans for the G. S., W., and R. Railways.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the office of the Engineer for existing Lines of Railways, 45, Phillip-street, Sydney.</p> <p>Tenders are to be indorsed "<i>Tender for Sheep Vans for G. S., W., and R. Railways.</i>"</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	<p>70 for S. &amp; W.</p>	<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Thomas Braid .....</td> <td style="text-align: right;">150</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Davy &amp; Co. ....</td> <td style="text-align: right;">95</td> <td style="text-align: right;">15</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Hudson Bros. ....</td> <td style="text-align: right;">98</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Thos. Wearne .....</td> <td style="text-align: right;">113</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>R. A. Ritchie .....</td> <td style="text-align: right;">102</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>F. Kellaway .....</td> <td style="text-align: right;">109</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Thos. Denny .....</td> <td style="text-align: right;">75</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>A. Wright .....</td> <td style="text-align: right;">110</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Leahy and Brodie .....</td> <td style="text-align: right;">110</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	Thomas Braid .....	150	0	0	Davy & Co. ....	95	15	6	Hudson Bros. ....	98	0	0	Thos. Wearne .....	113	0	0	R. A. Ritchie .....	102	0	0	F. Kellaway .....	109	0	0	Thos. Denny .....	75	10	0	A. Wright .....	110	0	0	Leahy and Brodie .....	110	10	0																				
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<p>Department of Public Works, Railway Branch, Sydney, 17th October, 1877.</p> <p>FRESH Tenders will be received at this office until 11 o'clock on Tuesday, the 30th instant, from persons willing to contract for supplying seventy Sheep Vans for the G.S., W., and R. Railways.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines of Railways, 45, Phillip-street.</p> <p>Tenders to be indorsed "<i>Tender for Sheep Vans.</i>"</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	<p>Total ...100</p>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: center;">Fresh Tenders.</th> </tr> </thead> <tbody> <tr> <td>Thos. Leahy &amp; Co. ....</td> <td style="text-align: right;">89</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Thos. Wearne .....</td> <td style="text-align: right;">100</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Hudson Bros. (in 6 months) .....</td> <td style="text-align: right;">97</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Do. (in 9 months) .....</td> <td style="text-align: right;">92</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Do. (according to specification) .....</td> <td style="text-align: right;">87</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Davy &amp; Co. ....</td> <td style="text-align: right;">95</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Duesbury and Brodie .....</td> <td style="text-align: right;">89</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>J. Robertson .....</td> <td style="text-align: right;">84</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="4"> </td> </tr> <tr> <td>Thos. Braid .....</td> <td style="text-align: right;">113</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>R. A. Ritchie .....</td> <td style="text-align: right;">92</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>A. Wright .....</td> <td style="text-align: right;">89</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Thos. Denny .....</td> <td style="text-align: right;">85</td> <td style="text-align: right;">10</td> <td style="text-align: right;">0</td> </tr> </tbody> </table>	Fresh Tenders.				Thos. Leahy & Co. ....	89	10	0	Thos. Wearne .....	100	0	0	Hudson Bros. (in 6 months) .....	97	10	0	Do. (in 9 months) .....	92	0	0	Do. (according to specification) .....	87	10	0	Davy & Co. ....	95	0	0	Duesbury and Brodie .....	89	0	0	J. Robertson .....	84	0	0					Thos. Braid .....	113	10	0	R. A. Ritchie .....	92	10	0	A. Wright .....	89	0	0	Thos. Denny .....	85	10	0
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Public Tenders were invited since 1st January, 1875.

Name of accepted Tenderer with date of acceptance.	Security.	Time specified for completion in conditions and by Tenderers.	Date when delivered.	Extracts from Conditions.	For <i>Précis</i> of each Contract see Appendix.	
F. Kellaway .....	13 Aug., 1877	Bond and cash deposit £106 (5% on amount)	13 February, 1878. 13 February, 1878. 13 February, 1878. 2 within 3 months and the whole within 6 months of acceptance of tender. 13 February, 1878. 13 February, 1878. 13 February, 1878. 13 February, 1878. 13 February, 1878.	None delivered yet ...	The work to be carried out to the satisfaction of the Engineer for Existing Lines. Contractor to deposit in the Treasury as security within 7 days to the credit of the Commissioner an amount equal to 5% on total amount of his tender. Payment will be made in full on the brake vans delivered, &c. If Contractor fails to deliver the brake vans at the time specified or the rate of progress not be satisfactory to the Engineer for Existing Lines, contract can be cancelled and deposit forfeited.	H
A. Wright .....	9 Jan., 1878	Bond and cash deposit £97 10s. (5% on amount.)	13 July, 1878. 13 July, 1878. 13 July, 1878. 2 within 3 months and the whole within 6 months of acceptance of tender. 13 July, 1878. 13 July, 1878. 13 July, 1878. 13 July, 1878.	2 vans, March, 1878...	Ditto.	J
Moyes and Donald	20 Sept., 1877	Bond and cash deposit £157 10s. (5% on amount.)	20 September, 1878. 20 September, 1878. 20 September, 1878. 6 within 6 months ... 4 each succeeding month. 20 September, 1878. 20 September, 1878. 20 September, 1878. 20 September, 1878. 20 September, 1878. 20 September, 1878.	3 vans, February, 1878 3 " March, 1878 6	Ditto.	K
Thos. Denny*	21 Sept., 1877		31 October, 1879. 31 October, 1879. 31 October, 1879. 31 October, 1879. 31 October, 1879. 31 October, 1879. 31 October, 1879. 31 October, 1879.			
J. Robertson.....	10 Nov., 1877	Bond and cash deposit, £300 (5% on amount)	10 September, 1879. 10 September, 1879. 10 May, 1878. 10 August, 1878. 10 September, 1879. 10 September, 1879. 6 within 6 months; 4 each succeeding month. 10 September, 1879. 10 September, 1879. 10 September, 1879. 10 September, 1879.	8 vans, March, 1878.	Same as for 30 sheep vans (Moyes and Donald), preceding contract.	

\* Mr. Denny withdrew his tender, having made a mistake of £10 each truck through clerical error.

## CONTRACTS not completed for Rolling Stock for which

Advertisement.	Description and Number of Vehicles.	Names of Tenderers, with Amounts.	£	s.	d.
<p>Department of Public Works, Railway Branch, Sydney, 15th March, 1877.</p> <p>TENDERS will be received at this office until 11 o'clock a.m., on Tuesday, the 1st May next, from persons willing to contract for supplying Railway Carriages.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the Office of the Engineer for Existing Lines, 45, Phillip-street.</p> <p>Tenders are to be indorsed "Tender for Railway Carriages."</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	1st class carriages, 3	<p>Hudson Bros. .... 960 0 0</p> <p>W. Kellaway ..... 460 0 0</p> <p>R. A. Ritchie ..... 720 0 0</p> <p>T. Braid ..... 1,200 0 0</p>			
<p>Department of Public Works, Railway Branch, Sydney, 15th March, 1877.</p> <p>TENDERS will be received at this office until 11 o'clock a.m., on Tuesday, the 1st May next, from persons willing to contract for supplying Railway Carriages.</p> <p>Plan, specification, and form of Tender may be seen, and further particulars obtained, at the Office of the Engineer for Existing Lines, 45, Phillip-street.</p> <p>Tenders are to be indorsed "Tender for Railway Carriages."</p> <p>The Commissioner does not bind himself to accept the lowest or any Tender.</p> <p style="text-align: center;">JOHN RAE, Commissioner for Railways.</p>	Composite carriages (1st and 2nd class). 4	<p>Hudson Bros. .... 620 0 0</p> <p>T. Braid ..... 550 0 0</p> <p>F. Kellaway ..... 290 0 0</p> <p>R. A. Ritchie ..... 560 0 0</p>			

## ROLLING STOCK obtained without inviting

Description and Number of Vehicles.	Parties from whom obtained.	Price.	Date when order was given.	Security.	Time specified for completion.
D. trucks.		£ s. d.			
50	P. N. Russell, & Co. ....	79 10 0	4 June, 1875	None .....	None .....
3	Thomas Denny .....	79 10 0	31 July, 1875	None .....	None .....
150	R. A. Ritchie .....	70 0 0	29 Feb., 1876	Bond £1,050 .....	2 trucks each week. 17 August, 1877 .....
60	Leahy & Brodie .....	70 0 0	1 Mar., 1876	Bond £420 .....	1st March, 1877. Extended—no time given.
50*	T. Denny .....	70 0 0	1 Mar., 1876	Bond £350 .....	2 trucks each week. 1st January, 1877, extended to 1 May, 1877.
50	Jno. Robertson .....	70 0 0	12 April, 1876	Bond £350 .....	8 trucks each month, to date from 24 May, 1876. 31 December, 1876.
100	Kellaway & Wearne .....	70 0 0	12 April, 1876	Bond £700 .....	2 trucks per week. 31 March, 1877 .....
17	New Zealand Government	4,994 14 6	10 Nov., 1874	.....	.....
100	Hudson, Bros. ....	63 0 0	1 Dec., 1877	Bond and cash deposit £630. (1/10th of amount.)	24 June, 1878 .....
Total... 580					
C Trucks.					
5	New Zealand Government	(See above, included with 17 D trucks.)	10 Nov., 1874	.....	.....
Goods brake vans.					
2	Hudson, Bros. ....	374 0 0	13 Mar., 1877	None .....	None .....
Sheep vans.					
4	Hudson, Bros. ....	90 0 0	4 Feb., 1878	None .....	None .....
Ballast waggons.					
12	J. and A. Rodgers, Newcastle. (Moyes and Donald's offer was £80.)	70 0 0	28 Oct., 1875	None .....	28 December, 1875 .....
29	New Zealand Government	(See above, included with 17 D trucks.)	10 Nov., 1874	.....	.....
Total... 41					

\* 6 yet to be delivered. † Includes 5 C trucks and 29 ballast waggons.

Public Tenders were invited since 1st January, 1875—*continued.*

Name of accepted Tenderers, with date of acceptance.	Security.	Time specified for completion in Conditions and by Tenderers.	Date when delivered.	Extracts from Conditions.	For <i>Précis</i> of each Contract see Appendix.
R. A. Ritchie ... 26 May, 1877	Bond and cash deposit, £216; ( $\frac{1}{2}$ th on amount.)	26 November, 1877. 26 November, 1877. 1 carriage in 4 months; 2 carriages within 6 months. 26 November, 1877. 26 November, 1877.	1 delivered in Jan., 1878. 1 delivered in Mar., 1878. — —	The work to be carried out under the direction, &c., of the Engineer for Existing Lines. Payment will be made in full for each carriage delivered. Commissioner has power to cancel contract if work is not progressing satisfactorily, upon which the amount deposited as security is forfeited to the Commissioner.	Ka
T. Braid ... 29 May, 1877	Bond and cash deposit, £220; ( $\frac{1}{2}$ th on amount.)	29 November, 1877. 2 carriages in 4 months; 2 do. in 6 months. 29 November, 1877. 29 November, 1877.	None delivered	Ditto.	Kb

## Public Tenders, since 1st January, 1875.

Date when delivered.	Length of time over or under Contract time.		Extracts from Conditions.	For <i>Précis</i> of each Contract see Appendix.
	over.	under.		
January, 1876			None	L
March, 1876			None	M
September, 1877	1 month		Same as for Tender for 500 trucks, invited 8th December, 1875. (See D trucks completed.)	N
August, 1877	6 months		Do. do.	O
44 trucks delivered up to October, 1877	44 only delivered, 10 months over Contract time. 6 months over extended time.		Do. do.	P
March, 1877	3 months		Do. do.	
July, 1877	4 months		Do. do.	
December, 1876				Q
March, 1878		3 months	Contractor to deposit one-tenth of amount as security in 7 days. If contractor fails to deliver in time specified, or rate of progress be not satisfactory, the Commissioner has power to cancel Contract, and the amount deposited as security shall be forfeited.	R
December, 1876				Q
17 March, 1877				S
15 February, 1878				T
May, 1876	5 months			U
December, 1876				Q

ROLLING Stock obtained without inviting public Tenders—*continued.*

Description and number of Vehicles.	Parties from whom obtained.	Price.	Date of Purchase, or when Order was given.	Security.	Date when delivered.	For Prices of each Carriage Appendix.
First class carriages.		£ s. d.				
1	P. N. Russell & Co. ....	1,348 0 9	4 June, 1875	None ...	Dec., 1875	V
1	Hudson Brothers .....	695 0 0	10 July, 1877	None ...	July, 1877	W
1	Do. ....	750 0 0	12 Mar., 1878	None ...	March, 1878	Y
1	Jackson, Sharp, & Co. (America).	1,009 13 6*	27 Nov., 1876	None ...	Oct., 1877	Y
Total ... 4						
Second class carriages.						
1	P. N. Russell & Co. ....	929 12 6	4 June, 1875	None ...	Dec., 1875	V
1	Jackson, Sharp, & Co. (America).	739 17 5*	27 Nov., 1876	None ...	Oct., 1877	Y
Total ... 2						
Sleeping car.						
1	Jackson, Sharp, & Co. (America).	1,645 13 3*	27 Nov., 1876	None ...	Oct., 1877	Y
Indented for from England						
Carriages of the Midland type and 1 brake van, if the system of lighting carriages with gas made in the brake van is perfected.	Ashbury Railway Carriage and Iron Co.	Estimated cost. £13,000 1,000	Indent sent. } 9 June, 1877	.....	Not yet arrived.	Z

\* Landed in Sydney.

## APPENDICES.

(76/1,576.)

## A.

*Tender of Messrs. Kellaway and Penny for 100 D Trucks.*

THE tender of Messrs. Kellaway and Penny being the lowest was accepted.

On the 28th February, 1876, Mr. Kellaway asked for an extension of time to complete the trucks, on the ground that in the midst of his contract his partner (Mr. Penny) had died, which had caused the delay.

The Engineer-in-Chief wrote: "I see no objection to granting the extension of time asked for"; and the Commissioner approved thereof.

(77/7,599.)

## B.

*Tenders for 500 D Trucks.*

THE Traffic Managers continuing to urge the necessity for more trucks being provided, the Commissioner, on the 21st September, 1875, ordered that specifications should be at once prepared and tenders invited and that as they were urgently required it was suggested by the Secretary that tenders should be invited to supply either the whole or in lots of 50 trucks. This paper was sent to Engineer-in-Chief, but nothing appears to have been done until the 7th of December following, when the Commissioner asked what was the cause of delay; the Secretary replied, "The papers for preparation of specification for 500 trucks were sent to Engineer-in-Chief on the 6th of October last; the advertisement inviting tenders for these has come in to-day.—8/12/75."

Tenders were then invited, but were only received for 350 trucks, viz.:—50 from Mr. T. Denny, at £72 10s. each; 100 from Messrs. Davy and Co., at £74 19s. 6d.; and 200 from Messrs. Hudson, Brothers, at £70 each. These tenders were accepted. Messrs. Hudson Brothers' contract was completed in contract time.

Mr. Denny, on the 13th October, 1876, applied for an extension of time of four months, on the ground of the delay in the delivery to him of wheels, axles, &c., to be supplied by the Government. The Engineer for Existing Lines recommended that this extension be granted, which was done. On the 29th January, 1877, Mr. Denny wrote that in consequence of the delay in the Government finding the materials his business arrangements were materially affected, and asked that in lieu of compensation being granted to him he should receive an order for an additional number of trucks. In reply he was informed that it was only from the expiry of his extension time that he could have any claim, but that when he had completed his contract he could renew his claim. On the 19th April, 1877, he again obtained a month's extension of time.

As

As regards Messrs. Davy and Co., they asked for an extension of time for six months on account of two vessels laden with their timber having been lost at sea; their request was granted, but the bond for this extension of time does not appear to have been executed.

(77/7,916.)

**C.***100 D Trucks from Messrs. Hudson Brothers.*

TENDERS were invited on the 20th of June, 1877, and the tender of Hudson Brothers, was accepted on the following report:—

"The tender of Messrs. Hudson, Brothers, is the lowest, and is recommended for acceptance. As it was stated in the specification that time of supply would be considered in determining the most eligible tender, these tenders must be considered on this basis. Mr. Wearne's time is the shortest, but his price exceeds that of Hudson, Brothers, by £187 10s. Mr. Hudson will, in the time named by Wearne, deliver 81 trucks only, and the department will lose the net earnings of 19 trucks. According to the returns of 1876, the net earnings of each truck are about 30s. per week; the 19 trucks would earn net in the extra six weeks required, £171.

"On the basis therefore of time and money, the tender of Hudson Brothers, is the most eligible."

(76/5,969.)

**D.***Tenders for 50 E Trucks from Messrs. Davy & Co. and T. Denny.*

In September, 1875, the Traffic Manager (South and West) and the Engineer-in-Chief having reported that there was not a sufficient number of trucks to carry on the timber traffic, tenders were invited for 50 E trucks; and Messrs. Davy & Co. and Mr. Denny were the lowest and equal tenderers at £59 10s. per truck; fresh tenders were invited from them. Davy & Co. would not reduce their price; but Denny reduced his to £57 15s. per truck; it was however decided that as the trucks were so urgently required to give half (25) to each party at the original sum they tendered at, viz., £59 10s. each truck.

Messrs. Davy & Co. asked for and obtained an extension of time of twelve weeks, as they had experienced such difficulties in obtaining a supply of suitable timber.

Mr. Denny does not appear to have had any extension granted him, although he completed his contract no earlier than Davy & Co.

Both parties supplied twenty-six trucks.

(77/4,209.)

**E.***Tender for 100 E Trucks from Mr. A. Wright.*

On the 4th April, 1876, tenders were invited for 100 E trucks, and Mr. A. Wright's being the lowest one was accepted.

The time for completion was 31st March, 1877, but on 24th April Mr. Wright asked for an extension of time for two months, stating that the delay was caused through the Government failing to deliver the wheels, axles, &c., in terms of the conditions of Contract.

Mr. Secretary Hoskins, in granting this extension, wrote: "The Commissioner for Railways has informed me that recently the Government have granted the extension of time asked for by the Contractors who undertook to supply the Department with trucks, in consequence of the Railway Department not having the wheels and axles ready for such trucks; therefore an exception cannot, in common fairness, be made in this case. At the same time I wish to add, that, if the wheels and axles for these trucks had been available for the Contractors, I should not have allowed any extension of time with this contract."

Mr. Wright asked for and obtained a further extension of time to the 31st August, 1877, as there was still a delay on the part of the Government in supplying the wheels, axles, &c. No extension bond was demanded from Mr. Wright, but he was informed that no time must be lost in delivering the remaining trucks.

(77/204.)

**F.***Tender for 6 Goods Brake Vans from Mr. Thos. Braid.*

On the 16th December, 1875, the Engineer-in-Chief recommended that tenders be invited for six brake vans at once as they were urgently required.

Mr. Braid's tender was the lowest and accepted. On the 7th November, 1876, he asked for and obtained an extension of time until the 1st February, 1877, owing to the great difficulty he had in procuring timber.

(78/371.)

**G.***Tenders for 6 Brake Vans—Mr. A. Wright.*

TENDERS were opened for these on 20th March, 1877. Mr. Wright's being the lowest was accepted.

The Traffic Manager having stated how urgently he required these vans, and as Mr. Wright had not signed his bond or delivered the vans in accordance with the conditions of his contract, he was informed on the 30th June, 1877, that the order given to him was withdrawn.

Mr. Wright then wrote that he would deposit £200 in the Treasury, to be forfeited if he did not deliver two vans on the 3rd August, two on 3rd of September, and the remaining two on 3rd of October, 1877; this proposition was agreed to and Mr. Wright deposited the £200 and signed the necessary bond.

On the 3rd of October (the day the last van ought to have been delivered) Mr. Wright, having then delivered five vans, asked to be allowed 19 days extra time to deliver the last one; his request was granted.

On



On the completion of the contract Mr. Wright wrote and asked for the deposit of £200 to be returned to him. On this letter the Commissioner wrote: "Strictly speaking, Mr. Wright has forfeited the £200, but as five of the brake vans were delivered within the time, probably a fine of £25 might meet the justice of the case." J.R., 30/11/77."

This was approved of by Mr. Secretary Combes on the 1st December 1877, and the deposit returned to Mr. Wright, less the £25 fine.

(77/6,593.)

**Ga.**

*3 Saloon Carriages from Mr. T. Braid.*

TENDERS for 12 carriages were invited on the 15th March, 1877. (These three saloon carriages formed part of the twelve.)

Mr. Braid's tender being the lowest was accepted.

On the 27th September, 1877, Mr. Braid applied for an extension of time, alleging that the delay in fulfilling his contract arose through the scarcity of suitable labour. The Engineer for Existing Lines wrote: "I cannot recommend any extension of time to be granted; I would strongly recommend the Commissioner to compel Contractors to adhere strictly to the terms of the contract"; and the Engineer further wrote, 2/10/77: "The progress made by Mr. Braid is very unsatisfactory and I recommend that some action be taken to enforce a compliance with the terms of the specification."

On an application for extension of time, received from Mr. Ritchie, the Commissioner wrote: "The Minister declines to give extension of time to any Contractor for rolling stock.—J.R., 9/1/78."

This would apply to Mr. Braid's contract. The three carriages were delivered 2½ months over the contract time.

(77/6,593.)

**Gb.**

*2 second class Carriages from Messrs. Hudson Brothers.*

TENDERS were invited on 15th March, 1877. Mr. Kellaway's tender was so absurdly low that it was not considered, and it appeared he had made an error.

Messrs. Hudson Bros. were the lowest tenderers, and their tender was accepted on 26th May, 1877; the time specified for completion was 26th September, 1877, but they have completed this contract in one month less time than the contract gave them.

(77/8,159.)

**H.**

*Tenders for 6 Brake Vans from Mr. F. Kellaway.*

ON the 29th June, 1877, the Traffic Manager (North) reported that the brake power on his line was quite inadequate for working the extensions. Tenders were invited for the construction of six brake vans. The Secretary then suggested that 10 per cent. on the total amount of the contract should be deposited in the Treasury as security for the proper fulfilment of the contract. Mr. Secretary Hoskins however preferred that a trial be made of Contractors only depositing 5 per cent. The tender of Mr. Kellaway was the lowest, and was accepted; he duly deposited the required amount and signed the bond. The last of the six vans ought to have been delivered on the 13th February, 1878, but up to this date (31st March, 1878) none have been delivered. Mr. Scott, on 1st October last, reported "that Mr. Kellaway is making very little progress with the construction of his brake vans. It has been necessary to condemn a quantity of his timber, both on account of its being of unsuitable quality and not of sufficient dimensions."

(78/2,724.)

**J.**

*Tenders for 6 Brake Vans from Mr. A. Wright.*

TENDERS were invited for these six brake vans on the 3rd December, 1877. Mr. Wright's tender being the lowest, was accepted on the 9th January, 1878. The work is in progress.

(78/104.)

**K.**

*Tenders accepted for 70 Sheep Vans for South and West Lines, and 30 for Northern Line.—Mr. John Robertson for 70, and Messrs. Moyes and Donald for the 30.*

TENDERS were invited for these sheep vans on the 21st August, 1877. Messrs. Moyes and Donald's being the lowest tender for the Northern vans, it was accepted.

Mr. T. Denny's was the lowest tender for the 70 vans for the South and West lines, and it was accepted at £75 10s. for each van. Mr. Denny then wrote, expressing regret that he had made a clerical error of £10 too little in his tender for each van, as it should have been £85 10s. each. This would still have been the lowest tender by £10 5s. 6d. each, but the Engineer for Existing Lines wrote: "It would form an inconvenient precedent to allow Mr. Denny to amend his tender, and taking all the circumstances of the case into consideration, I would advise that fresh tenders be invited without delay."

Mr. Secretary Combes ordered fresh tenders to be invited. This was done on the 17th of October, 1877, and as Mr. Robertson's was the lowest at £84, it was accepted on the 10th November, 1877.

The following Minute by the Secretary appears in the papers:—"I was absent in Melbourne when these tenders came in, or I should have pointed out that Hudson Bros. were by far the lowest tenderers—time and money combined."

The vans are now being constructed.

Ka.

(77/6,089.)

**Ka.***3 first-class Carriages from Mr. R. A. Ritchie.*

TENDERS were invited on the 15th March, 1877, for twelve carriages, and these three first-class ones formed part.

Mr. Ritchie's tender was accepted (Mr. Kellaway having made an absurd blunder in his tender) on 29th May, 1877.

On the 6th September following Mr. Ritchie wrote for an extension of time from the 29th November, 1877, to 1st January, 1878, asserting that he could not procure suitable workmen, &c.

He again wrote on 11th December, urging his application for the extension of time, and stated that besides the scarcity of skilled mechanics he had suffered much through having a portion of his workshops blown down during a storm.

On the 9th January, 1878, the Commissioner wrote: "The Minister declines to give extension of time to any Contractor for rolling stock."

Two of these carriages have been delivered.

(77/6,593.)

**Kb.***4 Composite Carriages from Mr. T. Braid.*

TENDERS for twelve carriages were invited on the 15th March last, 1877. These four composite carriages formed part of the twelve.

Mr. Kellaway made an error in his tender which was so apparent that it was not considered. Mr. Braid's was therefore the lowest and was accepted.

On the 27th September, 1877, Mr. Braid asked for an extension of time; the same action was taken as will be found with the *précis* on his contract for three saloon carriages. (*See Appendix Ga.*)

Up to this date (31 March, 1877) none of these carriages have been delivered although the whole ought to have been delivered on the 26th November last.

On the 7th November, 1877, the Engineer for Existing Lines wrote that Mr. Braid having already failed with the first contract his present contract ought to be cancelled. Mr. Secretary Combes instructed Mr. Braid to be informed that unless he completed his contract by the specified time the full penalty would be enforced. This was done, but the Engineer pointed out that the specification gave no power to inflict fines—only to cancel the contract.

The Commissioner wrote on 25th January, 1878, that the specification ought to have contained a clause providing for fining the Contractor, in the event of its being found undesirable to take the work out of the Contractor's hands, and inquired whether if the contract was cancelled what prospect there was of any other firm being able to supply the carriages in less time than Braid, regard being had to the progress he had made with them. The Engineer for Existing Lines stated that the work done and materials in hand for their construction amounted to £770, and that one carriage might be delivered in March, one in May, one in July, and the last in September, 1878, but that he saw no other chance of any other firm completing them sooner than Mr. Braid.

Mr. Secretary Sutherland on 7th February, 1878, wrote: "Seen. Hurry on the work as much as possible. This is all that can now be done under the circumstances."

(77/4,656.)

**L.***50 D Trucks from Messrs. P. N. Russell & Co.*

On the 4th June, 1875, an order for 50 D trucks was given to Messrs. P. N. Russell & Co., at £79 10s. each, for the bodies; and the wheels, and axles (which Messrs. Russell had in stock) were taken at the same price as that paid by the Government for similar wheels and axles, with 10 per cent. added for commission, &c., and profit on importation.

A tender had already been accepted from Kellaway and Penny for all the trucks for which the Government had ordered wheels and axles, and the urgency with which these trucks were required would not admit of the delay of obtaining the wheels and axles from England.

The price, £79 10s., was the same as that given to Messrs. Russell & Co. for the last trucks supplied by them.

(76/3,785.)

**M.***3 D Trucks obtained from Mr. T. Denny.*

On 13th June, 1875, Messrs. F. B. Suttor and Thos. Brown, M.P.'s, forwarded a letter from Mr. Denny, stating that he was prepared to construct trucks at same price as Messrs. P. N. Russell & Co. had been receiving.

On this the Engineer-in-Chief wrote that this application confirmed his advice to the Commissioner not to give a five years contract for rolling stock.

On the 31st July, 1875, an order was given to Mr. T. Denny to supply 3 D trucks.

(77/6,671.)

**N.***150 D Trucks from Mr. R. A. Ritchie.*

On the 8th December, 1875, tenders were invited for 500 D trucks.

Tenders for 350 trucks only were received, leaving 150 untendered for.

Mr. Ritchie subsequently offered to supply the 150 for which no tenders had been received at £72 each truck, but he was informed that no higher sum would be given than that at which the lowest tenderer had contracted for, viz., £70 a truck. Mr. Ritchie consented to this price and his offer was accepted.

## 14

## O.

(77/6,619.) *60 D Trucks from Messrs. Leahy & Brodie.*

ON the 4th February, 1876, Messrs. Leahy and Brodie offered to supply 60 D trucks at £72 each, in accordance with the same plan and specification as the 500 D Trucks for which tenders were called for on the 8th December, 1875. (*See Return "D trucks completed."*) This price they reduced to £70 per truck, which was as low as Hudson Bros'. This offer was accepted on 1st March, 1876, the trucks to be completed in 12 months. On the 21st of March they asked for an extension of time, alleging that the delay in delivery arose through the Government not supplying wheels, axles, &c. An extension of time was granted to them, but no specified time is shown on the papers in the case, and the extension bond was dispensed with, but they were told that the trucks must be delivered without delay.

(76/6,669.)

## P.

*50 D Trucks from Mr. J. Robertson.*

MR. Robertson offered to build 50 trucks for £70 each, the same price as the other Contractors were receiving.

(76/6,280.)

*100 D trucks from Messrs. Kellaway & Wearne.*

MESSRS. Kellaway & Wearne offered the same as Mr. Robertson. (*See above.*)

(77/7,599.)

*50 D Trucks from Mr. T. Denny.*

MR. Denny offered the same as Messrs. Kellaway & Wearne. (*See above.*)

He received an extension of time for 4 months, viz., 1st May, 1877, but up to this date (31st March, 1878) he has only delivered 44 trucks, leaving six to be yet delivered. The great delay is in consequence of the rejection of inferior material and workmanship. Mr. Turton, the Inspector, wrote on 29th September, 1877: "I have instructed him not to proceed with them until he has seasoned timber for their construction."

(78/3,071.)

## Q.

*Rolling Stock purchased from the New Zealand Government.*

ON the 31st of August, 1874, the New Zealand Government offered to sell to this Government the rolling stock of the Southern Railway in New Zealand, the necessity for sale having arisen in consequence of its becoming necessary to assimilate the gauge of the New Zealand lines.

The Engineer-in-Chief advised the Commissioner not to purchase any second-hand rolling stock.

They were, however, informed by letter from the Colonial Secretary of 10th November, 1874, that this Government was prepared to purchase the stock at a valuation after its arrival in Sydney. The New Zealand Government agreed to this. The material was shipped from New Zealand in April, 1876, but one of the vessels was lost at sea. The material that arrived here was valued, and when put together made up 17 D trucks, 5 C trucks, and 29 ballast wagons, besides some other material not connected with the rolling stock.

(78/1,336.)

## R.

*100 D Trucks from Messrs. Hudson Bros.*

THE Traffic Manager (North), on the 12th November, 1877, applied for 100 additional D trucks, urging that there was not a sufficient number to conduct the traffic, and that as the whole of the sleepers for the extensions to Tamworth and Gunnedah would have to be conveyed, a large number of trucks would be occupied in that traffic alone.

The Engineer for Existing Lines recommended that 100 trucks be at once sent from Sydney station, and 100 more to replace them, be ordered from Hudson Bros. without delay, as they were urgently wanted. The price to be the same as for the last 100 trucks supplied by Hudson Bros., viz., £63 each.

Messrs. Hudson expressed their willingness to supply them at this price, and the order was accordingly given to them, without inviting tenders, as it was known that this firm was the most likely one to supply the trucks quickly.

(77/2,801.)

## S.

*2 Break Vans purchased from Messrs. Hudson Bros.*

ON the 26th of February, 1877, Messrs. Hudson Bros. wrote, that being anxious to ascertain the value of various kinds of rolling stock likely to be required by the Railway Department (to enable them to tender for any that might be required), they had constructed two heavy brake vans, and offered to sell them at 10 per cent. advance on actual cost, which was £340, making £374 for each van.

The Engineer for Existing Lines having inspected them and reported the price as reasonable, they were accordingly purchased as they were urgently required.

(78/659.)

## T.

*Purchase of 4 Sheep Vans from Messrs. Hudson Bros.*

MESSRS. Hudson Bros. had these four sheep vans completed at their works and ready for delivery; they asked the Government to purchase them for £90 each van. As the Engineer for Existing Lines reported the price reasonable, they were at once purchased and delivered on the 15th of February, 1878.

## U.

(75/6,563.)

## U.

12 *Ballast Wagons for G.N.R., from Messrs. J. & A. Rodgers (Newcastle).*

Mr. Bewick having reported that 12 additional Ballast wagons were most urgently required on the Great Northern Line, he was instructed to obtain offers from any one he thought would be likely to build them. He only asked two parties—Messrs. J. & A. Rodgers and Messrs. Moyes & Donald; the former firm asked £70 each wagon, and the latter £80.

The work was therefore given to Messrs. J. & A. Rodgers.

(77/4,656.)

## V.

*Order given to Messrs. P. N. Russell & Co. to build one First class and one Second class pattern Carriage.*

IN April, 1875, the Traffic Manager wrote urging the necessity of being at once supplied with additional carriages, and the Engineer-in-Chief in May recommended certain improvements, and advised that Messrs. P. N. Russell & Co. should be instructed to build pattern carriages. The Commissioner then gave an order to Russell & Co. to construct a first and second class carriage as pattern ones in accordance with a plan to be supplied to them.

The carriages were completed, and Messrs. Russell sent in their account—£1,348 0s. 9d. for first, and £929 12s. 6d. for second, class carriage. The Engineer-in-Chief expressed his surprise at the high prices asked. Messrs. Russell & Co. were asked to reconsider their charges, and they pointed out that these carriages were specially made as pattern ones, and that these prices were not a fair criterion of what they would be if they had a large number of carriages to build, and they further offered to show their cost price accounts.

The Engineer-in-Chief then stated that he believed Messrs. Russell's statement, but that if these prices were as reasonable as possible he advised the Commissioner to purchase rolling stock elsewhere.

Mr. Secretary Lackey approved of Messrs. Russell & Co. being paid the amount they asked, on 13th April, 1876.

(77/4,656.)

## W.

1 *First class Carriage, purchased from Hudson Bros.*

ON 21st May, 1877, Messrs. Hudson Bros. wrote to say that they had then ready for delivery and would be glad to sell a first class carriage, which they had constructed to enable them to get at the value of Railway rolling stock; their price was £800, exclusive of wheels, axles, &c. Mr. Mason valued the carriage at £690, which sum they agreed to take, with £5 extra for making the springs stronger.

(78/2,198.)

## X.

1 *First class Carriage purchased from Messrs. Hudson Bros.*

ON the 29th October, 1877, Messrs. Hudson Bros. offered to sell a first class carriage for £800, exclusive of wheels, &c. Mr. Mason valued it at £605 9s. 8d., and this amount was offered to Hudson Bros., but they would not accept it, as they stated that it would entail a heavy loss upon them; they urged that already the carriage had been lent by them to the Railway Department on several occasions during the Christmas holidays to enable the traffic, which was so large at that time, being carried on, and that they had been put to the expense of having the carriage re-varnished, &c.; they stated their willingness to accept the actual cost price of it, viz., £750.

The Commissioner, on the 12th March, 1878, wrote that this carriage would be of the greatest service during the approaching Easter holidays, and that its loss would be severely felt, and it would be true economy to purchase it at £750.

Mr. Secretary Sutherland having approved of the Commissioner's suggestions, the vehicle was purchased and delivered.

(77/8,564.)

## Y.

1 *each 1st and 2nd Class Carriage, and one Sleeping Car, obtained from Jackson, Sharp & Co., America.*

ON the 5th June, 1876, Mr. Secretary Lackey requested Messrs. Towns & Co. to order pattern carriages on the Pullmann principle. One 1st and one 2nd class carriage and one sleeping car were accordingly ordered through Messrs. R. W. Cameron & Co., of New York.

Messrs. Jackson & Sharp, of Wilmington, Delaware, obtained the contract to supply them. They were shipped from America by the "Annie H. Smith" on the 16th April, 1877, and reached Sydney in July of the same year, and were put together at the Redfern workshops without delay.

(77/3,564.)

## Z.

*Indent sent to England for eight Composite Carriages of the Midland type, and one Brake Van.*

ON the 6th June, 1877, the Engineer-in-Chief, in compliance with Mr. Secretary Hoskins' instructions, prepared a specification and indent for eight composite carriages of the Midland Railway (of England) Company's type, each to be carried on two six-wheeled bogies, and to be obtained from the Ashbury Railway Carriage and Iron Company.

A brake van was also to be procured if the system of lighting carriages with gas manufactured in the brake van was perfected.

The indent was despatched on the 9th June, 1877, and on the 17th September, 1877, a letter (dated the 3rd August, 1877) was received from the Agent General in London, acknowledging the receipt of the indent, &c.

The carriages have not yet arrived in the Colony.

## APPENDIX.

## No. 1.

RETURN of Rolling Stock supplied from 1st January, 1875, to 31st March, 1878 (exclusive of that supplied under Messrs. P. N. Russell & Co.'s contract for five years), showing the date of delivery.

Description.		No.	
First class carriages	...	6	
Second class carriages	...	4	
Sleeping car	...	1	
Saloon carriages	...	3	
Goods brake vans	...	16	
Sheep vans	...	18	
D trucks	...	1,124	
E trucks	...	152	
C trucks	...	5	
Ballast wagons	...	41	
Total		1,370	

Name.	Description.	No.	Total.	Date of Delivery.
Hudson Bros	1st class carriages	1		July, 1877
Do.	Do.	1		Mar., 1878
Jackson, Sharp, & Co.	Do.	1		Oct., 1877
R. A. Ritchie	Do.	1		Jan., 1878
Do.	Do.	1		Mar., 1878
P. N. Russell & Co.	Do.	1		Dec., 1875
			6	
Braid Thomas	Saloon carriages	2		Nov., 1877
Do.	Do.	1		Jan., 1878
			3	
P. N. Russell & Co.	2nd class carriages	1		Dec., 1875
Hudson Bros.	Do.	2		Aug., 1877
Jackson, Sharp, & Co.	Do.	1		Oct., 1877
			4	
Jackson, Sharp, & Co.	Sleeping car	1		Oct., 1877
			1	
Braid Thos.	Goods brake vans	2		Oct., 1876
Do.	Do.	2		Dec., 1876
Do.	Do.	2		Feb., 1877
Wright A.	Do.	2		Aug., 1877
Do.	Do.	2		Sep., 1877
Do.	Do.	2		Oct., 1877
Hudson Bros.	Do.	2		Mar., 1877
Wright A.	Do.	2		Mar., 1878
			16	
New Zealand Government	C vans	5		Dec., 1876
			5	
Kellaway & Penny	D trucks	18		Jan., 1876
Do.	Do.	25		Feb., 1876
Do.	Do.	13		Mar., 1876
Do.	Do.	6		April, 1876
Do.	Do.	13		May, 1876
Do.	Do.	3		June, 1876
Do.	Do.	22		Aug., 1876
			100	
Kellaway & Wearne	Do.	23		Sep., 1876
Do.	Do.	15		Oct., 1876
Do.	Do.	4		Nov., 1876
Do.	Do.	35		April, 1877
Do.	Do.	11		May, 1877
Do.	Do.	12		July, 1877
			100	
Hudson Bros.	Do.	14		May, 1876
Do.	Do.	14		June, 1876
Do.	Do.	30		July, 1876
Do.	Do.	38		Aug., 1876
Do.	Do.	32		Sep., 1876
Do.	Do.	36		Oct., 1876
Do.	Do.	13		Dec., 1876
Do.	Do.	23		June, 1877
Do.	Do.	32		Sep., 1877
Do.	Do.	46		Oct., 1877
Do.	Do.	22		Nov., 1877
Do.	Do.	36		Jan., 1878
Do.	Do.	42		Feb., 1878
Do.	Do.	22		Mar., 1878
			400	
Denny Thos.	Do.	3		Mar., 1876
			3	
Do.	Do.	5		Aug., 1876
Do.	Do.	17		Nov., 1876
Do.	Do.	6		Mar., 1877
Do.	Do.	6		April, 1877
Do.	Do.	6		May, 1877
Do.	Do.	2		June, 1877
Do.	Do.	8		July, 1877
			50	

Name.	Description.	No.	Total.	Date of Delivery.	
Denny Thos.	D trucks	9		June, 1877	
Do.	Do.	10		July, 1877	
Do.	Do.	12		Aug., 1877	
Do.	Do.	5		Sep., 1877	
Do.	Do.	8	44	Oct., 1877	
Davy & Co.	Do.	1		Aug., 1876	
Do.	Do.	8		Sep., 1876	
Do.	Do.	14		Oct., 1876	
Do.	Do.	4		Nov., 1876	
Do.	Do.	14		Apl., 1877	
Do.	Do.	19		May, 1877	
Do.	Do.	16		June, 1877	
Do.	Do.	24		July, 1877	
Robertson Jno.	Do.	11	100	Aug., 1876	
Do.	Do.	10		Sep., 1876	
Do.	Do.	7		Oct., 1876	
Do.	Do.	4		Nov., 1876	
Do.	Do.	18		Mar., 1877	
Leahy & Brodie	Do.	4	50	Aug., 1876	
Do.	Do.	3		Sep., 1876	
Do.	Do.	3		Oct., 1876	
Do.	Do.	4		Mar., 1877	
Do.	Do.	18		Apl., 1877	
Do.	Do.	1		May, 1877	
Do.	Do.	2		June, 1877	
Do.	Do.	19		July, 1877	
Do.	Do.	6		Aug., 1877	
Ritchie R. A.	Do.	15	60	Aug., 1876	
Do.	Do.	1		Sep., 1876	
Do.	Do.	12		Oct., 1876	
Do.	Do.	11		Nov., 1876	
Do.	Do.	6		Apl., 1877	
Do.	Do.	18		May, 1877	
Do.	Do.	5		June, 1877	
Do.	Do.	6		July, 1877	
Do.	Do.	76		Sep., 1877	
New Zealand Government	Do.	17	150	Dec., 1876	
P. N. Russell & Co.	Do.	50	17	June, 1875	
				to	
				Jan., 1876	
			50		
	<b>Total D trucks</b>		1,124		
Denny Thos.	E trucks	3		May, 1876	
Do.	Do.	3		June, 1876	
Do.	Do.	4		Aug., 1876	
Do.	Do.	15		Sep., 1876	
Do.	Do.	1		Oct., 1876	
Davy & Co.	Do.	4	26	May, 1876	
Do.	Do.	4		June, 1876	
Do.	Do.	8		July, 1876	
Do.	Do.	7		Aug., 1876	
Do.	Do.	2		Sep., 1876	
Do.	Do.	1		Oct., 1876	
Wright A.	Do.	10	26	Aug., 1876	
Do.	Do.	6		Sep., 1876	
Do.	Do.	8		Oct., 1876	
Do.	Do.	25		Mar., 1877	
Do.	Do.	5		Apl., 1877	
Do.	Do.	6		May, 1877	
Do.	Do.	11		June, 1877	
Do.	Do.	23		July, 1877	
Do.	Do.	6		Aug., 1877	
	<b>Total E trucks</b>		100		
			152		
Hudson Bros.	Sheep vans	4		Feb., 1878	
Robertson Jno.	Do.	8		4	Mar., 1878
Moyes & Donald	Do.	3		Feb., 1878	
Do.	Do.	3		8	Mar., 1878
			6		
	<b>Total sheep vans</b>		18		
New Zealand Government	Ballast waggons	29		Dec., 1876	
J. & A. Rodgers	Do.	6			Feb., 1876
Do.	Do.	2			Mar., 1876
Do.	Do.	4	May, 1876		
			12		
	<b>Total ballast waggons</b>		41		



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAYS.

(EXTENSION FROM REDFERN TO CIRCULAR QUAY—LETTERS AND PAPERS.)

*Ordered by the Legislative Assembly to be printed, 16th May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 15th March, 1878, That there be laid upon the Table of this House,—

“Copies of all Letters and Papers suggesting, as well as Plans depicting, schemes for the extension of the Railway from Redfern to the Circular Quay, received by the various Ministers for Public Works since 1st January, 1870.”

[*The Plans are placed on the Table as Exhibits only.*]

(*Mr. J. Davies.*)

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## RAILWAYS.

## No. 1.

Mr. J. F. Wakely to The Secretary for Public Works.

Sir,

Enmore Road, Newtown, 6 August, 1873.

I beg to lay before you my plan and suggestions respecting the extension of the railway into the City:—

Starting from Redfern Station on to Pyrmont line, then curving north-easterly on to the iron quay east side of Darling Harbour, traversing the said iron quay to Baltic Wharf, curving on to Corporation Wharf, to Corporation block of ground at Market Wharf, which position would make a goods and passenger station.

Then commencing a tunnel at north-west corner of said block of ground, passing under Sassex-street, Kent-street, King-street, York-street, to south-west corner of Wynyard Square, which square I propose as a city passenger terminus, with two spiral staircases for entrance.

Tunnel continuing on to Dawes' Point, passing under Church Hill, Cumberland-street, Argyle Cutting, between Cumberland and Princes streets, curving at the end of Cumberland-street, under George-street, and out on to the south-west corner of said point.

The above point would make a central goods and passenger station, commanding the whole of Sydney Cove to Fort Phillip, where a receiving goods station could be erected, from whence a tramway could traverse the whole of the northern wharf to Miller's Point, where another goods receiving station could be made.

A branch line could be formed from Essex-street to south-west corner of Globe-street, passing down Globe-street, across George-street to Commissary Stores, Queen's Wharf.

The said tunnel from Market Wharf to Dawes' Point would not interfere with any private property or sewers, nor roadways, except at Market Wharf.

The tunnel being through freestone would not require lining, but rough picked; the rubble from same at each end would fill up at the back of the iron quay around Darling Harbour, and extend ground and wharfs around Dawes' Point.

At a future time a high-level bridge could be erected from the end of George-street, Dawes' Point, to Milson's Point, St. Leonards, from which a railway line could be made to junction with our Great Northern Line, and be connected to the tunnel by a zigzag from end of George-street, shunting north on east side of bridge sufficient distance; then shunting south-easterly around the said point to tunnel.

Sir, with these remarks, I beg to leave my plan with you.

I am, &amp;c.,

J. F. WAKELY.

Enmore Road, Newtown, 16 August, 1873.

Sir,

In reference to my omission of the scale of measurement this morning to the plan, my statement from memory was wrong, of 800 feet to inch.

I beg to enclose the scale I have worked my calculations upon. You will please to annex the same to plan, and you will oblige,

Yours, &amp;c.,

J. F. WAKELY.

To the Hon. John Sutherland, Esq., Minister for Works.

## No. 2.

Petition from Messrs. P. N. Russell and Co. and others.

To the Honorable the Minister for Public Works,—

The Petition of the undersigned,—

Respectfully Showeth:—

That application has been made to the City Corporation for the formation of a new street, connecting George-street at the junction of Druitt-street with the head of Darling Harbour, the site of the contemplated railway works, as shown in the accompanying plan.

That while the proposed street will be a great improvement to the city it will also form a convenient approach to the Darling Harbour Goods Station.

That it is desirable that the Government should co-operate with the City Corporation in carrying out the proposed street, for the reason above stated.

That the new street being carried out as planned, it will furnish the means of bringing the railway into the centre of the city by a tunnel underneath, and forming a passenger station on the site of the present Police Station. The railway could then be continued by a tunnel in a N.E. direction to the Circular Quay at Phillip-street, thus connecting our two principal wharves.

That to carry out our railway system profitably it is highly necessary that the passenger station should be more centralized, and by this plan the railway is not only brought through the heart of the city, but it can be executed at the most moderate cost, without prejudicing private interests, or interfering with our harbour, streets, parks, or public reserves.

Your Petitioners therefore humbly pray that you will be pleased to lay this Petition before the Cabinet, and request that the same may be taken, as tending to promote the public interest, into their most serious consideration.

August, 1873.

P. N. RUSSELL &amp; CO.

THOS. S. MORT.

And ninety-one (91) others.

Put with other papers on subject of city terminus.—C.A.G.

No. 3.

For plan, see  
Exhibit, marked  
A.  
Plan enlarged.

Annexed to  
Exhibit A.

See Exhibit  
marked B.

## No. 3.

## Petition from Mayor of Parramatta, on behalf of Inhabitants.

To the Honorable the Minister for Public Works.

The Petition of the Inhabitants of Parramatta and its neighbourhood, in Public Meeting assembled,—  
Showeth:—

That in the opinion of your Petitioners an extension of the railway to a central part of Sydney would contribute greatly to the advantage, not only of the inhabitants of Sydney and its suburbs, but also of that large portion of the general public whose business and other relations bring them into frequent intercourse with the metropolis.

That in the opinion of your Petitioners such extension would cause a large and ever-growing increase of traffic, and thereby secure to the Government an adequate return for the outlay of money which it would cost.

Your Petitioners therefore humbly pray that you will be pleased to take such steps as you may see fit for causing the railway to be extended as early as practicable to a central part of Sydney.

And your Petitioners will ever pray.

HUGH TAYLOR,  
Mayor.

(For and on behalf of the inhabitants of Parramatta and District, in Public Meeting assembled.)  
Parramatta, 22 September, 1873.

## No. 4.

## Mr. J. F. Wakely to The Secretary for Public Works.

Sir,

Enmore Road, Newtown, 23 September, 1873.

I beg to forward you an enlarged plan on my original one and suggestions left with you on the 15th ultimo. See Exhibit marked A.

You will oblige by receiving the same, as it shows more fully the direct route of railway line into the city, and the possibility of connecting to a high-level bridge to Milson's Point, St. Leonards, for conveyance of coal from our Great Northern district, and with other improvements for the delivery of mails to the new Post Office, also entrances from George and Sussex streets to city passenger terminus, Wynyard-square.

I also trust you will lay before the proper authorities at your convenience, my plan and suggestions for their approval, as the same may be a great benefit to the Colony.

I am, &c.,  
J. F. WAKELY.

Acknowledge receipt and inform that suggestions and plans will be considered with plan marked A.—J.S., 28/9/73.

## No. 5.

## The Commissioner for Railways to Mr. J. F. Wakely.

Sir,

Department of Public Works, Railway Branch, Sydney, 30 September, 1873.

I am directed to acknowledge with thanks the receipt of your letter of 23rd instant, respecting the extension of the railway into the City of Sydney, and to inform you that the plans and suggestions forwarded by your communication will be duly taken into consideration.

I have, &c.,  
JOHN RAE.

## No. 6.

## Mr. J. F. Wakely to The Commissioner for Railways.

Sir,

Newtown, 18 December, 1873.

I received your letter dated 30th September, in receipt of plans on extension of railway into City of Sydney.

I am anxious to know if the same are approved of, or if any steps are being taken in respect to surveying of same.

I have, &c.,  
J. F. WAKELY.

Mr. Whitton, B.C., 23/12/73.—J.R.

The Railway Department has not yet received Mr. Wakely's plans. Has Mr. Whitton seen them?—C.A.G. Mr. Whitton knows nothing about them.—W.H.Q., 29/12/73. Mr. Goodchap.

## No. 7.

## Mr. J. F. Wakely to The Secretary for Public Works.

Sir,

Newtown, 22 January, 1874.

I beg to state, if it is the intention of the Government to extend the railway line into the city according to plan,—

That upon further calculation I find there can be a saving of nearly one-half by using stone from the tunnel instead of iron cylinders for the iron wharf around the east side of Darling Harbour.

The line of wharfage could be erected by driving wooden piles along the front, say (25) twenty-five feet apart, backed by a stone wall of not less than (3) three feet in thickness of solid masonry.

The

The stone could be procured from the tunnel with advantage to the Government, and the Contractors for excavation; the smaller ballast would fill up the back and reclaim a deal of ground in front of the present frontages, and no doubt would be sufficient compensation to the owners of same.

I trust you will excuse me, and think these remarks worthy of your consideration.

I have, &c.,

J. F. WAKELY.

To be put with other papers.—J.S., 5/2/74.

No. 8.

Mr. J. F. Wakely to The Secretary for Public Works.

Sir,

Newtown, 6 April, 1874.

I have the honor to state, that having given a deal of study to the contemplated extension of railway into the City of Sydney, I beg to forward you a few further remarks, seeing that the matter of extension is likely to come before Parliament. I find by going into the probable cost on my different suggestions a great saving would be made by forming the line from the Market Wharf to the iron quay round Darling Harbour; that if the permanent way were made by shunting the ballast from the tunnel into the harbour, commencing at the Market Wharf, thereby letting it find its own bottom (which would make the best permanent way), then by driving piles at the foot of the batter in deep water, attaching inlaid girders of joists and planking, I find would be the cheapest and best mode of forming the wharf and reclaiming the ground. The railway line could be formed 100 feet back from wharfage front, thereby allowing sufficient space for goods and shipping and roadway.

I may add that originally I conceived a line could be made from the Pymont Line, running at the back of Sims' Mills, across Liverpool and Sussex Streets, commencing a tunnel under Kent and Bathurst streets, to Druitt and York streets, to Wynyard-square; but I found it would not be so advantageous, not commanding the shipping or passenger station at the Market Wharf, interfering with level crossings in main streets, and the compensation for private property would be immensely more expensive.

I have, &c.,

J. F. WAKELY.

Estimated cost of railway from the Pymont Junction to Wynyard-square, with spiral staircases and cross tunnels for entrances, &c. :—

	£	s.	d.
Compensation for property from Pymont Junction to the iron wharf at head of Darling Harbour ... ..	3,657	0	0
Forming and ballasting road with sleepers, from Pymont Junction to Baltic Wharf—1,300 yards forwards ... ..	11,103	0	0
Labour reclaiming land around Darling Harbour... ..	2,125	0	0
Excavating tunnel, from Sussex-street to Wynyard-square ... ..	9,719	3	4
Excavating underground station at Wynyard-square, with cross-tunnels, staircases, &c., for entrance and delivery of mails ... ..	4,749	16	8
Iron rails, chairs, &c.—1,875 yds. forward ... ..	5,625	0	0
Labour, laying same, &c. ... ..	1,875	0	0
Ballasting and sleepers for tunnel—573 yds. forward ... ..	1,146	0	0
Total... ..	£40,000	0	0

See debate in House.—J.R., B.C., 8/4/74. Mr. Whitton. Seen.—J.W., 15/4/74. Commr.

No. 9.

Mr. J. F. Wakely to The Secretary for Public Works.

Sir,

Sydney, 25 January, 1875.

In respect to plans and suggestions of extension of railway into the City of Sydney, you will oblige by giving your sanction for a survey at my own cost, and due publication of same.

I have, &c.,

J. F. WAKELY.

Mr. Whitton, B.C. I cannot understand why Mr. Wakely should give himself the trouble to ask the Minister to allow him to make a survey for the extension of the railway into Sydney at his own expense, unless he entertained the impression that when it was made he would be entitled to make a charge for it. I don't believe in disinterested services of this kind, and I think if such a survey be wanted, which I believe it is, that the officers of this Department will be found fully equal to the duties required.—J.W., 18/2/75. Commissioner. Decline to interfere in this case. If survey be wanted it can be made by our own officers. What has been done by us up to the present time?—J.R., 3/3/75.

No. 10.

The Commissioner for Railways to Mr. J. F. Wakely.

Sir,

Department of Public Works, Railway Branch, 6 March, 1875.

In reply to your letter of the 26th January last, asking permission to make a survey for the proposed extension of the railway into Sydney, I have the honor to inform you that I must decline to interfere in this matter; I may add, however, that should a survey be required, it can be made by our own officers.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

## No. 11.

## Petition from Inhabitants of Sydney.

Railway Extension through the heart of the City, down to the Circular Quay.

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

The Petition of the undersigned inhabitants of Sydney,—  
Humbly Showeth:—

That your Petitioners having observed that a measure for an extension of railway into the city has been introduced during the present Session, respectfully submit for your consideration the extension not only into the city, but right through down to the Circular Quay, and believing that anything short of that will only tend to hamper the already over-crowded condition of the city, we sincerely hope it may please your Honorable House, while giving attention to other valuable suggestions, before pledging itself to any course, to cause engineering ability to investigate and report on this route.

Starting from the present Railway station at Redfern, to cross Devonshire-street, the old Burial-ground, skirting Belmore Park, crossing the Markets, till reaching a point between Pitt and George streets, on a viaduct, thence by an incline cutting or tunnel under Liverpool, Bathurst, and Park streets, right by the Post Office (to go through the same when finished), crossing Hunter and Bridge streets, passing between the old Commissariat Store and Guard House by a short incline eased by breaks and buffers, sweeping round the Circular Quay to Milson's Ferry, or by turn-tables, taking goods from one or half-a-dozen ships as the case may require.

It would supersede the necessity of a large central station, as each street could accommodate its own business.

Every traveller could get out where it best suited his convenience, in the heart of the city, or right through to the Circular Quay. Besides its enormous importance to the mercantile and shipping interests it would create an immense business, and distribute it fairly among the citizens.

Being 15 or 20 feet above the ground, compensation could not be heavy, as the proprietor would be an immense gainer by having the line so close to his business, using the arch, and getting a good wall to his premises, and being entirely out of the way of ordinary traffic, with a substantial bridge and station at each street, and splendid iron span crossing the court-yard of the Post Office, mounted on polished pillars, it would supplement its usefulness by giving a look of noble grandeur to our city, and improve the property over which it passed.

By bringing it down to the Circular Quay you would be giving a vast accommodation to a large and increasing population on the northern shores of our harbour, and exercising a wise and generous forethought for the daily, nay hourly, accommodation of millions yet unborn.

Your Petitioners therefore pray that your Honorable House will take the foregoing Petition into your favorable consideration.

And your Petitioners will ever pray, &c.

[Here follow 127 signatures.]

## No. 12.

## Mr. J. F. Wakely to The Colonial Secretary.

Hon. Sir,

13, King-street, Sydney, 5/4/76.

Through many requests I am induced to place my plan for "City Railway Extension" prominently before the public; and seeing how materially it affects the interests of the residents of West Sydney, I am anxious to secure your opinion upon the route proposed with a view to petitioning Parliament to have the route surveyed, and for which petition I have had certainly not less than 200 voluntary promises of signature.

Will you therefore oblige by giving it your attention, and a reply by letter at your earliest convenience.

I shall be happy to give you any further information, and to wait upon you with the plan *in extenso* at any time or place that you may appoint.

I have, &c.,

J. F. WAKELY.

The Under Secretary for Public Works.—H.H., B.C., 30/9/76. What reply should be given to Mr. Wakely?—C.A.G., B.C., 11/10/76. Mr. Whitton. No reply.—Merely acknowledge receipt of his letter.—J.W., 20/10/76. Commissioner. Write accordingly.—C.A.G., 23/10/76.

[Enclosure to No. 12.]

## City Railway Extension.

Mr. J. F. Wakely, of Newtown, offers the following suggestions for the extension of the railway into the city of Sydney. They are accompanied by a plan showing the proposed route. Mr. Wakely says:—

"The suggestions and plan for the extension of the railway into Sydney were received and approved of by the late Minister for Works (the Hon. J. Sutherland); since when I have surveyed, and now proffer, an easy and practicable railway route to the eastern suburbs.

"Throughout I have been guided by the material question of 'cost,' and an examination of my plans will show that on the whole of the proposed line 'private property' is only touched three times, and that to a very small extent.

"For the benefit of our city no time should be lost in forming a goods and passenger station at Market Wharf, and I am prepared to show, after much careful inquiry, the cost of the whole or any part of the undertaking.

"The debris from the eastern tunnel could, by convenience of carriage, be made invaluable for the reclaim of Darling Harbour and Blackwattle Swamp.

"My proposed line branches from Redfern station on to the Pyrmont line, then curving north on to the east end of the iron wharf at the head of Darling Harbour, then traversing a proposed line to the front of Russell's Wharf, thence curving to the Baltic Wharf on to the Corporation's block of ground at Market and Sussex streets, which position would be well available for goods and passengers.

"Thence, commencing a tunnel at the N.E. corner of said block, under Sussex, Kent, King, and York streets, to S.W. corner of Wynyard-square, where I propose a city passenger-station, with two spiral staircases; also tunnel from George-street, and one from Sussex-street, as side entrances to underground station; and also a tunnel from the Post Office for delivery of mails.

"The

"The said railway line continuing on by tunnel to Dawes' Point, passing under Church-hill, Cumberland-street, Argyle-cutting, between Cumberland and Prince streets, thence curving at the end of Cumberland-street, under George-street, out on the S.W. corner of Dawes' Point, as a goods and passenger station, commanding the whole of Sydney Cove from Fort Phillip, where another goods station could be erected, from whence a tramway could traverse the whole of the northern wharfs to Miller's Point, at which point another goods station should be erected, and also a tramway could be connected at the back of the present wharfs to starting point, *i.e.*, Market and Sussex streets goods, &c., station.

"The tunnel being throughout composed of freestone would not require brick lining, but roughly picked would make the line of road and help to reclaim the east side of Darling Harbour to starting point at east end of iron wharf and its junction at Pyrmont line; and further would reclaim and give material to erect stone wall round Dawes' Point. The land reclaimed around Darling Harbour would more than repay any compensation for said frontage, and give a deep water wharf frontage to said properties.

"There could also be a branch line to curve from Essex-street and Cumberland-street to S.W. corner of Globe-street, across George-street to the Commissary Stores, &c., Queen's Wharf.

"At a future time, in connection with the above, a high-level tabular iron bridge could be erected from the north end of George-street to Milson's Point, and from thence a railway line could be connected with the Great Northern at New-castle.

"The line at George-street could connect by zig-zag to the low-level line on Dawes' Point, thus connecting the Great Southern and Northern lines. The line from Redfern station and its connections crosses one roadway only at Market Wharf, leading on to Pyrmont Bridge, and does not interfere with any sewers; but on the reclaimed ground, at foot of each street, west, large, self-emptying, at low-water, silt reservoirs could be erected in front of said wharf, emptying into barges placed for that purpose.

"The proposed line to Dawes Point could be completed, including an ornamental station of iron and glass at Wynyard-square, and the whole ready for lighting with gas, for less than £100,000. The above line to Dawes' Point would be a commanding position for the ultimate connection of the northern line—the two points, Dawes' and Milson's, being the highest and narrowest for such purpose.

"Eastern Suburban Lines by tunnel of about one mile in length, without encroaching on any private property, from Redfern station to the valley of Lacrozia, Darlinghurst, commencing at Redfern station, across Prince Alfred Park, passing under Castlereagh-street, between Cleveland House and Belvoir-street, to Riley and Devonshire streets, thence between Riley and Crown streets to Fitzroy-street, continuing between Crown and Bourke streets to Botany-street and Oxford-street, thence under Darlinghurst Road, passing between Sacred Heart Church and the School of Industry, emerging on to vacant land, for passenger station, on the north of the Paddington Ice-works, and there commanding by a surface line all the bays to the South Head.

"The tunnel could be formed on an easy gradient, or dead-level, according to position in Lacrozia Valley, and without any engineering difficulty; and also a branch line of about 300 yards from said tunnel, commencing at Waterloo-street, under Lansdowne-street, to its east end, there emerging on vacant ground of little value, to Moore Park, commanding Randwick, Waverley, &c., by surface line.

"The above forms a rough description of the routes I propose; but I am fully prepared and most willing to answer any queries as to cost, &c., &c., in order that it may receive a careful investigation.

"JOSEPH F. WAKELY."

"Newtown, June 21, 1875."

#### No. 13.

#### The Commissioner for Railways to Mr. J. F. Wakely.

Sir,

Department of Public Works, Railway Branch, 24 October, 1876.

I have the honor to acknowledge the receipt of your letter of the 5th of April last, on the subject of railway extension into Sydney, addressed to the Honorable the Colonial Secretary, and forwarded by him to this office.

I have, &c.,

JOHN RAE,  
Commissioner for Railways.

#### No. 14.

#### Mr. J. F. Wakely to The Secretary for Public Works.

Hon. Sir,

13, King-street, Sydney, 12 July, 1876.

Herewith I have the honor to forward for your consideration this letter, and the accompanying plan and map, respecting "City Railway Extension."

On inspection you will find that my proposed route could easily diverge to Campbell's Wharf, whilst it could be tapped from many points to afford ample facility to and from Darling Harbour and Towns' Wharf for goods traffic, and from George-street for passenger traffic.

I would also direct your attention to the small encroachment that would be made on Wynyard-square, and to point out that such encroachment would be a further ornamentation.

It is by numerous and influential requests that I am induced to advocate my route; and having been at a heavy expenditure with it, I beg to state that I am willing to contract for the whole, including the erection of a stone circular wharf at Dawes' Point, for the sum of £150,000, the contract to be completed in not less than two years.

Dawes' Point is the only point from which a high-level bridge could be made to connect with the Northern Line.

At any time or place I shall be only too happy to wait upon you and to fully explain the route.

I have, &c.,

J. F. WAKELY.

P.S.—The route marked upon map from Liverpool-street to Wynyard-square (*via* George-street Markets), with its two approaches to under-ground station, I will guarantee for the same amount as the Darling Harbour route, £150,000, if the same should be preferred. Tunnel commencing at the west side of Sussex-street, near Bathurst-street, as denoted on map, at No. 255.—J.W.

Received this letter, but *no* plan or map.—J.L., 17/7/76. Plan now herewith—on Minister's table.—J.R.

#### No. 15.

#### Mr. T. Woore to The Secretary for Public Works.

Sir,

Pomeroy, Woore, 27 July, 1876.

I can no more refrain from considering the great engineering questions that agitate this Colony when I see others stumbling at them than I can resist breathing; consequently I have possessed myself of a scheme for connecting the present railway terminus at Redfern with the Circular Quay, for goods

goods and passengers, with other advantages, that in the interest of the community should be considered without delay.

I therefore offer it to the Government; but, before divulging, I must have some guarantee it will not be plagiarised by your officers, but fairly judged and acknowledged, if found to be what I consider it—an efficient terminus to the trading arteries of the country, worthy of the great city Sydney is destined to become.

I have, &c.,

THOMAS WOORE.

Mr. Whitton, B.C., 5/8/76.—J.R. Seen.—J.W., 9/8/76. Commissioner.

No. 16.

Mr. J. F. Wakely to The Secretary for Public Works.

Hon. Sir,

King and Sussex streets, Sydney, 19 September, 1876.

I have the honor to direct your attention to the letters, &c., forwarded by me to you, dated respectively the 14th and 25th of July, 1876, and which to the present date remain unacknowledged.

The plans having been prepared by me at great trouble and expense, I shall be thankful to hear from you that they have not been mislaid.

I have, &c.,

J. F. WAKELY.

No letters of these dates appear to have reached the Railway Office.

No. 17.

Description and Plan of a proposed route, received from some person unknown.

City Railway from Circular Quay and Woolloomooloo Bay to Redfern Station.

[For plan see Exhibit marked D.]

THE advantages of this proposed line are,—its directness; its non-interference with Hyde Park, the Domain, public buildings, streets, sewers, or water-pipes.

The very small expense attached to its construction for the purchase of private properties, as will be observed by the accompanying plan. The line from the Quay and Woolloomooloo Bay is taken under the Domain and Hyde Park, by a tunnel, to a point near Goulburn-street, midway between Elizabeth-street and Macquarie-street south; it then runs through property of little value, such as Market-lane, Exeter-place, and other property of minor account, until it reaches Gipps-street, where the property is of more value, though small in area; it then crosses the south-eastern angle of Belmore Park, passes between the Police Barracks and old Cemetery; continuing its course at the rear of the House of the Good Shepherd, Christ Church Parsonage, and the Benevolent Asylum, until it reaches Devonshire-street, at the south-western extremity or angle of the old Cemetery; then direct to the station.

The line from the Quay to the southern side of Liverpool-street will be entirely underground; and no objection can be made to it on account of noise, or otherwise, owing to the depth. There is a large corner block of land at Liverpool-street admirably adapted for a station site.

An excellent and very central passenger station with an underground platform, constructed upon the same principle as the Metropolitan Underground Railway Stations in London, can be made immediately at the top of King-street, on the large block of unoccupied land adjoining the Immigration Depot, from where a branch line can easily be made to Woolloomooloo Bay.

Near the Haymarket it will be seen the line branches off in two directions towards Redfern—one for goods, the other for passengers. The expense of two lines over a single one will be very trifling, and will relieve the passenger station at Redfern from being inconvenienced by goods trains, up or down.

All shipments can be run upon the goods line, which will prevent any interference with the ordinary passenger traffic.

After the line leaves the tunnel near Goulburn-street, a brick viaduct might be constructed through the low ground beyond, which would offer no obstruction to the traffic upon the streets crossed, and the arches underneath could be turned to some account by letting them for shops, or for the storage of goods, as the case may be.

The section shown is only an approximation, as no levels have been taken, and is merely intended to convey an idea of the length of the tunnel and work required upon the line.

The line runs from the Circular Quay, and connects with the present terminus at Redfern. The branch for goods (the section not shown) does not present any more difficulties than the one shown for passengers; and the property on the branch line for goods passes principally through unoccupied land, and would only necessitate the destruction of small tenements.

It would be impossible to make an estimate of the cost without knowing the distance and the correct section of the ground passed over, but an approximation might easily be made of the tunnel for a single or double line supposing it passed through solid rock, and required no brick or stone work.

No. 18.

Mr. D. Cohen to The Secretary for Public Works.

Sir,

424, George-street, Sydney, 12 February, 1877.

Noticing that you intend shortly to submit a proposal to Parliament for the continuance of the railway into Sydney, I take the liberty of sending you a plan which has occurred to me as being one very suitable to our requirements and worthy of your consideration.

See exhibit marked E.

The route I propose, you will see by the enclosed plan, starting from the Darling Harbour line, crossing the wharf into Dixon-street, and following the red line into Druitt-street, where it proceeds under ground to the site of the Police Office and Markets, making that a central passenger station right in the centre of the city. For the goods traffic you will perceive I branch off the line along Sussex-street to Margaret-street, then underground to Kent-street, also underground almost to Argyle-street, down Argyle-street to the Circular Quay, near the Ordnance Department, where a large goods shed could be erected right in the heart of the shipping.

The

The distance to be travelled by this route will be short, and very little if any compensation will have to be granted. Another advantage to be gained by running the goods line along Kent-street is that it could take in all the wharfs round Miller's Point and Darling Harbour. Branch stations could be erected on the vacant land under the Flagstaff reserve and would be most convenient.

I send this plan in the hope of seeing the railway into the city in as short a time as possible, and will deem it ample reward if my suggestion is carried out. I seek no renown, and would be greatly obliged if this was treated purely as a private communication.

I have, &c.,

DAVID COHEN.

Mr. Whitton,—Who has the plan?—C.A.G., B.C., 24/2/77.  
Commissioner.

Seen.—J.W., 12/3/77. To

No. 19.

Mr. H. D. Smith to The Colonial Secretary.

Sir,

Ruskin Villa, William-street, Paddington, 3 April, 1877.

I trust you will excuse my intrusion on your patience at a time when every minute must be of importance to you, but as delay would perhaps be fatal to my project, I am compelled to force myself on your notice; at the same time what I am about to ask is so trifling compared with the good that might result, that I feel bold enough to think you will endeavour to grant my request. So to be brief, without even dilating on its merits, I will at once to the point:

Railway extension through the city can scarce fail to be among the matters entertained by the new Ministry, and having been at some little trouble in getting up a rough plan and petition, I don't wish to see it and the signatures thrown away without achieving the object sought, or some practical reason given for its discontinuance, else where the use of the right of petition at all, while its terrible want the Press has too often nobly pointed out.

For years past having felt and maintained that the direct route through the city (thereby utilising the Post Office and clearing away much of the debris of the older portion of the early tenements), though costing most at first, would give the greatest accommodation, thereby securing the surest and quickest return to New South Wales—not that it is perfect or without its drawbacks—so in 1875 I drew up a petition, called on Mr. J. Davies, and asked him if he would present it, and apologized for the roughness of my materials. He told me he did not mind its roughness so that I had really gone over the ground, and was honestly convinced it would be for the future welfare of New South Wales, and that if I got a dozen citizens to sign it he would consider it his duty to present it. It was placed in the window of a shop in Pitt-street, and very soon there were 127 signatures attached to it. Wishing as was then thought to save the Session, and thinking 127 was a pretty good dozen, again waited upon Mr. Davies, who proved as good as his word, present it he did, ordered to be printed it was, then came the collapse of Parliament, and nothing done. So again through another Session, precluding the subject being again ventilated, but now that it can scarce fail of being dealt with one way or another, all I ask is, while yourself and colleagues are giving other schemes your consideration, to assist me in giving these humble endeavours some chance of fairness.

The petition merely asks—"That Government would cause engineering ability to investigate and report on the practicability of this scheme." That done, I will give no further trouble, but leave it in the hands of those who will have to decide this most important question, satisfied to let it stand or fall on its own merits.

Should you favor me with any advice, or cause the prayer of this petition to receive the attention required, I shall be very grateful for having no self-interest whatever to gratify, but simply pursuing what has always fixed itself upon me as a duty for the advancement of New South Wales in particular, and accommodation of her citizens in general.

I have, &c.,

H. D. SMITH.

P.S.—The plan being unwieldy, I had a few copies photographed. You will oblige by accepting the enclosed.

Acknowledge, and say that the subject will receive consideration. Put with any other papers on subject.—H.P., 4/4/77.

Mr. H. D. Smith informed.—6/4/77. The Under Secretary for Public Works, B.C., 6/4/77.—  
H.H. Seen by Minister.—J.R., 17/4/77.

No. 20.

The Colonial Secretary to Mr. H. D. Smith.

Sir,

Colonial Secretary's Office, Sydney, 6 April, 1877.

In acknowledging the receipt of your letter of the 3rd instant, concerning your scheme of railway extension into the City of Sydney, I am directed by the Colonial Secretary to inform you that the subject will receive consideration.

I have, &c.,

HENRY HALLORAN.

No. 21.

Mr. D. Cohen to The Secretary for Public Works.

Sir,

424, George-street, Sydney, 30 April, 1877.

Perceiving that a deputation has waited upon you this day in reference to the extension of the railway into the city, may I ask you to give your attention to a plan I sent in a month or two ago to your predecessor, Mr. Lackey. I am sure the plan will recommend itself to you as the best that has yet been mooted, and as I intimated to Mr. Lackey, I require no honor for it, only in the earnest desire to benefit my native city I trust that you will give it your consideration. If you could spare the time to answer this letter you will oblige.

I have, &c.,

DAVID COHEN.

Engineer-in-Chief for Railways.—J.H., 2/5/77.

(Mr. Cohen's letter to be acknowledged.)

Seen.—J.W., 7/5/77. Commissioner.

## No. 22.

## The Secretary for Railways to Mr. D. Cohen.

Sir, Department of Public Works, Railway Branch, Sydney, 2 May, 1877.  
I am directed to acknowledge the receipt of your letter of 30th ultimo, on the subject noted hereunder, and to inform you that it will receive due attention.

I have, &c.,  
C. A. GOODCHAP,  
Secretary.

SUBJECT:—Extension of the railway into the City.

## No. 23.

## Minute of The Engineer-in-Chief to The Commissioner.

## Extension of the railway from Redfern to the Circular Wharf.

Sir, Department of Public Works, Railway Branch,  
Engineer's Office, Sydney, 11 June, 1877.

In all the discussions which have taken place on this subject the Circular Wharf is always named as the point to which the extension should be made, with a view, as stated by nearly all the speakers at public meetings, of taking goods of all kinds, and wool particularly, to this wharf to be loaded for their destination; and also for the purpose of loading general merchandise for the interior of the Colony, and putting a stoppage to the haulage of rails, locomotive engines, &c., through the streets of the city.

With the greatest possible deference to the gentlemen who make these statements, I may be permitted to say that, in advocating the extension of the railway to the Circular Quay, they entirely overlook the fact that full, complete, and satisfactory communication has already been established between the railway and the deep water of Port Jackson by the construction of the iron wharf at the head of Darling Harbour, which can now be used for the unloading of rails and other articles imported by the Government; locomotive engines can either be delivered by ships upon this wharf, or punted and delivered upon a separate wharf.

The articles imported by the Government appear to me those only which would be loaded direct upon the railway if it were extended to the Circular Quay, as nearly all other merchandise is sent from the ship to the stores in the city, where bulk is broken and the various articles distributed throughout the Colony. If, however, any packages were required to be sent direct into the interior such articles could be unloaded, either from the ship, or by punting, upon the wharf at Darling Harbour, where ample provision has already been, or can be, made for this purpose.

There is therefore no reason whatever for putting the Country to the expense of a line of railway for goods traffic to the Circular Quay, which would be comparatively useless for the purpose for which it had been constructed, and cause very serious inconvenience to the city by having to cross several important streets on the level.

This is assuming that such a line could be made, giving every facility for the general goods traffic of the Colony; but I believe it would be impossible to construct such a terminal goods station as would to any appreciable extent relieve the Redfern Terminus from the over-crowding to which it is now subjected.

The proper position for the goods station for Sydney is the present Redfern yard, which should be entirely used for goods traffic; all other buildings with the exception of the permanent way workshops being entirely removed.

The whole of this yard with the sidings, which are now in or which may be hereafter laid at the head of Darling Harbour, and the wharfage accommodation now, or which can be provided there, would be sufficient for the goods traffic of this Colony for the next fifty years, or probably for a much longer period.

It must not be forgotten that the larger portion of imported goods are unloaded at private wharfs, and would therefore not use the railway at the Circular Wharf if made.

If a terminal goods station be demanded at the Circular Quay it should be clearly understood that it must be an independent line from the passenger line, and that the goods trains cannot be permitted to run through the passenger terminal station.

The area of land required for such a goods station at the Circular Wharf may be imagined on inspecting the Redfern Station-yard, with all the locomotive workshops removed.

If the proposed goods traffic accommodation at the Circular Quay be only intended as supplementary to the Redfern yard, then it is utterly unnecessary, and would entail a useless expenditure by the employment of extra porters, clerks, &c.

In my opinion the Circular Quay is the most inconvenient position that could be selected for a terminal station, for either goods or passengers; for the latter it would be useless for the general public, and for the former, a very expensive mistake.

*Terminal Passenger Station.*

The proposal to erect a terminal passenger station at the Circular Quay appears to me to have been made without any consideration whatever, as I can hardly imagine a more inconvenient place for such a purpose. What proportion of the travellers by railway would require to be set down at the Circular Quay? I venture to say not one in 10,000 of the ordinary daily travellers would wish to go as far as the Circular Wharf, and therefor I think that the advocates of the extension into the city have not fully considered the question of railway extension which they have been so energetically advocating for some time.

That a terminal passenger station into the City is, I admit, most desirable, but it should be so placed as to give the greatest possible accommodation to those who most frequently use it, without losing sight of the convenience of the general public.

It appears to me, so far as I have been able to give the matter attention, that the most central position for a passenger terminus would be between King-street and Hunter-street, making the eastern boundary of the station the alignment of Castlereagh-street, and extending the whole distance between Hunter-street and King-street.



The general direction of this line would be, after leaving the present station at Redfern across Devonshire-street, through Belmore Park on a viaduct crossing Elizabeth-street by a bridge over the road, under Liverpool-street a little to the east of its junction with Elizabeth-street, where a passenger station could be provided; then under Hyde Park, William-street, Elizabeth-street, Castlereagh-street, Market-street, and King-street, by a tunnel entering the south end of the passenger station north of King-street.

The proposed station to have six lines of rails through its entire length, with three platforms. The centre platform, to be used exclusively for the suburban traffic, to be 30 feet in width, with two outside platforms, each 25 feet wide, for the main line traffic.

The station to be roofed in for a length of 650 feet, with booking-offices, waiting-rooms, &c., which can be approached by cabs from Hunter-street.

A covered cab road, about 40 feet wide, will be provided, of the same length as the station, and running parallel with it on the arrival side, with an entrance from Pitt-street.

A foot bridge will be constructed over the whole of the lines of rails and platforms, and extend over the cab road, with steps into Foxlow-place, with stairs connecting each platform, so that passengers can, through Foxlow-place, reach Pitt-street without crossing the cab road on the level. A staircase will also be provided from the south end of the centre, or suburban platform, by which passengers can reach King-street, where a second booking-office will be provided for passengers entering the station from that end.

No estimate has been prepared for the cost of this extension, but probably it would not be less than £500,000, including the purchase of land and compensation.

JOHN WHITTON.

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY EXTENSION INTO THE CITY OF SYDNEY.

(LETTERS, DOCUMENTS, ETC., FORWARDED TO THE SECRETARY FOR PUBLIC WORKS, FROM J. F. WAKELY.)

*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated the 17th July, 1877, That there be laid upon the Table of this House,—

“ All Letters, Documents, and Plans, which were forwarded to the Honorable the Secretary for Public Works, on the 14th of July, 1876, from J. F. Wakely, in reference to a scheme for bringing the Railway into the City of Sydney.”

*(Mr. Dibbs.)*

(The Plan is laid on Table of the House as Exhibit only.)

## Mr. J. F. Wakely to The Secretary for Public Works.

Hon. Sir,

13, King-street, Sydney, 12 July, 1876.

Herewith I have the honor to forward for your consideration this letter, and the accompanying plan and map, respecting “ City Railway Extension.”

On inspection, you will find that my proposed route could easily diverge to Campbell's Wharf, whilst it could be tapped from many points to afford ample facility to and from Darling Harbour and Towns' Wharf for goods traffic, and from George-street for passenger traffic.

I would also direct your attention to the small encroachment that would be made on Wynyard-square, and to point out that such encroachment would be a further ornamentation.

It is by numerous and influential requests that I am induced to advocate my route; and having been at a heavy expenditure with it, I beg to state that I am willing to contract for the whole, including the erection of a stone circular wharf at Dawes' Point, for the sum of £150,000, the contract to be completed in not less than two years.

Dawes' Point is the only point from which a high-level bridge could be made to connect with the Northern Line.

At any time or place I shall be only too happy to wait upon you and to fully explain the route.

I have, &amp;c.,

J. F. WAKELY.

P.S.—The route marked upon map from Liverpool-street to Wynyard-square (*via* George-street Markets), with its two approaches to Under-ground Station, I will guarantee for the same amount as the Darling Harbour route, £150,000, if the same should be preferred. Tunnel commencing at the west side of Sussex-street, near Bathurst-street, as denoted on map, at No. 255.—J.W.

Received this letter, but *no* plan or map.—J.L., 17/7/76.

Plan now herewith—on Minister's



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

RAILWAY FROM ORANGE TO WELLINGTON *via*  
MOLONG.

(CORRESPONDENCE RESPECTING SURVEY OF PROJECTED LINE OF.)

*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated the 25th May, 1877, That there be laid upon the Table of this House,—

“ Copies of all Correspondence between the Secretary for Public Works  
“ and the Engineer-in-Chief for Railways, and between that Officer and  
“ Messrs. Wade and Cowdery, Railway Surveyors, and other persons, as to  
“ the Survey of the projected Line of Railway from Orange to Wellington  
“ *via* Molong; together with all Maps, Plans, &c., of said Line in  
“ possession of the Department of Public Works.”

*(Mr. Long, on behalf of Mr. J. S. Smith.)*

[The Maps, Plans, &amp;c., are laid on Table of the House as Exhibits only.]

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RAILWAY FROM ORANGE TO WELLINGTON *via* MOLONG.

## No. 1.

## Extract from Mr. W. B. Wade's Report.

15 January, 1874.

\* \* \* \* \*

I HAD previously examined the country from Orange to Wellington by the two routes of Molong and of Ironbarks, and had found the Ironbarks line the most favourable throughout.

## No. 2.

## Extract from Engineer-in-Chief's Report on Progress of Trial Surveys.

24 June, 1874.

\* \* \* \* \*

ABOUT 30 miles of this extension have been surveyed, but the plans have not been completed.

## No. 3.

## Extract from Engineer-in-Chief's Report on Progress of Trial Surveys.

28 September, 1874.

\* \* \* \* \*

NOTHING has been done on this length since my report of the 24th June last. One surveyor has been recently engaged to continue the survey of the line at Walgett.

## No. 4.

## Memorandum from Mr. W. B. Wade to The Engineer-in-Chief for Railways.

Bathurst, 20 March, 1875.

## Great Western Railway—Extension beyond Orange.

I HAVE been over the country as far as Dubbo during the week. I found Mr. Cowdery had run a traverse into Wellington, but had not levelled the last few miles. The section from Ironbarks was not so good as I had anticipated. This is owing to the general fall of the country being so rapid that it is impossible to get away from the range on to the level flats below, but on the whole the section is very fair, and the unlevelled portion will certainly be good. There is a very good station site in Wellington, also a favourable place for crossing the Macquarie with a bridge about 600 feet long, and very little flooded bank. The distance from Orange to Wellington is 55 miles by the line, being nearly 6 miles shorter than the main road, and more than 10 miles shorter than any possible line by way of Molong.

I went with Mr. Cowdery over the country from Wellington to Dubbo; the road keeps near to the river, and is about 35 miles. On our return we came very nearly in a straight line between the two places over a country from 200 to 300 feet above the river, and with the exception of one rough piece about 2 miles long, an excellent piece of country for a railway, good gradients and very light earthworks, with no stream beyond the capacity of a culvert. The distance by that route will probably be about 30 miles.

On my way back to Orange I carefully examined the Molong Road. There is only one moderate range between Wellington and Molong, and three inevitable bridges.

Molong is 1,700 feet above the sea level. In the first 6 miles towards Orange the country only rises 200 feet; then there is a steep ascent of 230 feet; then broken country, slightly descending for some distance; then a rough rise to a level of 2,300 feet at Broken-shaft Creek; and from there to Orange, in a distance of only 3 miles, there is a rise of 500 feet, which I think renders any line approximating the road impracticable. The probable route towards Molong is keeping a range about 2 miles west of the road, but when once on that, the obvious question occurs: "Why go into Molong at all?"—but rather keep the same range in the most direct line to the Bogan, probably going through Currajong.

There will probably be three routes to the Darling to choose from:—

1st. From Orange to Wellington and Dubbo, and by the mail route to Bourke. Of this route you will soon have a section to Dubbo, and the remaining portion of 280 miles is known to be level, but is exposed to extensive floods.

2nd. From Orange, through or near Currajong, to the Bogan, the first 15 or 20 miles are, I am informed, very rough, but I propose to examine it soon.

3rd. In connection with the proposed line from the G.W.R. through Young to G.S.Ry., to leave this line where it crosses the Lachlan, then follow the Lachlan to Forbes, and cross over to the Bogan. It is generally allowed that the west bank of the Bogan is the best route for the long-level portion of any line to the Darling.

W. B. WADE.

No. 5.

## No. 5.

## Memorandum from Mr. W. B. Wade to The Engineer-in-Chief for Railways.

Great Western Railway—Trial Survey, Orange to Wellington, Molong Route.

Bathurst, 27 November, 1875.

PREVIOUSLY to my report to you in September, 1873, and on several subsequent occasions, I have examined the country on the Orange, Molong, and Wellington line of road. The country adjoining the present road appears to me impracticable for a railway of moderate cost, and if a survey is made a route must be sought more to the westward, and consequently longer than the present road.

After leaving Orange the road rapidly descends 500 feet into Broken-shaft Creek in a distance of less than 3 miles, and follows a difficult and broken country to within 6 miles of Molong. A section of the portion between Orange and Broken-shaft Creek was levelled by Mr. Donkin, and is now in the Sydney office; the obvious way of avoiding this steep descent is to keep considerably to the westward and go round the head of Broken-shaft Creek, and probably of Molong Creek also. I have not sufficient information to say if there is practicable country in this direction, but under any circumstances there would be an increase of length of  $1\frac{1}{2}$  to 2 miles more than the present road. If a route should be found on the west bank of Molong Creek it would then be a deviation from a direct line to go into the township of Molong, as immediately after passing Molong the road crosses the Bell River four times through a difficult country, and the way to avoid these crossings is to keep still more to the westward, and try the route sometimes used when the Bell River is flooded, and which is, I am informed, 2 miles longer than the road over the river; about 8 miles from the Black Rock a heavy spur of the Catombal Mountains is crossed by the road. The deviation above alluded to for avoiding the river crossing would cross this spur nearer to the range and increase its already formidable proportions. After passing Black Rock the road passes over flooded river banks before reaching Wellington; to avoid this source of expense the line would have to bear to the east, and enter Wellington on the line surveyed *via* Ironbarks.

The present road between Orange, Molong, and Wellington is shown by a section in the Roads Department to be  $63\frac{1}{2}$  miles; the deviation between Orange and Molong will add (say)  $1\frac{1}{2}$  mile, that round the rivers 2 miles, and to avoid floods  $\frac{1}{2}$  mile, or 4 miles in all, making the distance from Orange to Wellington by way of Molong 67 miles; it would cross two considerable streams, the Bell River and Molong Creek, and as it would be a long way from the watershed on either side, all the streams crossed would require large culverts. The above estimate is based on the assumption that a practicable route can be found in the country to the west of the present road. The route by Ironbarks is a little less than 56 miles in length, or 11 miles shorter, crosses no streams of any importance, and being close to the watershed throughout its whole length, would in most cases require only earthenware pipes and small culverts; on this route there is no difficulty of the magnitude of the Catombal spur on the Molong route.

W. B. WADE.

Deputation, consisting of Mr. J. S. Smith, M.L.A., Sir George Innes, Mr. Smith of Gamboola, Mr. Lee, and several others, called on me to-day to urge that no line of railway between Orange and Wellington be decided upon until a complete survey of the country *via* Molong be made. I informed deputation that a thorough survey was now being made, and that no route would be finally determined upon until the surveyor's report is received. I also stated that the surveyors would be instructed to intimate to the residents there, and that Dr. Ross of Molong would be communicated with on their behalf, when the survey was being made.—J.L., 18/1/76.

The present road from Wellington to Orange by way of Molong is  $63\frac{1}{2}$  miles; the detour now being laid out by the Road Department, to avoid the "three rivers," is 2 miles additional, making  $65\frac{1}{2}$ , and any line with gradients of 1:40 would be at least 2 miles longer than the present road between Orange and Molong, making at the least 67 miles; the line now being surveyed by way of Ironbarks will be 55 or 56 miles from Orange to Wellington.

The Molong line involves at least one crossing of the Bell River, and one or three crossings of Molong Creek, both streams liable to considerable floods; the Molong line is generally from 5 to 15 miles distant from the watershed, so that all the streams crossed would require considerable outlay in culverts or bridges.

The Ironbarks line is within 1 mile of the watershed for nearly its own length; the streams to be crossed are all small.

The Molong line must enter Wellington either by the present road, which is under flood level for several miles, or it must be directed into the Ironbarks line, causing further extension of distance. The last paragraph of the letter by "Beta," deserves consideration, *viz.*, the whole question of the extension to Dubbo should soon be considered; for if it is decided to make this line means of reaching Forbes, the Lachlan, Currajong, &c., the Molong line, or even a still more circuitous line may be advisable, but unless branches are constructed to those places it is pretty evident from the map that they will join the Railway at Orange. On the other hand, if it is decided to reach Forbes, the Lachlan, &c., by a more south-westerly route, the Wellington and Dubbo line will stand on its own merits as a direct line to the Macquarie and Castlereagh country, and should, I think, be laid out on the shortest route, which is by way of Ironbarks.

I should mention that from my present rather limited examination of the country I see no way of getting down the heavy descent from Orange to Molong; probably a line can be got, but I am quite confident it will be a very expensive one.—W.B.W., 2/11/75.

The Commissioner for Railways, 74/5,787. Engineer-in-Chief, 74/3,241.

## No. 6.

## Memorandum from the Engineer-in-Chief to Mr. W. B. Wade.

Government Railways, Engineer-in-Chief's Branch,  
16 December, 1875.

As it will be impossible to convince the advocates of the Molong line of the superiority of the line *via* Ironbarks, without some more information than we are at present in possession of, and as a Committee will most probably be appointed to investigate this matter, it will certainly be more satisfactory to the department

ment to be able to show by sections and estimates that the opinions we have expressed are correct. Will you therefore, as early as practicable, give instructions for a rough trial survey, as far (at any rate) as Molong. Cowdery will be absent on leave until the end of the month, and I fear I shall not be able to send you any assistance from here.

JOHN WHITTON.

I have obtained from Cowdery Donkin's level-book, and will plot the section from Orange to Broken-shaft Creek, and forward it. I shall probably see you here this week and receive your instructions as to what part of survey should be pushed. I saw a letter in an Orange paper from an advocate of Molong route, who evidently knows the country well; he admits the difficulties of Molong line to Wellington, and proposes to leave out Wellington. To carry out his views fully we should have to try the country I mentioned in one of my reports as a possible route to the Darling, viz., to take the shortest line from Orange to the head of the Bogan; this would of course omit both Wellington and Dubbo. It would be well to have definite instructions from the Government or the Legislature, whether an extension is to be made through Wellington and Dubbo, or simply the nearest route to Bourke. If the former, we shall have no difficulty, I think, in proving the superiority of the route *via* Ironbarks; if the latter, although Molong might be left to the right, it is possible a line might be got that would satisfy the arguments used by the advocates of Molong route in giving communication to the good country extending from Molong towards Parkes.—W.B.W., 19/12/75.

#### No. 7.

Mr. W. B. Wade to The Engineer-in-Chief for Railways.

Great Western Railway—Trial Survey, Orange to Wellington.

Bathurst, 21 February, 1876.

I ENCLOSE a section made by Mr. Cowdery from the table-land near Orange to Bell River, at Kangarooobie. This route was pointed out as the line Mr. Lord used to travel. If compared with the section from "Star Inn" to Broken-shaft Creek the cuttings will be found very similar, the greater fall in the Kangarooobie section being due to the lower level at which the Bell River is reached. It would no doubt be possible to run a sideling line down the terrace, but it would be very indirect and the works would be enormous.

I think these two sections show that any route to the north of Molong road is quite impracticable. I also enclose a note from Dr. Ross. Cowdery and I went with the Mr. Murray alluded to and examined the line he proposed: it is nearly parallel to the line we had selected, but, going more to the south and west, would be from 2 to 3 miles longer; it ascends and descends an additional 90 feet, and the works would be no lighter. Cowdery is now on the second length of the line we selected, and which I am confident is the best towards Molong.

W. B. WADE.

[Enclosure.]

The Honorary Secretary, Railway League, to Mr. Cowdery.

Dear Sir,

Molong, 8 February, 1876.

I have just seen Mr. Adam Murray, of the Meadows, near Orange, and he is quite prepared to point out a most excellent and cheap line of railway from Orange to Molong, totally different from the one you are now surveying. He desired me to write, informing you that if you call on him at the Meadows he will be happy to walk over the ground and point it out to you, or if you let Mr. Murray know he will meet you any day in Orange that would be most convenient for you to look at the line. Mr. Murray resides only a few miles from where you are now camping. The line that Mr. Murray knows leaves Orange behind Dalton's store and out by the race-course, and from what I can learn the most preferable route to adopt. Murray will take you as far as Boree Nore, and at this point Mr. Beadle will then pilot you on the rest of a suitable line into Molong. The most difficult part of the line is to get out of Orange, and Mr. Murray is evidently in a position to obviate this part of the difficulty.

You will therefore I hope endeavour to make arrangements with Mr. Murray when to meet; and when his part of the line is finished, Mr. Beadle (on writing to me) will bring you the rest of the way to Molong.

Yours, &c.,

DR. ROSS,

Hon. Secretary, Railway League.

#### No. 8.

Mr. G. Cowdery to The Engineer-in-Chief for Railways.

Trial Survey—Orange to Molong.

Sir,

Camp, Molong Creek, 9 March, 1876.

I have the honor to report that since my last I have traversed and levelled a portion of the route through Kangarooobie and forwarded plan and section of same to Mr. Wade. I have also completed the survey I was previously on to 20 $\frac{1}{4}$  miles 12 chains. I cross the Molong Creek at 199 miles 15 chains, with an embankment about 30 chains long and 55 feet in the deepest place. This is the heaviest work on the line. There will be three 40-foot cuttings 12 or 14 chains long, and the remainder more or less rough. On the whole line surveyed from Orange there will be about 5 $\frac{1}{2}$  miles of 1 in 40 gradient, the longest continuous length being 1 $\frac{1}{4}$  mile.

The line is not quite so bad as I expected, and the total distance to Molong I think will be about the same as the road.

Yesterday I rode over the remainder of the ground to Molong with one of the guides sent by the Railway League. To-morrow I shift camp to Coal Alley Gully and spring. It is not a convenient place, and water brackish; neither has the one been I am now at, as we have had to walk at least 2 miles to the nearest part of the line, but the water is getting very scarce everywhere.

I hope to complete the survey to Molong by about the end of this month, if I am not detained for water.

I have, &c.,

GEORGE COWDERY.

Do you wish Mr. Cowdery to continue the survey from Molong towards Wellington?—W.B.W., 11/3/76. To Engineer-in-Chief.

I do not understand this report. Is this survey an entirely new one from Orange, or is it a continuation of the line with the 1 in 10 gradient? I presume it is a new line, as Mr. Cowdery says there is

no

no incline from Orange more than 1 in 40. I have not received the plan alluded to by Mr. Cowdery. The survey should be continued to Wellington, so as to make a comparison with the other line by Ironbarks.—J. WHITTON.

Immediately after receiving your instructions to survey a line from Orange to Molong, Mr. Cowdery and I examined the country and fixed on a route, starting from the north end of the town of Orange, crossing Molong Road near to Ploughman's Creek, crossing Broken-shaft Creek close to the Forbes Road, going close to Heifer Station Inn on the Forbes Road, and then down Molong and Boree-Noir Creeks to Molong. This is the line Mr. Cowdery is now engaged on. A short time after this survey was commenced I received your instructions to survey the Kangarooobie route recommended by Mr. Lord. This was traversed and levelled, and plan and section forwarded to you. The section being quite impracticable, Mr. Cowdery returned to the first line as described above. I will endeavour to get the section from Mr. Cowdery to show to you when you are up here in April. The main question to decide is whether the survey from Molong should go through Wellington or go direct to Dubbo.—W. B. WADE.

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No. 9.

Mr. G. Cowdery to The Engineer-in-Chief for Railways.  
Trial Survey—Orange to Molong and Wellington.

Sir,

Molong, 29 April, 1876.

I have the honor to inform you that I have now completed a little over 8 miles of the survey beyond Molong, in a direction to miss the three crossings of the Bell River. The ground is good so far, there being no cutting over 10 feet deep, and only four or five of them. For the next 6 or 7 miles I think it will be equally good, except perhaps a short piece between two hills just beyond where I have surveyed to; but I have very little hopes of making the whole distance to Wellington shorter than the road, if so short.

I shift camp on Monday to Smith's paddock, on a bend of the Bell River, about 12 miles from Molong.

I have, &c.,

GEORGE COWDERY.

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No. 10.

The Engineer-in-Chief to Mr. Wade.

24 February, 1877.

THE plans of the extension, Orange to Wellington and Dubbo, by Ironbarks and Molong, are required at once for laying upon the Table of the Assembly and cannot wait until the lines are staked. I therefore wish you to send some one to take the references throughout for both lines and have them forwarded here as early as practicable. There must be no delay in this work, and probably two persons had better be employed—one from Orange to Dubbo by Ironbarks, and the other on the Molong portion.

JOHN WHITTON.

Fifteen reference sheets forwarded under separate cover.

Mr. Hardy has started to complete reference on the Ironbarks line, Mr. Cowdery on the Molong line. To expedite the latter line, Mr. Francis is taking the first five miles from Orange, which are too closely fenced to follow on horseback.—W.B.W., 5/3/77.

The Engineer-in-Chief has promised that the plans and books of reference shall be ready to lay before Parliament by the 20th instant. The books of reference must be forwarded to this office before that date.—W.H.Q., 13/3/77. Mr. Wade.

Reference only just received and forwarded by to-day's mail to Mr. Palmer.—W.B.W., 18/3/77. Mr. Palmer.—W.H.Q., 20/3/77. Reference of Molong line received on the 19th, and of the Ironbarks line, to Dubbo, received on the 20th instant.—H.P., 20/3/77.

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No. 11.

The Engineer-in-Chief to Mr. Wade.

9 March, 1877.

A TELEGRAM appeared in the *Herald* of the 7th instant, of which the following is a copy:—

"Molong, Tuesday.

"Mr. Surveyor Cowdery reports that the land between Orange and Molong, along the proposed line of railway, is all taken up by farmers. The difference of population is five to one over the Ironbarks route."

IN this day's *Herald* the following paragraph appears:—

"Mr. Cowdery, Government Surveyor, has been in town during the week, his duty being to mark on a plan the point of contact of free selections with the proposed railway line on the road from Orange to Molong.

"This gentleman finds that the land is almost all taken up by farmers on the route mentioned, and gave as his deliberate opinion to a gentleman here, that the agricultural population of the police district of Molong, as actually shown by his plan, must be as five to one greater than at any other point between Orange and Bourke.

"Surely there could not be a greater argument than this in favour of carrying the projected line by way of Molong, which, according to this statement, must prove a settled district second to none in New South Wales."

You will be good enough to call upon Mr. Cowdery for an explanation of the circumstances under which the above information was made public.

W. H. QUODLING,

For the E.-in-C.

To Mr. Cowdery.—W.B.W., 10/3/77.

The only explanation I can give to the statements referred to in this memo., as also in the enclosed paragraph which I have cut out of the Molong paper, is that they are a tissue of lies from beginning to end, as no such information was given by me.—G.C., 12/3/77. To Mr. Wade.

To Engineer-in-Chief.—W.B.W., 13/3/77.

No. 12.



## No. 12.

Assistant Engineer to Mr. Wade.

27 March, 1877.

I ENCLOSE herewith a tracing showing the commencement of the line from Orange to Wellington, *via* Molong. Reference is required for the portions marked ×, instead of Nos. 1 and 2, as shown. Please let me have this as soon as possible to complete the book of reference.

J. W. DREWETT.

## No. 13.

Engineer-in-Chief to Commissioner.

7 April, 1877.

Extension of the Great Western Railway from Orange to Dubbo.

In attention to the Minister's memo. of the 27th ult., I forward comparative estimates, taken from the trial sections, of the cost of the Railway Extension from Orange to Wellington by way of Ironbarks and Molong.

The distance from Orange to Wellington, by way of Ironbarks, is 55½ miles, and by way of Molong 64 miles, being 8½ miles longer than by the Ironbarks route.

	£.	s.	d.
The total estimated cost of the line, if taken by Molong, is ... ..	417,298	15	3
Ditto if taken by way of Ironbarks ... ..	371,150	16	6

Difference in cost in favour of the route by Ironbarks ... ..	£46,147	18	9
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The line by way of Ironbarks is partly staked out, and by the end of this month I hope to have the working plan and section complete to Wellington. This work has been in hand about eight months, and tenders may be invited in May next.

By way of Molong no portion of the line has been staked, and if this route were adopted a delay of fully eight months must take place before tenders could be called for.

The line by way of Molong would take probably three months longer to construct than the line by Ironbarks, and, taking into consideration the delay of eight months in the preparation of the working plans and sections, the extension through Molong would take nearly twelve months longer to complete than that by way of Ironbarks.

The steepest gradient on both lines is 1 in 40; but the total length of steep gradients from 1 in 40 to 1 in 60 is in favour of the Molong route.

The nearest point at which the inhabitants of Molong could reach the railway by Ironbarks, measured in a straight line, is 13 miles, and the distance from Molong to Orange, over a good macadamized road, is 22 miles.

There are six bridges on the Ironbarks line, and seventeen on the Molong line.

Although the working plans and sections of this extension will only be completed as far as Wellington by the end of May, I purpose to call for tenders for the whole length from Orange to Dubbo.

As the contract will be let on a schedule of prices, sufficient information can be obtained from the trial section to enable any person to tender for the whole of the works. JOHN WHITTON.

P.S.—A detailed estimate showing the cost of the several works by each route is appended.

Comparative Estimates of the extension from Orange to Wellington, *via* Ironbarks, and *via* Molong, taken from the Trial Sections.

	Orange to Wellington.					
	<i>Via</i> Ironbarks.			<i>Via</i> Molong.		
	55½ miles.			64 miles.		
	£	s.	d.	£	s.	d.
Excavation ... ..	120,948	16	6	121,388	5	3
Culverts ... ..	8,844	0	0	11,823	0	0
Bridges and flood openings ... ..	5,775	0	0	15,592	10	0
Fencing ... ..	14,080	0	0	16,256	0	0
Public road, level crossings, and gate-houses ...	2,700	0	0	2,700	0	0
Occupation level crossings ... ..	6,660	0	0	7,680	0	0
Permanent way (70-lb. rails) ... ..	180,153	0	0	207,744	0	0
Sidings at stations ... ..	8,115	0	0	8,115	0	0
Station buildings and platforms, and water supply	10,000	0	0	10,000	0	0
Engineering and supervision ... ..	13,875	0	0	16,000	0	0
Total ... ..	£371,150	16	6	£417,298	15	3
Deduct estimated cost of the Ironbarks route ...	...	...	...	371,150	16	6
Estimated extra cost of the Molong route ... ..	..	..	..	£46,147	18	9

J.W., 7/4/77.

## No. 14.

The Secretary of Public Works to The Engineer-in-Chief.

Government Railways—Minute Paper. (Very urgent.)

Extension of the Great Western Railway from Orange to Dubbo.

WITH reference to the memo. of the Engineer-in-Chief for Railways on this subject, dated April 7th, 1877, number 77-2,022, I wish to be informed from what locality the timber required for the bridges on this length of Railway will be obtained, and whether the six bridges specified in such report as being required for the Ironbarks route, or the seventeen bridges required for the Molong route, will be constructed of timber.

2. When did the Engineer-in-Chief for Railways first receive instructions to have a tract of country surveyed for the Railway from Orange to Wellington, and from what Government were such instructions received, and were any directions given at the time as to the particular route to be taken?

3. Can the Engineer-in-Chief give me an approximate estimate of the area of land which the Government will have to purchase in constructing the Railway from Orange to Wellington by Molong, together with similar information respecting the proposed route by the Ironbarks?

4. Was the cost of the land required to be purchased by the Government included in the estimate in the memo. of April 7th, 1877.

Mr. Whitton, B.C., 14/4/77.—J.R.

J.H., 13/4/77.

### No. 15.

#### Telegram from Chief Clerk to Mr. W. B. Wade.

14 April, 1877.

FROM what locality could timber be procured for building bridges, Ironbarks route? State distance. Similar information required for Molong route. Reply.

W. H. QUODLING.

I believe stringy-bark piles and red-gum or box timber of only moderate quality can be obtained on both the Ironbarks and Molong lines within 9 or 10 miles from the Railway. At Wellington the road bridge is of ironbark of first-class quality. I believe it came from the Castlereagh River. Probably the Commissioner for Roads can give some information as to where it came from, and what it cost.

W.B.W., 15/4/77.

At a place called the Barks, about 20 miles from Wellington.—W.H.Q., 17/4/77.

### No. 16.

#### The Engineer-in-Chief to The Secretary for Public Works.

In reply to questions of the Minister (M.P. 77/2,169), relative to Extension from Orange to Dubbo, the following answers were returned:—

1. Stringy-bark, red-gum, and box timber of moderate quality, suitable for piles and bracing, can be obtained on both the Ironbarks and Molong routes within 9 or 10 miles of the proposed lines. Good ironbark timber for girders can be obtained about 20 miles from Wellington. The Estimates were prepared on the assumption that the bridges on both routes would be built of timber.

2. The first positive instructions that I can find to continue the survey from Orange to Wellington, by way of Ironbarks, were given on the 4th November, 1873 (as shown by the accompanying map), by Mr. Secretary Sutherland when Minister for Works in Mr. Parkes's Administration.

3. The length of line passing through Crown lands by the Ironbarks route from Orange to Wellington is 42½ miles, and the quantity of land required is 510 acres. The length of Crown land passed through by the Molong route is 28 miles, and the quantity of land required 334 acres. Therefore the quantity of land to be purchased will be as under:—

*Via* Ironbarks, 156 acres. *Via* Molong, 434 acres.

4. My estimate did not include the purchase of land.

Commissioner.

J.W., 16 April, 1877.

### No. 17.

#### Engineer-in-Chief to Commissioner.

23 April, 1877.

##### Orange to Wellington and Dubbo.

THE line by Ironbarks (to Wellington, 55½ miles) is 8½ miles shorter than the route *via* Molong (64 miles).

The cost of the Ironbarks line will be £46,000 less than that by Molong.

The steepest gradient on either line, that is by Ironbarks or Molong, is 1 in 40; and although the total length of this incline is in favour of the Molong line, yet the same engine would take the same weight of load over either line.

The line by way of Ironbarks to Wellington is nearly all staked out, and the contract section taken. If this route be adopted tenders may be invited immediately.

If the route by Molong to Wellington be adopted tenders cannot be invited in less than eight months; and as this length would take at least three months longer to construct, a delay of twelve months would take place in opening up railway communication with Wellington.

The nearest point at which the inhabitants of Molong could reach the railway by Ironbarks, measured in a straight line, is 13 miles, and the distance from Molong to Orange over a good macadamized road is 22 miles.

There are six bridges, estimated cost, £5,775, on Ironbarks line; and seventeen, estimated cost, £15,592, on the Molong line.

The river Macquarie at Wellington will be crossed by a wrought iron bridge, having three spans of lattice girders of 150 feet each in the clear, and one span on each side of the river of wrought-iron plate girders of 66 feet each, making a total length of wrought-iron girders, including the width of piers, of 658 feet. The lattice girders will be carried on cast-iron columns 9 feet in diameter, filled up with concrete.

The remainder of the line to Dubbo is through a very easy country, and although inclines of 1 in 40 are used, they are very short and will not interfere with rapid running. There is no curve on this portion of the line of a less radius than 40 chains.

The total length from Orange to Dubbo is about 86 miles, or 278 miles from Sydney.

The proposed line from Orange to Parkes will pass within about 8 miles of Molong, and a station might be erected in a convenient position for this town.

JOHN WHITTON.

P.S.—Diagram, plan, and section showing the routes *via* Ironbarks and *via* Molong respectively are forwarded herewith.

No. 18.

## No. 18.

Engineer-in-Chief to Commissioner.

Department of Public Works, Railway Branch,  
Sydney, 24 July, 1877.

Plans, &amp;c., to be laid before Parliament, Molong route.

IN compliance with the Order of the House of Assembly, I forward herewith copies of all correspondence with reference to the proposed Railway from Orange to Wellington, *via* Molong, since the 24th February last.

The undermentioned plans, &c., are also forwarded to be laid on the Table of the Assembly—*as Exhibits only—viz. :—*

1. Plan of line, Orange to Wellington, *via* Molong, in two parts.
2. Sections of                      *do.*                                      *do.*
3. Book of reference.
4. Comparative sections of routes *via* Ironbarks and *via* Molong.
5. Diagram plan showing both routes.

JOHN WHITTON.

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

---

RAILWAY FROM GOULBURN TO YASS.  
(COST OF CONSTRUCTING.)

---

*Ordered by the Legislative Assembly to be printed, 28 February, 1878.*

---

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 13th June, 1877, That there be laid upon the Table of this House,—

“ A Return showing the cost of rails and other iron work for the permanent way, station buildings, platform sidings, water supply, gate-houses, extra ballast, straightening rails, &c., &c., &c., and land on the Railway from Goulburn to Yass; particularising in each case the cost, and the name of the contractor, and, in the case of land, the name of the persons to whom compensation was given, the quantity of land resumed, and the amount given for compensation.”

(*Mr. Long.*)

## RAILWAY FROM GOULBURN TO YASS.

RETURN of Cost of Constructing the Extension, Goulburn to Yass, 54½ miles, exclusive of Cost of Land.

		Name of Contractor.		£	s.	d.	£	s.	d.
<b>IRONWORK FOR PERMANENT WAY.</b>									
Rails ...	...	...	...	Park Gate Iron Co. ...	93,779	15	4		
Fastenings ...	...	...	...	{ Darlington Iron Co. ...	15,101	5	10		
Crossings ...	...	...	...	{ Patent Bolt & Nut Co. ...	105	6	3		
Switches ...	...	...	...	{ Vickers & Co. ...	197	7	4		
					<u>109,183</u>	<u>14</u>	<u>9</u>		
Less—Value of material returned to Stock	...	...	...	.....	12,240	17	0		
					<u>96,942</u>	<u>17</u>	<u>9</u>		
Specification ...	...	...	...	Shields ...	72	10	0		
Report on Defective Rails...	...	...	...	Commission ...	883	19	10		
Straightening Rails...	...	...	...	D. Williams ...	2,387	11	0		
					<u>100,286</u>	<u>18</u>	<u>7</u>		
<b>LAYING PERMANENT WAY.</b>									
Laying ...	...	...	...	D. Williams ...	11,937	15	0		
Repairs ...	...	...	...	" ...	26	15	10		
					<u>11,964</u>	<u>10</u>	<u>10</u>		
<b>BALLASTING PERMANENT WAY.</b>									
Ballasting ...	...	...	...	D. Williams ..	26,263	1	0		
Boxing-up ...	...	...	...	" ...	8,275	0	8		
Extra Ballast ...	...	...	...	" ...	341	8	0		
					<u>34,879</u>	<u>9</u>	<u>8</u>		
<b>SLEEPERS.</b>									
Sleepers ...	...	...	...	D. Williams ...				32,722	16 0
								<u>32,722</u>	<u>16 0</u>
<b>STATION BUILDINGS.</b>									
Breadalbane—									
Platform ...	£167	15	10	D. Williams ...	211	18	5		
" ...	44	2	7	Department ...	23	19	6		
Booking-office ...				" ...	205	0	9		
Goods Shed ...				" ...	73	16	9		
Outside Platform ...				" ...	17	5	2		
Gates ...				" ...	61	12	9		
Approaches ...				" ...				593	13 4
Gunning—									
Station arrangements	£3,293	15	0	D. Williams ...	3,302	11	4		
"	8	16	4	Department ...					
Passenger Station, Platform, and Carriage Dock ...				F. Horn ...	1,514	7	8		
Goods Shed and Outside Platform ...				" ...	1,320	19	0		
Station-master's House ...				" ...	1,533	11	3		
Booking-office ...				Department ...	246	13	9		
Enginemen's House ...				" ...	174	4	10		
Gate, Lamps, and Posts ...				" ...	14	15	11		
					<u>8,107</u>	<u>3</u>	<u>9</u>		
Yass—									
Passenger Station, Platform, Station-master's House, Carriage Dock, Buffer stops, &c.	£3,907	0	9	{ Horn ...	3,644	3	9		
Do.				{ Department ...	262	17	0		
Goods Shed and Outside Platform ...				F. Horn ...	1,606	9	4		
Station Arrangements...				D. Williams ...	2,798	15	3		
Earth Closets ...				H. C. Brooks ...	4	0	0		
Booking Office...				Department ...	293	0	6		
Lamps ...				" ...	1	18	11		
Porter's Residences ...				Hudson Bros. ...	576	0	0		
					<u>9,187</u>	<u>4</u>	<u>9</u>		
Total cost of Station Buildings...	£			.....	17,888	1	10		

						£ s. d.			
PLATFORMS.									
Collector ... ..	...	...	...	Williams ... ..	...	154	11	8	
Fish River ... ..	...	...	...	" ... ..	...	277	9	8	
Jerrawa ... ..	...	...	...	" ... ..	...	150	1	7	
						582		2 11	
SIDINGS.									
Breadalbane... ..	£637	5	4	D. Williams ... ..	...				
" ... ..	42	2	8	Department ... ..	...	679	8	0	
Gunning ... ..	1,250	15	8	D. Williams ... ..	...				
" ... ..	0	10	2	Department ... ..	...	1,251	5	10	
Jerrawa ... ..	447	11	1	D. Williams ... ..	...				
" ... ..	77	17	6	Department ... ..	...	525	8	7	
Yass ... ..	...	...	...	D. Williams ... ..	...	923	17	7	
						3,380		0 0	
SIGNALS.									
Goulburn ... ..	...	...	...	Department ... ..	...	65	14	11	
Breadalbane... ..	...	...	...	" ... ..	...	49	18	10	
Gunning ... ..	...	...	...	" ... ..	...	115	13	7	
Yass ... ..	...	...	...	" ... ..	...	109	6	3	
						340		13 7	
WATER SUPPLY.									
Mulwarree Ponds ... ..	£593	9	8	D. Williams ... ..	...				
" ... ..	540	0	0	Davy & Co. ... ..	...				
" ... ..	1,161	11	6	Department ... ..	...	2,295	1	2	
Fish River ... ..	747	12	10	D. Williams ... ..	...				
" ... ..	441	0	0	Davy & Co. ... ..	...				
" ... ..	119	15	1	Department ... ..	...	1,308	7	11	
Yass ... ..	515	14	10	D. Williams ... ..	...				
" ... ..	633	0	0	Davy & Co. ... ..	...				
" ... ..	986	14	5	Department ... ..	...	2,135	9	3	
Generally ... ..	...	...	...	Department ... ..	...	4	2	6	
						5,743		0 10	
GATE HOUSES—Bricks ... .. R. Raywood ... .. 100 16 0									
Lime ... .. G. Coll ... .. 13 2 6									
Land ... .. A. Lowrie ... .. 12 8 0									
						1,013		10 5	
						1,139		16 11	
GATES, LEVEL CROSSINGS, ETC. ... .. D. Williams ... .. 5,022 9 7									
						71		5 6	
						5,093		15 1	
FENCING ... .. D. Williams ... .. 13,405 19 8									
						222		18 0	
						13,628		17 8	
BRIDGES ... .. D. Williams ... .. 26,214 16 4									
CULVERTS, DRAIN PIPES, AND BOX CULVERTS ... .. " ... .. 13,874 13 3									
EARTHWORKS ... .. " ... .. 95,020 15 7									
ROAD DEVIATIONS ... .. Commissioner for Roads ... .. 1,195 9 11									
SHEEP YARDS ... .. Department ... .. 65 8 11									
						20,443		4 7	
ENGINEERING EXPENSES.									
Salaries, Wages, and Expenses ... ..	...	...	...	Department ... ..	...	7,519	5	7	
Material for Staking-out Line ... ..	...	...	...	" ... ..	...	57	14	6	
Conveyance of Material for Staking-out Line ... ..	£16	19	7	" ... ..	...				
" ... ..	6	6	0	Barber & Co. ... ..	...	23	5	7	
Lithographing ... ..	...	...	...	Leigh & Co. ... ..	...	36	16	8	
						7,637		2 4	
MISCELLANEOUS.									
Repair of damaged portion of line ... ..	...	...	...	D. Williams ... ..	...	108	2	6	
Tools and fittings ... ..	...	...	...	Department ... ..	...	6	8	10	
Bricks ... ..	...	...	...	R. Raywood ... ..	...	43	4	0	
Hawling Turntable to Contract No. 2 ... ..	...	...	...	D. Williams ... ..	...	86	0	0	
Compensation for horse killed by falling into Trial Hole ... ..	...	...	...	J. Roache ... ..	...	30	0	0	
Diversion of Road Approaches ... ..	...	...	...	Department ... ..	...	32	14	9	
Holidays ... ..	...	...	...	...	...	15	16	0	
						322		6 1	
SUMMARY.									
Ironwork for Permanent Way ... ..	£100,286	18	7	...	...				
Laying ... ..	11,964	10	10	...	...				
Ballasting ... ..	34,879	9	8	...	...				
Sleepers ... ..	32,722	16	0	...	...				
Station buildings ... ..	17,888	1	10	...	...				

PLATFORMS.

## SUMMARY—continued.

	£	s.	d.
Platforms .....	582	2	11
Sidings .....	3,350	0	0
Signals .....	340	13	7
Water supply .....	5,743	0	10
Gate-houses .....	1,139	16	11
Gates, level crossings, &c. ....	5,093	15	1
Fencing .....	13,628	17	8
Bridges .....	26,214	16	4
Culverts, drain pipes, and box culverts .....	13,874	13	3
Earthworks .....	95,020	15	7
Road deviations .....	1,195	9	11
Sheep yards .....	65	8	11
Conveyance of material .....	20,443	4	7
Engineering expenses .....	7,637	2	4
Miscellaneous .....	322	6	1
	<b>£ 392,424</b>	<b>0</b>	<b>11</b>

## GOULBURN TO YASS.

## ABSTRACT of the Total Quantity and Cost of Land taken for Railway purposes.

Name of Claimant.	Quantity taken.	Amount Paid.	Name of Claimant.	Quantity taken	Amount Paid.
	a. r. p.	£ s. d.		a. r. p.	£ s. d.
Rossi & others (trustees).....	1 0 9	722 7 2	Jobson William .....	6 3 7	not yet completed
Conolly William .....	0 0 7	not yet completed	Gannon Thomas .....	9 0 9	60 0 0
Phillips Eliza .....	0 1 25½	do	Jones William .....	15 1 36	68 7 10
Collins Joseph .....	0 0 29	181 10 0	Jones Charles .....	2 2 27	28 16 1
Isaacs John .....	0 0 23	90 15 0	Crow Catherine .....	9 2 35	not yet completed
King Joshua .....	0 2 15½	1,722 11 5	Noble William .....	3 2 2	no claim.
Munn Rose .....	0 1 24	650 11 2	Bean Joseph .....	12 3 29	not yet completed
Styles J. R. & Jas. (trustees)...	0 1 31	181 10 0	Hume Francis Rawden .....	3 2 2	78 19 3
Newcombe Charley .....	0 0 31	51 3 0	Bean Joseph (lessee) .....	.....	199 0 6
Emanuel Samuel (executors of) .....	0 0 14	22 9 2	M'Chrystal William .....	2 1 26	7 4 10
Styles J. R. & Jos. (trustees)...	0 0 22	no claim.	Kennedy John Hume .....	12 3 0	not yet completed
Owner (Unknown) .....	0 1 11	do	Kennedy Robert H. (lessee) .....	.....	54 12 6
Cumming John .....	0 1 8	297 11 0	Best Peter .....	16 1 20	357 3 4
O'Neil Thomas (occupier) .....	.....	no claim.	Grovenor James .....	0 0 24	not yet completed
Gooley Patrick .....	0 1 4	307 14 6	Lawless John, junr. ....	4 1 20	14 2 2
Marsden (Estate of) .....	0 3 26	not yet completed	Lawless John, senr. ....	12 1 38	247 17 2
Puddicombe The Rev. A. T. (occupier).	.....	no claim.	Waters John .....	2 3 28	52 3 9
Walford W. B. & others .....	5 0 39	329 4 10	Hinds John .....	11 3 12	25 15 1
Thomas Charles (occupier) .....	.....	no claim.	Buist William .....	9 2 22	10 19 0
Russell John .....	1 1 37	87 9 3	Best Mary & another .....	6 1 26	91 13 3
Laidlaw Thomas .....	1 1 21	85 14 3	Bush Arthur .....	0 0 10	1 0 0
Dignam Phillip .....	1 2 31	93 12 6	Bush James .....	6 2 3	not yet completed
Isaacs John .....	16 2 16	166 4 6	Pollard Benjamin .....	6 0 18	400 18 5
Thomas Charles .....	3 1 5	148 16 3	Hinds Edward .....	2 3 25	no claim.
Bull Thomas .....	5 2 15	560 2 0	Robinson Joseph A. ....	21 2 18	193 4 8
Simons James (occupier) .....	.....	not yet completed	Remington Clara .....	25 2 3	180 16 10
Delaret A.P.G. ....	13 2 30	do	Farrington Michael .....	14 0 1	34 13 4
Dignam Phillip .....	1 1 25	17 16 7	Bailey Thomas .....	5 2 35	66 6 9
Futton James .....	3 3 14	69 16 10	O'Brien H. (Estate of) .....	25 1 21	253 16 3
Brennan Patrick .....	14 1 38	200 0 0	Roach Margaret .....	9 2 22	170 13 7
Horton John (lessee) .....	.....	44 0 0	Larkins Francis .....	3 3 16	not yet completed
Byrnes William .....	5 1 12	77 1 2	Barber Thomas .....	37 3 36	do
Hayes William .....	7 3 9	60 0 0	Hillyer G. (lessee) .....	.....	no claim.
Kingborne William .....	6 2 15	292 8 4	Whalan Paul (lessee) .....	.....	not yet completed
Kingborne William .....	16 3 32	not yet completed	Neville John (tenant) .....	.....	2 0 0
Chisholm James .....	41 1 7	1,150 0 0	M'Guire Dennis (lessee) .....	.....	55 0 6
Chisholm John .....	30 1 5	1,170 0 0	Field William (lessee) .....	.....	4 18 3
Smith Thomas .....	8 3 14	12 3 0	Hilly Felix (lessee) .....	.....	20 0 0
Keefe John O. ....	6 3 2	142 4 8	Blake J. M. ....	4 0 28	80 16 11
Withers George (lessee) .....	.....	3 12 0	Redmayne R. M. ....	7 0 24	143 0 0
Hannon John .....	3 1 14	42 8 1	M'Grah James .....	2 0 7	206 18 3
Brown Mary .....	23 0 25	239 9 9			
Quinn Martin (occupier) .....	.....	8 0 0		552 3 32½	12,444 10 6
Cunningham Thomas .....	5 2 34	55 5 7	Crown Land .....	226 3 15	.....
M'Clan Michael .....	7 0 3	50 0 0			
Purcell Phillip (occupier) .....	.....	not yet completed			
			Total .....	779 3 7½	12,444 10 6

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY STATION, LITHGOW.

(PAPERS, &amp;c.)

*Ordered by the Legislative Assembly to be printed, 24 April, 1878.**[Laid upon Table in accordance with promise made in answer to Question 7, Votes No. 52, 3 April, 1878.]*

RETURN of Copies of Papers in reference to the Railway Station at Lithgow Valley, laid upon the Table of the Honorable the Legislative Assembly of New South Wales, in accordance with the answer given to the Honorable Member for Hartley, on 3rd April, 1878, and in continuation of a Return on this matter, already printed by order of the Legislative Assembly of 17th May, 1877.

## SCHEDULE.

NO.	PAGE.
1. Letter from Messrs. Combes and Hurley, that nothing has been done towards making the approach. 15 May, 1877	2
2. Letter from Commissioner for Railways, in reply. 29 May, 1877	2
3. Letter from Mr. P. Higgins, requesting a fulfilment of promise to erect a station at Lithgow. 24 November, 1877	2
4. Minute of Secretary (Railways), requesting the Acting Traffic Manager to furnish a return of traffic. 28 November, 1877	2
Return of traffic for six months. 30 November, 1877	3
5. Minute of Secretary (Railways) as to amount of traffic and if there is land enough for a station. 4 December, 1877	4
6. Minute of Secretary for Public Works, approving of erection of station buildings at Lithgow. 4 December, 1877	4
7. Letter from Mr. D. Williams, inquiring if a siding will be put in for the Eskbank Iron Company. 9 January, 1878	4
8. Return of traffic at Lithgow and Eskbank	4
9. Minute of Secretary for Public Works, directing the Commissioner, Engineer for Existing Lines, and Traffic Manager to visit locality and report as to most suitable site for station buildings. 28 January, 1878	5
10. Minute of Commissioner for Railways, that he has visited Lithgow, and will report on best site for station, &c., when surveys are completed. 3 April, 1878	5



## RAILWAY STATION, LITHGOW.

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No. 1.

E. Combes and J. Hurley, Esqs., M.P., to The Secretary for Public Works.

Sir,

Sydney, 15 May, 1877.

We beg to state for your information that we have this evening received a letter from Lithgow saying the platform would be completed in two days, but that nothing had been done towards making the approach which passes through Gray's paddock; and requesting that the Minister for Works should be communicated with at once on the subject, so that there be no longer delay than is absolutely necessary.

We have, &c.,

EDWARD COMBES.  
JOHN HURLEY.

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Mr. Mason, for report.—J.R., 18/5/77. Instructions have been given for this approach to be made.—W.M., 19/5/77. Commissioner. Inform.—C.A.G., 25/5/77.

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No. 2.

The Commissioner to E. Combes and J. Hurley, Esqs., M.P.

Gentlemen,

Department of Public Works, Railway Branch, Sydney, 29 May, 1877.

I have the honor to acknowledge the receipt of your letter of the 15th instant relative to the platform at Lithgow, which you state you have been informed will be completed in a few days, but that nothing had been done towards making the approach which passes through Gray's paddock; and to inform you that instructions have been given for this approach to be made as soon as possible.

I have, &c.,

JOHN RAE,  
Commissioner for Railways.

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No. 3.

Mr. P. Higgins to The Commissioner.

Sir,

"Royal Hotel," Sydney, 24 November, 1877.

I beg to refer you to the correspondence which passed between us in February and March last respecting the erection of a Station at Lithgow.

In my letter of February 27th I requested that a platform might be erected at Lithgow, and a record kept for six months of the business transacted there and at Eskbank—the result to decide which situation was most convenient to the public as the site for a Station; and if the experiment did not unmistakably prove in favour of Lithgow, I undertook to pay the cost of erecting and removing the said platform.

You will remember that you replied on the 21st March, stating that the Minister for Works considered my proposal was a fair settlement of the question and accepted my offer.

As eight months have now elapsed, and the record kept so far leaves no doubt of the great superiority of Lithgow over Eskbank (both for passengers and goods traffic), I beg now to request that you will see to the fulfilment of the promise given by the Minister, as the increasing traffic and business requirements of the town urgently demand accommodation which a mere platform fails to supply.

I have, &c.,

P. HIGGINS.

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No. 4.

The Secretary for Railways to The Acting Traffic Manager.

THE Acting Traffic Manager will furnish without delay a return, showing the inwards and outwards traffic at Lithgow for the past six months,—

Goods,  
Mineral traffic,  
Passenger traffic,

to enable the Minister to judge of the necessity for a station at this place.

C.A.G., B.C., 28/11/77.

Very urgent.

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Return enclosed.—T. CARLISLE (*per* H. RICHARDSON), 30/11/77. The Secretary.

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[Enclosure

[Enclosure to No. 4.]

RETURN showing the Coaching and Goods Traffic to and from Lithgow during six months ending 31st October, 1877.

Months.	Parcels.		Passengers to Lithgow.								Passengers from Lithgow.								Goods.		Goods and Mineral outwards.			
	In.	Out.	1st. Single.		2nd. Single.		1st. Return.		2nd. Return.		1st. Single.		2nd. Single.		1st. Return.		2nd. Return.		Inwards.		Goods.		Mineral.	
	£ s. d.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.	T. c. q.	£ s. d.
May*	0 4 10	Nil.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21 15 0	36 18 6	30 12 0	9 11 8	2300 12 2	783 7 6
June*	0 0 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45 9 1	44 14 10	45 0 0	8 19 0	2398 12 3	853 1 10
July	2 4 11	...	17	0 5 2	79	0 19 9	8 0 4 0	19 0 7 11	...	...	...	...	...	...	...	...	...	...	21 9 1	27 8 0	7 13 0	6 16 0	1783 2 0	871 0 11
August	6 13 2	...	13	0 4 4	33	0 8 3	5 0 2 6	12 0 5 0 7	0 2 4	22	0 5 6	5 0 2 6	3 0 1 3	66 13 2	76 12 11	19 5 2	8 2 3	2666 5 1	892 12 10					
September	2 5 10	...	9	0 3 0	37	0 9 3	6 0 3 0	11 0 4 7	12 0 3 0	44	0 11 0	...	...	5 0 2 1	62 14 3	68 15 10	4 16 0	2 18 2	2344 15 1	801 15 7				
October	1 13 10	...	6	0 1 10	30	0 7 6	3 0 1 6	2 0 0 10	15 0 4 6	56	0 14 0	12 0 5 9	9 0 3 9	53 10 0	72 12 2	5 19 0	0 11 10	2605 1 1	940 19 3					
	13 2 11	...	45	0 14 4	179	2 4 9	22 0 11 0	44 0 18 4	34 0 9 10	122	1 10 6	17 0 8 3	17 0 7 1	271 11 3	327 2 3	113 5 2	36 18 11	14098 9 0	5151 17 11					

\* In May and June all passengers were charged as if coming from Brown's Siding, we having no tickets for Lithgow at this time.  
 \* Exclusive of coal used for Government Locomotives—say 10,000 tons.—C.A.G. In six months:—Passengers, No., 483. Goods, tons, 334. Minerals, tons, 14,008.

J. L. MORTON,  
 Pro Station-master, 30/11/77.

## No. 5.

## Minute of The Secretary for Railways.

THE traffic at this place is much larger than at many places where Station house and goods shed accommodation are provided. Will Mr. Mason please report whether the site for the platform affords a good site for Station buildings, &c., and, if so, whether there is sufficient land within the railway fences for the purpose, should the Minister decide to erect?  
C.A.G., B.C., 4/12/77.

## No. 6.

## Minute of The Secretary for Public Works.

IF there be not sufficient land, additional land should at once be obtained, as from these statistics it is clear that station buildings should be erected at Lithgow.

I approve of their erection, the expense to be charged to Schedule G.  
Mr. Mason.

E.C., 4/12/77.

I will have a survey made to ascertain what additional land is required.—W.M., 7/12/77.  
Commissioner.

And when the survey is made I should be glad to see it before any further steps are taken.—J.S., 7/1/78. Mr. Mason, B.C., 8/1/78.—C.A.G.

I have shown the plan of the site of proposed Station to the Minister, as requested. After I have laid down the Station arrangement upon it I will submit it again to the Minister for his approval before any works are commenced.—W.M., 9/1/78. Mr. Goodchap.

## No. 7.

## Mr. D. Williams to The Commissioner.

Sir,

Macleay-street, Sydney, 9 January, 1878.

At the request of the Eskbank Iron Co. I am directed to inquire if you will put a siding at Brown's Siding, 94 miles 45 chains 95 links, on the opposite side of the line to Mr. Brown's, for the Company's use, they agreeing to enter into the usual bond or guarantee.

Some months ago verbal application was made, but owing to a discussion about the position of the proposed Lithgow Station, nothing was done.

Should this spot be chosen for the proposed Station for Lithgow, the Company wish to have points put in, so as to run a line into the Company's property, crossing the old road known as "Bell's Line," at or about the spot named, 94 miles 45 chains 95 links.

I am, &amp;c.,

DANIEL WILLIAMS.

## No. 8.

## Return of Traffic to and from Lithgow and Eskbank.

RETURN of Coaching Traffic to and from Lithgow, for the half-year ending the 31st December, 1877.

Inwards.			Outwards.			Grand Total.	
No. of Passengers.	Freight.	Parcels freight.	No. of Passengers.	Freight.	Parcels Freight.	No. of Passengers.	Freight.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		£ s. d.
826	403 17 7	18 16 7	418	119 13 9	0 3 4	1,244	542 11 3

RETURN of Coaching Traffic to and from Eskbank for the half-year ending the 31st December, 1877.

Inwards.			Outwards.			Grand Total.	
No. of Passengers.	Freight.	Parcels Freight.	No. of Passengers.	Freight.	Parcels Freight.	No. of Passengers.	Freight.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		£ s. d.
336	48 15 9	1 7 0	129	147 7 9	0 5 5	465	197 15 11

T. CARLISLE,  
Traffic Manager.  
per J. B. GOOLD.

## No. 9.

## Minute of The Secretary for Public Works.

Siding accommodation at Lithgow Valley.

I wish the Commissioner to take an early opportunity of visiting Lithgow, taking with him, if he thinks it desirable, the Engineer for Existing Lines (who should be consulted in all cases on the best means of providing the accommodation so urgently required to meet the demands of Traffic Branch), and with the Traffic Manager make a thorough inquiry into the present and probable traffic, and where it is likely to centre, with a view to the selection of the most suitable site for Station buildings, and save the extraordinary loss on working the rolling stock for want of proper siding accommodation at this place.

Upon this matter will depend the points of sidings for private companies at Lithgow, so long applied for and so urgently required by these companies, and cannot longer be delayed.

JOHN SUTHERLAND,  
28/1/78.

I shall be glad if Mr. Mason will name a day which will be convenient to him.—C.A.G., 1/2/78.

On Tuesday morning, the 5th instant.—W.M., 2/2/78. Commissioner.

I must ask Mr. Mason to postpone this for a few days, as I shall be unable to leave Sydney till about the end of the week.—C.A.G., 4/2/78.

Seen.—W.M., 4/2/78. Commissioner.

## No. 10.

## Minute of The Commissioner.

*Subject* :—Lithgow.

I VISITED Lithgow in company with the Engineer for Existing Lines, and made the inquiry suggested by the Minister in his Minute 28/1/78. There can be no doubt that the large and increasing traffic at this place—estimated to amount to 150,000 tons annually—necessitates early provision being made to meet it in the shape of siding accommodation and Station arrangements. When the surveys now being made under the direction of the Engineer for Existing Lines are completed, sufficient information will be afforded to enable a report to be made as to the best situation for the proposed new Station, goods-shed, weigh-bridge, and sidings.

C.A.G., 3/4/78.

Seen—expedite the report as much as possible.—J.S., 4/4/78.



1877-S.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## GOODS TRAINS BETWEEN BATHURST AND BLAYNEY.

(EVIDENCE, MINUTES, AND PAPERS, RESPECTING IRREGULAR RUNNING OF.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 12th March, 1878, That there be laid upon the Table of this House,—

“Copies of all Evidence, Minutes, and Papers on the subject of the irregular running of Goods Trains between Bathurst and Blayney on the 24th May last.”

*(Mr. Murphy, on behalf of Mr. Thompson.)*

## SCHEDULE.

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## GOODS TRAINS BETWEEN BATHURST AND BLAYNEY.

## No. 1.

## Locomotive Foreman's Report, and Minute from Minister.

Memorandum to Mr. Wm. Scott.

Sir,

Government Railways, Bathurst Station, 24 May, 1877.

Engine 27 with a special goods train had just started at 11.45 a.m. to-day, and had got as far as the gates at Vale Road crossing when Driver Edward Burrows saw engine 63 approaching from Blayney; the driver of 63, John Davidson, also saw the steam from 27, and thinking she was shunting at the Bullock Road he slackened speed. Driver Burrows backed up the yard out of his road. The Traffic Manager and Inspector Goold were both here at the time.

Yours obediently,  
J. TURTON.

W. Scott, 25/5/77. Mr. Mason.

The Traffic Manager to report at once respecting this matter, and suspend, pending further inquiry, the official who was responsible for the starting of the special goods train.—J.H., 25/5/77.

Mr. Vernon, 25/5/77.—J.R. See report attached.—D.V., 27/5/77.

## No. 2.

## Traffic Manager's Report to Commissioner.

REFERRING to the facts reported, they occurred while I was at Bathurst, and were immediately and fully investigated.

It is correct that just as a special train which was *due* to leave Bathurst for Blayney at 11.45 had started, a train was perceived coming into Bathurst yard from the direction of Blayney.

This latter train was, however, wholly unauthorized, and the guard of it (Jeffries) is the person principally responsible for its running, and the one under suspension.

It had been arranged the previous evening by Inspector Goold with Mr. Higgs, the Station-master, and Mr. Turton, the Locomotive Inspector, that No. 14 down-goods should run in two portions—the mail engine (63) in charge of Guard Jeffries with the first at 7.10 a.m., and the goods engine with the second in charge of Guard Morrison at 7.30 a.m. Both trains were to cross the up-passenger at Back Creek and then proceed to Orange, returning as usual. It was further arranged between these officers that the passenger engine should make a trip to Blayney, leaving Bathurst at 11.45 a.m., and of this Blayney was duly informed by Mr. Goold in writing. The surprise of myself as well as of Inspector Goold was painfully extreme to witness the arrival of the No. 63 at Bathurst at just the time the special was due out, and so was Mr. Turton's. Upon examining the guard Jeffries, he stated that "he had returned from Blayney because he understood he *was* to do so." When questioned as to the reasons or ground for such an understanding on his part, he explained "that prior to starting, Mr. Higgs mentioned to him that he had better proceed to Blayney, and that there the second engine would take on half his load, and he inferred that of course he was to return even if nothing definite was said about returning, of which he would not be certain, and that he had *targeted* the up-passenger accordingly for the protection of his own train."

Mr. Higgs "could not recall having said anything of the kind to Jeffries, and does not think he did so, although he was of the impression before the train left that the mail engine was to go no further than Blayney, and that Jeffries was to return, but still he had given him no *instructions* to do so."

Jeffries upon being further questioned as to what he would have done but for the remarks which he alleged took place between himself and Mr. Higgs, stated clearly that "he would have gone straight to Orange."

I think it is only reasonable to suppose that, without doubting Mr. Higgs's statement for a moment, as Mr. Higgs was evidently under the impression that Jeffries *was to return*, he may have dropped incidentally some remarks which led to the same impression being made on Guard Jeffries' mind, otherwise it is difficult to account for Jeffries' action.

Whence Mr. Higgs derived so different an understanding to that of either Mr. Goold or Mr. Turton may perhaps be traced to that part of the arrangements made the previous evening which related to the trip of the *passenger* engine to Blayney only.

I may here give copies of the memoranda given in writing and acknowledged by the Guards Morrison and Jeffries, and Station-master, Blayney:—

"Memo. to Guard Jeffries.

"You will leave Bathurst to-morrow morning at 7.10 a.m. sharp, and cross No. 6 up at Back Creek—your train is first portion of No. 14 down.

"J. B. GOOLD,  
"Traffic Inspector, 23/5/77."

"Memo. to Guard Morrison.

"You will leave Bathurst at 7.30 a.m. sharp to-morrow morning for Orange, and cross No. 6 up as usual at Back Creek.

"J. B. GOOLD,  
"Traffic Inspector, 23/5/77."

"Memo. to Station-master, Blayney.

"A special will leave Bathurst for Blayney to-morrow at 11.45 a.m., and meet No. 10 up at Blayney at 2 p.m. She will return from Blayney attached to No. 10 up.

"J. B. GOOLD,  
"Traffic Inspector, 23/5/77."

Guard

Guard Jeffries evidently left Bathurst under the idea that he was to return, as he took the precaution to target the *up passenger* which he met at Back Creek and before he reached Blayney. Upon arrival at the latter station he so informed the Station-master there, and upon mention being made of the special which was to leave Bathurst at 11.45 a.m., Jeffries informed the Station-master that he had to return with it, and arranged that No. 10 up goods was to wait until he got back to Blayney. Jeffries states that he was not aware of the special having to leave Bathurst at 11.45 a.m. until the Blayney Station-master told him; but upon hearing it he immediately gathered that he would have to run it, and became the more confirmed that he had to return as soon as possible to bring it—hence, no doubt why he told the Station-master that he had to return as soon as he could, and was allowed to depart from Blayney.

The whole was a result of a most unfortunate, and to a certain extent, inexcusable misunderstanding, and it was a most fortunate thing that the two trains did not meet on the road.

For the guard it may be said—1st, he thought he was doing his duty and for the best; and 2nd, he targeted the preceding train, which would have prevented the mistake had not Mr. Higgs been also under a wrong impression. When he saw the target he understood to what it referred, and before the special started asked Mr. Goold if arrangements “had been made for special to cross,” or some such words, in my hearing—but Inspector Goold having no idea of the train which was coming, understood Mr. Higgs to refer to the crossing or meeting which had been arranged for between the special and the No. 10 up goods, which was the only train the special could meet according to authorized arrangements, and of course Mr. Goold replied in the affirmative.

These are the facts of the case, and I forward them for the information of the Commissioner. This event is an illustration of the *difficulty* and *anxiety* attending the working of traffic over lines of railway without efficient means of telegraphic communication, and it is also a forcible proof of the propriety of my views and action with regard to the introduction of the “staff and ticket” system (especially where the telegraph wire is wanting,) under which no such thing as a collision from trains *meeting* one another could take place. Since the Commissioner sanctioned my doing so, we have got the system into working between Bowning and Murrumburrah, and everything in readiness for putting it into operation beyond Bathurst. In fact it was part of the business which took me to the Western District to arrange for it.

The staffs, boxes, and ticket-books, accompanied or, strictly speaking, followed me, and before this week is over they will be in use.

I desire however to take advantage of this fortunate escape from accident, to urge upon the Commissioner the great importance of doing all we can for providing and improving the means of telegraphic communication. No extension of line ought to be handed over for traffic without them if possible, and I hope for the future the telegraph wire will at least keep pace with the rail—but it is the business of the *Railway Department* to see that such is the case. I am greatly indebted to Mr. Cracknell, the Superintendent of Telegraphs, for the way in which he has pushed on the Southern Railway wire. Murrumburrah was brought into circuit last week, and I shall be very thankful when the same can be said of stations beyond Bathurst.

Meantime, I beg respectfully to refer the Commissioner to my minute of 30/1/77 on this subject, and more especially to my report of 23/1/77. I do hope some action will be taken upon the latter, as our *one western wire* is quite inadequate for the work we have to do upon it.

I have made no recommendation as to the punishment which should follow upon the circumstances which occurred at Bathurst, pending an interview with the Commissioner on the matter.

D. VERNON, 27/5/77.

### No. 3.

#### Minute of Commissioner.

THE muddle in this case, which might have led to disastrous consequences, commenced with the indefinite instructions issued by Mr. Goold. Mr. Higgs and Guard Jeffries are also censurable for giving or receiving verbal instructions which neither of them professed fully to understand. The guard is much to blame for working a train without clear instructions. The Station-master at Blayney was, perhaps, most to blame for allowing the train to start without being satisfied that the line was clear; such misconduct cannot be overlooked. Guard Jeffries will be dirated for six months with a reduction of 6d. a day, and the Station-master at Blayney fined a week's pay.—J.R., 1/6/77.

Traffic Manager, B.C., 2/6/77.—C.A.G. Secretary.—D. Vernon, Traffic Manager, *per*  
T. Elliott, 22/6/77. Accountant, B.C., 27/6/77.—C.A.G. Noted.—F.J.W., 4/7/77. Secretary.

### No. 4.

#### Station-master, Bathurst, to Commissioner.

Sir,

Bathurst, 26 June, 1877.

Having received from Mr. Inspector Goold a minute dated 9th June, 1877, 3029, as follows:—

“The following is an extract from the Commissioner's minute of the 1st instant, relative to a special train leaving Bathurst Station on the 24th ultimo, just as another train was approaching the station from an opposite direction, though fortunately without having collided:—

‘Mr. Higgs and Guard Jeffries are censurable for giving or receiving verbal instructions which neither of them professed fully to understand.’

“By order,

“J. B. GOOLD,

“Traffic Inspector.”



I beg leave to submit that I did not give *any* instructions to Guard Jeffries in reference to these special goods trains, nor am I in any way to blame in the matter. I therefore most respectfully ask you to do me the justice to hold a full investigation into the circumstance, and give me an opportunity of clearing myself.

I may add, I have not had the privilege of seeing the papers relating to this matter.  
Hoping you will have the kindness to grant my request,—

I am, &c.,  
ED. HIGGS.

Will the Traffic Manager have the kindness to forward this.

Will Commissioner please let me have papers, as I do not remember his authorizing this extract to be conveyed to Mr. Higgs.—D.V., 28/6/77. Commissioner. Herewith.—B.C. 14/7/77, C.A.G.

Mr. Higgs has seen these papers.—D.V., 23/7/77.

1877-S.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY ACCIDENTS.

(EVIDENCE, MINUTES, AND PAPERS.)

*Ordered by the Legislative Assembly to be printed, 17 May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 5th March, 1878, That there be laid upon the Table of this House,—

“Copies of Evidence, Minutes, and all Papers on the subject of the Railway Accidents at Lithgow, Redfern, Liverpool, and Jerrawa, and the Report of the Engineer for Existing Lines on the Accident at Emu Plains, referred to in the Papers connected with the Suspension of the Traffic Manager and the Accident at Emu Plains, laid upon the Table of the Assembly on the 5th and 19th February.”

*(Mr. J. Davies.)*

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## RAILWAY ACCIDENTS.

## No. 1.

Accident to Goods Train at Lithgow Zig-zag, on  
4th November, 1877.

## No. 1.

## Reports of accident by Engineer for Existing Lines Branch.

Telegram from Inspector Hollis, Bowenfels, Zig-zag, to Mr. Mason.

STATION brake-van and five trucks got off the line at bottom points, Lithgow Zig-zag. Cause of accident, points not being properly held over. Brake-van got on two roads. Line is open for traffic.  
11:15 a.m. 5th November, 1877.

Telegram from Driver Childs, Zig-zag, to Mr. Tipping, Penrith.

BRAKE-VAN and five trucks off road at bottom points. Line blocked.  
3:45 a.m.

5/11/77.

## Memo.

For the information of the Locomotive Superintendent. I have just heard, 7:30, that No. 18 up goods has arrived at Mount Victoria, but no particulars to hand. Will send as soon as received.

Mr. Scott.

J. TIPPING.

5/11/77.

Telegram from J. Tipping, to Mr. Scott, Locomotive Superintendent.

BRAKE-VAN and five trucks off the road at Lithgow, bottom points, No. 18 up goods line blocked. I have just heard that up mail left there. Will let you have further particulars as soon as I can.  
5:35 a.m.

5/11/77.

Telegram from J. Tipping, Penrith, to Mr. William Scott, Locomotive Superintendent.

EXAMINER Perry reports that brake van No. 40, which is off the road and on its side at Lithgow, bottom points, will have to be taken to pieces, the body is much broken, and iron-work of under carriages is badly damaged.

10:30 a.m.

5/11/77.

Engineer for Existing Lines.—J.C., for W. SCOTT, 5/11/77. Commissioner to see.—W.M., 5/11/77.

Memo. to W. Mason, Esq.

Sir,

Bowenfels, 5 November, 1877.

I beg to report for your information:—On Monday morning, the 5th instant, when No. 18 up goods train arrived at the bottom points, Lithgow, the engine took water at the top crane, and when proceeding up the middle road the brake-van got on two roads at the points. The brake-van and (5) five trucks got off the road; the brake-van ran about 70 yards and then turned over. There was one A truck loaded with wool also turned over.

Amount of damage done to the road:—One switch rail bent, one right hand heel chair broken, one double-headed rail broken, and seven common chairs broken.

The points were in good order when this happened. The wheel and the timber that the wheel is fixed on belonging to the distant signal wire is broken. Please to send a man to fix it.

Yours obediently,

JOHN HOLLIS.

Memorandum to the Locomotive Superintendent.

Mr. Scott,—

Sir,

Engineer's Branch, Penrith, 5 November, 1877.

Driver Edward Childs, engine No. 95, with No. 18 up goods, on the night of the 4th, reports that at 11:50 o'clock, after taking water at Lithgow, he sounded his whistle, and, as usual, the assistant guard was on the step of the engine; Childs asked if all was right, the reply was "all right," and after setting back some distance he felt a jerk, he then felt sure that something was wrong and stopped, and before coming to a stand felt another severe jerk; after stopping he went to see what was wrong, and found the guard's van and five trucks off the road. The guard's van No. 40, and A truck No. 17, turned over on their sides, the van completely turned round; the line was blocked both roads; he sent for assistance and commenced to clear the line; the trucks were got on, and line clear for up mail at 5:50 a.m. this morning. Childs cannot account for the van leaving the rails, unless the points were not properly closed.

The

The following trucks were off the road:—A No. 17, headstock damaged, one buffer broken, both draw bars bent and chain broken, brake rack broken and lever damaged, one end board split; A 47, one buffer head damaged; D 816, D 734, and B 7, were off the road, but very little damage done to them, and are gone to Sydney. Brake-van No. 40 Perry reports as very badly damaged under frame and top, and says it will have to be taken to pieces.

If I possibly can I will go to Lithgow by No. 1 down goods to-morrow morning, and report as to the state the van is in.

Yours obediently,

J. TIPPING.

Mr. Mason.—W.S., 6/11/77. Forwarded for Commissioner's information.—W.M., 6/11/77.  
Seen. Too many of these accidents lately.—J.R., 7/11/77. Traffic Manager, B.C., 7/11/77.—L. P. IREDALE, *pro* Secretary.

Memorandum to Engineer Existing Lines.

Existing Lines Branch, 14 November, 1877.

THE following is the estimated cost of repairing the damage done to rolling stock at the accident at Lithgow, on 4th instant:—

Goods brake van No. 40.....	£150	0	0
		30	0

Total.....	£180	0	0
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W. SCOTT.

Damage caused by points being half open.—W.M., 16/11/77.

No. 2.

Reports of accident by Traffic Branch.

Mr. Hornidge,

Sir,

Lithgow Zig-zag, 5 November, 1877.

I beg to report on arrival of No. 18 up goods, they took water at the top crane to enable them to take a good run at incline of middle road—by so doing the brake-van and five trucks got off the road. The brake-van is lying here a total wreck, and about 30 bales of wool on the ground.

The assistant guard informed me that he examined the points before giving engine water, which were all right, and they were not broken in the accident. From the place where I can first track them off the road to where they stopped is between 70 and 80 yards.

They had a very light load on twelve sheeted trucks.

I remain, &c.,

W. CHANDLER.

Telegram from Inspector Hornidge, Orange, to Traffic Manager, Sydney.

Owing to telegraph communication being interrupted, have only just heard of accident at Zig-zag. Will investigate the matter to-morrow morning. I am arranging for a special to take on the trains delayed.  
2:55 5/11/77.

Traffic Manager,

Wallerawang, 6 November, 1877.

When at Orange yesterday I received a telegram from the Station-master at Bowenfels informing me of the accident to No. 18 up goods, at Lithgow Zig-zag, yesterday morning. Owing to telegraphic communication being interrupted, the information did not reach me in sufficient time to enable me to visit the scene of accident before this morning.

It appears from the statement herewith of the guards, that on arrival of the train at Lithgow bottom points it went on to the top or furthest crane for the purpose of watering the engine, and having done so put back to ascend the middle road, when the brake-van left the rails at the facing points, and after running, seemingly partly on and partly off the rails for about sixty yards, went off altogether. The train being still in motion, it was forced completely round and capsized into the space between the lower and middle roads—the concussion overturning a truck laden with wool, and throwing four others off the line.

This accident undoubtedly arose from a disregard of Rule 90. *There was no one at the points.*

Both guards assert that the points were examined and found to have fallen back properly after the train passed them the first time, but that is not sufficient—they should be held by the assistant guard; and Guard Morrison, at all events, who was for some time assistant guard of the through goods trains, must have known that this was necessary.

Watering the engine at the top crane is unusual, and could only have been done with a view of getting a run at the incline on the middle road; it would be impossible for the assistant guard to get on the engine at the points under such circumstances, and from the distance the brake travelled after getting off I am inclined to believe that they were going over their facing points at considerable speed. I cannot say whether the driver knew that there was no one at the points, but from the fact of the assistant guard being on the engine with him I should imagine such was the case.

The damage done is not so serious as might have been expected. The windows and light wood-work of the brake van are broken and splintered, but the framing and heavy timbers appear to have escaped damage. The wool is uninjured, and has been re-loaded to day. Guard Morrison's escape from serious if not fatal injury was little short of miraculous. He was in the van when it capsized.

I consider both guards and driver to blame—Morrison being in charge of the train, especially so. I have no doubt however that Morrison's narrow escape will make him more careful for the future, and having already insufficient guards to meet the requirements of the traffic, I would recommend that whatever punishment is necessary to meet the case may be inflicted in the shape of a fine.

M. A. HORNIDGE,

Acting Traffic Inspector.

[Enclosures

## [Enclosures to No. 2.]

*William Morrison*, guard of No. 18 up goods, states as follows:—On the morning of Monday, November 5th, we arrived at Lithgow bottom points to time. The driver pulled to the top crane for water; assistant guard Simpson got down as we crossed the points to see that they were properly closed; he reported to me that they were closed; after taking water, Simpson, who was on the engine, ordered the driver to start up the middle road; I was in the brake-van re-lighting my lamp which had been extinguished by the wind; the van shortly after starting left the road, as far as I could judge, about ten feet from the points; there was no one at the points; I was not aware of this when we started; I had previously ordered Simpson to steady the points whenever the train passed over them.

W. MORRISON.

*John Simpson*, assistant guard of No. 18 up goods, states as follows:—On Monday morning as soon as we arrived at the bottom points, I got out of the van and went to the points to see that they had fallen back properly—I found them closed; I am quite sure of this as I put my hand on the lever so as to have no doubt about it; after that, I went to the top water crane to give the engine water; as soon as that was done the driver asked me if it was all right; I said yes, all right; I knew no one was at the points; I had not received orders from Morrison to go to them; I believe Morrison knew I was at the engine; on starting the driver went very fast; had I been at the points it would not have been safe for me to have got on the engine as it passed the points.

JOHN SIMPSON.

## No. 3.

## Traffic Manager to Inspector Hornidge.

THE fact of the examination of the points in the first place by the assistant guard, and his reporting to head guard that they were properly closed, together with the facts of the driver running up to the far crane for water, and then coming back at a speed which he must have known would prohibit any one being picked up at the points, would lead me to believe that both guards and driver were all aware and agreed together to dispense with the steadying of points. If so, then head guard is certainly chiefly to blame, although Simpson and the driver are also to blame for acquiescing in any such arrangement.

The speed at which the train was driven over these points had no doubt very much to do with the accident.

I should like, however, a little further information upon the point in which Morrison and Simpson appear to contradict each other. The former states that he had previously instructed his assistant to steady the points when trains were passing over them. Simpson does not admit this, but he was perfectly aware that they should have been steadied from his experience more especially as a shunter. What has Morrison been in the habit of doing?

D. VERNON,  
8/11/77.

## No. 4.

## Further Report from Inspector Hornidge.

I HAVE questioned Morrison and Simpson face to face respecting the apparent discrepancy in their statements.

Morrison repeats his statement that he gave Simpson orders to examine, hold, or steady, as required, the points at the Zig-zags whenever they had occasion to pass over them. Simpson acknowledges to having received this order on their first journey, but explains that he understood me to refer to the second (the date of the accident), on which the order was not repeated. Morrison replies that having given a plain direction once he saw no reason for repeating it.

The guards positively deny any pre-arrangement with the engine-driver. Morrison states that as soon as the driver started, which both state he did at a great pace, he was aware that they were going too fast to take the curve with safety; and, his hand lamp being out, he was unhooking a side lamp for the purpose of giving a red light when the accident occurred.

Morrison had only joined this train two days before—having latterly been employed between Bathurst and Orange. He informs me that during the time he was assistant on the through goods he does not remember any driver starting to go up the middle road at such a speed, nor without his being at the points.

One matter I would call attention to: The driver started on the verbal order of the assistant guard, instead of waiting for the usual signal from the guard in charge of the train.

Traffic Manager.

M. A. HORNIDGE,  
13/11/77.

## No. 5.

## Report of Investigation held by Acting Traffic Manager and Engineer for Existing Lines.

Government Railways.—Minute Paper.

Subject:—Accident to Goods Train at Lithgow Zig-zag, 4th November, 1877.

To Commissioner for Railways,—

Along with Mr. Mason, Engineer for Existing Lines, I proceeded to Penrith this morning to investigate this matter, and on examining head guard Morrison and assistant guard Simpson, we arrived at the conclusion that the accident was caused solely through the want of a man to steady the points when the train backed up the middle road.

This was Simpson's duty, and beyond stating that he examined the points before the train began to back, he cannot give any explanation of his carelessness. I have therefore suspended Simpson, and on reference to the offence book I find that he has been once cautioned, twice reprimanded, and once fined for carelessness in attending to points, since July, 1876. I now recommend that assistant guard John Simpson be dismissed.

THOMAS CARLISLE,  
Actg. Traffic Manager,  
30/11/77.

I have inquired into this accident in company with Mr. Carlisle, and I think Simpson, the second or assistant guard, is alone to blame, and ought, I think, be dismissed.—W.M., 3/12/77. Commissioner. Approved.—4/12/77, J.R. Acting Traffic Manager, B.C., 5/12/77.—C.A.G. Seen.—T. CARLISLE, per H. RICHARDSON, 6/12/77. The Secretary.

[Enclosures to No. 5.]

Inquiry into cause of Accident, Lithgow Zig-zag, 30/11/77. Held at Penrith.

*William Morrison states*:—I am a railway guard, and was so on the 4th November last, of No. 18 up goods train.

*Examined by Mr. Carlisle*: We arrived at bottom points, Lithgow, at about 11.40 p.m., on the night of the 4th November; I told assistant guard Simpson to get out and steady the points; he told me afterwards that he had been to the points and saw they were properly closed; the engine took water at the top crane, and while taking water the wind blew my hand-lamp out; it was a very windy night; I did not give the driver any signal to come back; the train was pushed back to the points and I then felt the brake jerk; I looked out to see where I was and saw that the train had passed over the points; I tried to take the side lamp out to give the stop signal, not having been able to light my hand-lamp; they were about three minutes taking water.

*Examined by Mr. Mason*: It is usual after taking water for the assistant guard to tell the driver "All Right"; I did not look out to see where Simpson was until I felt the jerk.

*Examined by Mr. Carlisle*: When I was assistant guard I invariably steadied the points referred to.

*Examined by Mr. Mason*: No one was at the points at the time of the accident; the train consisted of twelve trucks (loaded) and brake-van; the distance from where the brake-van stood is about fifty yards from the points; the driver was going too fast for me to get out of the brake; he did not come back quicker than usual; I never saw any one get on the engine at the points; when water has been taken at the top crane during the night I think the train has run over these points without any person being at the points; I did not know until I looked out of the brake-van but what Simpson was at the points; I do not think they clean these points on Sunday. W. MORRISON.

*John Simpson states*: I am an assistant guard, and was so on the night of the 4th November last, of No. 18 goods train; on arriving at the bottom points, Lithgow, I got out of the brake-van and put my hand on the lever and found they were properly closed; the points set to the middle road and anything coming from the water crane, if the points were properly closed, would run on the middle road; I have been assistant guard about two months; I think Morrison said something about the points as I got out of the brake-van—I believe he told me to see that the points were properly closed.

*Examined by Mr. Mason*: Morrison knew I had gone to the top crane to give the engine water; the engine was about five minutes taking water; this is the only time the engine has taken water at the top crane since I have been assistant guard; the driver asked me if it was "all right," and I said "all right"; so far as I know I expected the points were all right; it did not strike me that I should go and steady the points as directed by Morrison; I took it for granted that the train could run over the points safely without any one holding the points.

*Examined by Mr. Carlisle*: When water has been taken at the first or lower crane the points have always been steadied for the train to pass over; I am aware that Rule 90 states that facing points are to be steadied; I think the train was running to time; we had not a heavy train, only twelve trucks and brake-van.

*Examined by Mr. Mason*: Morrison did tell me to get out and steady the points; I have had a great deal of experience on the New South Wales Railways—say thirteen or fourteen years as porter and shunter, and understood well what steadying points meant. JOHN SIMPSON.

*Examined by Mr. Mason*: *Edward Childs states*:—I am an engine-driver, and was so on the night of 4th November, of No. 18 up goods train; on arriving at bottom points, Lithgow, I ran to top crane to take water; my reason for going to top crane was for convenience, as the arm of the crane will stand without steadying; the train was a light one, there only being twelve trucks and brake-van on; I ran over the points at about seven miles an hour; the brakes were eased off at starting; I put on steam about the platform, but only a little at a time; when I put on steam the brake-van was through the points; when I started I did not see Morrison; I saw assistant guard Simpson; he got on the step of the engine; I received the signal to start from Simpson; it has always been the practice to receive the signal from the assistant guard; the signal he gave me was that of telling me that it was "all right"; I did not know but what some one was at the points; it is not my duty to go and examine the points to see if they were all right; it has not been the general practice for these points to be steadied while the train has been passing over. EDWARD CHILDS.

*John Wiggins states*:—I am a fireman, and have heard the evidence of driver Edward Childs, and corroborate the whole of his statement.

*Examined by Mr. Carlisle*: I have been a fireman on the Western line about fourteen months; I do not consider it a part of my duty to go and see if the points were all right; nothing passed between me and the guard with reference to the points; the assistant guard came up almost immediately to turn the water on to the engine; he had time to walk from the points to the crane; if we had taken water at the bottom crane the train would not have been clear of the points; we have never been in the habit of taking a run at the middle road. JOHN WIGGANS.

## No. 2.

### Accident at Redfern Station on 5th November, 1877.

#### No. 1.

#### Report from Traffic Manager.

Government Railways.—Minute Paper.

To the Commissioner for Railways,—

I regret to have to report a somewhat serious accident occurred in the Sydney yard this morning, resulting in one passenger being rather severely injured and a few slightly shaken.

The particulars are as follows:—

As the No. 27 up suburban passenger train, due at 8.44 a.m., was coming into the station, Shunter Albert Sharpe, instead of merely steadying the No. 1 dock facing points while the train was passing over them, committed the most insane act of holding them over and open for the dock siding into which a shunting engine and train of empty carriages had just before been backed. The consequence was the incoming train came into rather violent contact with the engine attached to the empty carriages standing in the dock.

Any

Any further particulars as to how the accident occurred will be found in the statements annexed, which speak for themselves.

Sharpe's story of having been instructed to "let the first engine into the dock" is manifestly absurd. Not only is it beyond all likelihood that such an order would have been given to him, but there is the positive evidence of White as to the exact words made use of; and in addition to this it will be seen that foreman shunter Free, who was personally superintending the work and closely watching all that was going on, states that he saw Sharpe at the points steadying them before he lowered the station signal for the train to come in.

I cannot blame any one in the matter but Sharpe, to whose unaccountable act the accident is alone due. The man must evidently have become confused and lost his head, or he could not possibly have committed such a palpable blunder as to turn a train into a siding which was already fully occupied.

There are proper mechanical means for preventing such mistakes as this, which Railway servants will sometimes make, and I sometime ago suggested that our points and signals should be interlocked. No such yard as this at Redfern, where such an amount of traffic is done, and under such peculiar difficulties, should be unprovided with Saxby and Farmer's interlocking apparatus.

D. VERNON, 5/11/77.

State names and address of persons injured. A medical man should be asked to examine them without delay.—J.R., 6/11/77. Traffic Manager.

A medical man was sent for to examine Mr. Brown, who was the only one who appeared to be injured at the time. I have requested Dr. Waugh, of Parramatta, to examine a Mrs. Burt, who pleads injury. In another case of Mr. Chapman's, of George-street, shopman, I will have him examined.—D. VERNON, 7/11/77. Seen.—17/11/77, J.R.

[Enclosures to No. 1.]

*Charles Free* states:—I am foreman shunter in the Sydney yard; I remember giving White orders this morning to draw out the carriages of the 8:34 a.m. up train, and put them in No. 1 dock, and hold one second-class on the engine to fetch out of the dock with him after the 8:44 a.m. up train had passed in; I saw him carry out my orders, and the train placed in the dock at a standstill, when I went to the signal and lowered it for the passenger train to come in; I stood at the signal, and saw Sharpe steadying the points, which were fairly closed; the next thing I saw was the wheels of the tender (which was in front) entering the dock; I threw up my hands, and shouted to the driver to stop, which was all I could do; Sharp has been with me since Thursday or Friday, and I kept him with myself until Saturday night, having shown him all round the points and how to handle them.

C. FREE, 5/11/77.

*Thomas White* states:—I am a shunter; this morning, by foreman shunter Free's directions, I signalled the shunting engine, which had been attached to the empty carriages of the No. 26 up suburban train, to draw out of the station, and told the driver to go into No. 1 dock; after telling the driver where to go, I went to the points and unlocked them, and held them over while the train was being backed in; after letting the train in, I went back to cut off a second-class carriage which Free had told me to run across with after arrival of the No. 27 up passenger; while I was uncoupling the carriage I heard George Mansfield call out to some person, I don't know who it was, to go and steady the No. 1 dock points; I am positive that I distinctly heard those words; when I got out from under the carriages I saw a man at the points, and therefore did not go myself, which I otherwise would have done, in accordance with the usual practice.

THOMAS WHITE, 5/11/77.

*George Mansfield* states:—I hold the position of shunter in the Sydney yard; this morning at about 8:40 o'clock, I was waiting at the south end of the arrival platform for the No. 27 up passenger train (due in at 8:44 a.m.) to cut off the engine, it being my duty to do this; before the train was in sight, and about three minutes prior to its arrival, I told Sharp, who was standing with me near the shunter's box, that he had better steady the No. 1 dock points; my reason for sending Sharpe to these points was that I knew they were not locked, as there was a train standing in the dock; it is always the practice for a man to stand at the points and steady them for incoming trains when they are not locked; excepting when there is an engine in this siding the points are always kept locked; I saw Sharp go towards the points and stand by them, and I then remained in the six foot watching the train coming in.

GEORGE MANSFIELD, 5/11/77.

*Albert Sharp* states:—Since Thursday last I have been engaged in the shunting gang, by the Station-master's directions; I came on duty this morning about 6:15 o'clock, and was engaged in shunting operations up to the time Mansfield spoke to me, when I understood him to tell me to go to the No. 1 dock points to let the first engine in; this was about three minutes before the No. 27 up suburban train was due; after receiving these directions I went to the points, and while there I saw a train drawn out of the station on the up road, which I expected to be backed through the points at which I was standing; I did not observe there was an engine and carriages standing in No. 1 dock until the accident had occurred; on the approach of the No. 27 up passenger train I mistook it for the empty carriages which had just been drawn out, and turned it into the No. 1 dock, notwithstanding that the engine was in front, and I was not conscious of my error until too late; then I saw I had made a mistake; since I commenced shunting I may have handled points about forty or fifty times; perhaps a dozen times out of that number I have steadied them for passenger trains to pass over, although not that particular pair; the remainder I have worked them for letting engines and carriages through.

ALBERT SHARP, 5/11/77.

No. 2.

Reports from Locomotive and Permanent Way Branches.

Government Railways, Engine Branch, Sydney, 5 November, 1877.  
Memorandum to Mr. Scott.

Extract from Driver John Jolley's Report-sheet to-day, Engine No. 39.

"Coming into Sydney this morning at 8:44 a.m. with 7:10 a.m. up passenger train (thirteen vehicles and brake-van on) we passed the ticket platform at the usual speed, and just after doing so my fireman said, "We are on the wrong road." I at once reversed the engine, and we did all we could to stop, but the pointsman had turned the train into the dock, and the engine and train came into collision with shunting engine No. 13, which was standing in there with a train of carriages, doing considerable damage to that engine and carriages, and throwing the tender of my engine off the line, breaking the buffer-springs between engine and tender, and bending one buffer spindle. Neither myself nor my fireman saw the pointsman turn the points, as our attention was called to some passengers who were coming up the line close by the points at the time. None of our men are to blame.

JOHN COBB, 5/11/77."

Mr. Mason, 5/11/77.—W.S.

Government



Government Railways, Engine Branch, Sydney, 5 November, 1877.

Memorandum to Mr. Scott.

Extract from Driver George Campling's Report-sheet to-day, shunting engine No. 13.

"I was standing with my engine in No. 1 dock (up line) with eight carriages and two cattle-trucks attached, when No. 27 up passenger train (due at 8:44 a.m.) was turned into the dock by the pointsman instead of into the station, coming into collision with my engine, throwing the trailing wheels off the line, breaking one buffer, and damaging the buffer plank, and doing much damage to several of the carriages. The vehicles that I had on were haul up to the end of the dock, so that I could do nothing to lessen the force of the collision.

JOHN COBB."

Government Railways, Engine Branch, Sydney, 5 November, 1877.

Memorandum to Mr. Scott.

Carriage-examiner Thomas Evans reports the following damage done to carriages and brake-van by the collision this morning in Sydney Yard:—

Brake-van No. 23.—Four end standing pillars, four glass frames and glass, one side each of the two doors and two glass frames broken; two buffer rods and brake-screws bent, and the body much shaken.

Composite No. 14.—South end, one corner, one side pillar and three panels broken; five end pillars broken, and one buffer-rod bent. North end, five end pillars broken and three panels broken; two buffer-rods bent, and heads broken; three leg-irons and one stopboard broken; two axle-keeps broken and one bearing spring crippled; body of carriage much shaken.

Smoking Carriage No. 1.—South end completely destroyed; one door damaged, one glass frame and glass broken; one head stock and two buffer heads broken.

Second-class No. 64.—One buffer rod bent, and pillars of one end broken.

JOHN COBB.

Mr. Mason, 5/11/77.—W.S.

Memorandum to Engineer for Existing Lines.

Sir, Sydney Station, 5 November, 1877.  
I beg to forward you particulars of damage done to the permanent way through the collision in Sydney Yard this morning:—

One rail broken; one heel-chair to points, broken; one switch-tongue and two stock rails badly bent.

Your obedient Servant,  
RICHARD WARING.

Forwarded for Commissioner's information.—W. MASON, 6/11/77. Seen. Place with other papers.—J.R., 8/11/77.

### No. 3.

#### Report of further inquiry made by Acting Traffic Manager.

Government Railway—Minute Paper.

Accident to Passenger Train at Sydney, 5th November, 1877.

To Commissioner,—

I have looked carefully into this case, and again questioned all the men regarding the circumstances which led to the accident, which I find was caused by pointsman Sharp, who seems to have been very much confused on the occasion. This, however, is not to be wondered at, considering that Sharp had only been in training some two or three days when he caused the accident.

I recommend that Sharp be dismissed the Service, but as he is in no way responsible for the delay in thoroughly investigating and arriving at a decision in the case, he be paid his wages up to date.

Foreman-shunter Free states that he was under the impression that Sharp was fully conversant with the working of points, but the length of service of the latter did not warrant this belief, and as a caution to Free I recommend a fine of 40s.

I enclose a statement from Mr. Evans, Station-master, Sydney, with reference to the accident.

THOS. CARLISLE,  
Acting Traffic Manager.  
29/11/77.

Where is the statement from Mr. Evans? Please also state who appointed Sharp to be a shunter.—C.A.G., 1/12/77. The statement referred to is with Mr. Mason; it explains all about Sharp's appointment as shunter, &c.—THOS. CARLISLE, 1/12/77. To Engineer for Existing Lines. Statement herewith.—W.M., 4/12/77. See No. 4. Commissioner. Approved.—J.R., 5/12/77. Acting Traffic Manager. To be returned early.—C.A.G., B.C., 8/12/77. Noted. Sharp commenced duty as a porter, Sydney, on 2nd September, 1877.—T. CARLISLE, per H. RICHARDSON, 10/12/77. Secretary. Accountant.—C.A.G., B.C., 11/12/77. Noted.—F.W., B.C., 13/12/77. Secretary.

[Enclosures to No. 3.]

Inquiry into cause of Accident, Sydney Station, 28/11/77.

Albert Sharp states:—I was an assistant pointsman on 5th November last.

Examined by Mr. Carlisle:—I was engaged holding and steadying points that morning, as also coupling trucks; I have had no experience at shunting.

Examined by Mr. Mason:—I was engaged shunting two days and two hours; I did not notice that the points fell to the main line; Mansfield instructed me to go to the points, to allow one engine to enter; I did not let the engine into the dock; I did not understand Mansfield that I was to hold the points for the passenger train; I was not aware that a passenger train was due; it did not strike me to look at the dock to see if there were any carriages in it; when I held the points over, I was doubtful which line the train would run on.

ALBERT SHARP.

Charles

*Charles Free* states:—I am foreman carriage-shunter in Sydney Station yard; I know Albert Sharp; he was placed under my charge about five or six days before the accident which took place on 5th November; he was with me for three days, and I showed him through the yard, and explained to him how to open and close a pair of points as well as steady them; I consider Mansfield justified in ordering Sharp to hold a pair of points; Sharp was sent to me by Mr. Evans; I would be astonished if Sharp said he had no experience holding points; he was quick at learning how to hold the points and names of the different roads; I cannot account for the train being turned into the siding; when I saw him, he was steadying the points for the main line; no one gave Sharp instructions in my hearing; I showed Sharp how to hold points.

*Examined by Mr. Mason*:—I was at the signal-post and saw Sharp holding lever of points.

C. FREE.

*George Evans* states:—I am Railway Station-master at Redfern Station.

*Examined by Mr. Mason*:—I remember the 5th November last, when an accident occurred in Sydney Station-yard, caused by Albert Sharp opening the points leading into the dock; Sharp was placed under Charles Free to be taught shunting; he was the most likely and suitable man I had at my disposal; he was acting under Charles Free; I have heard Free's evidence, and am of opinion that Free thought Sharp was competent to attend to the points; I myself would not have sent Sharp direct to attend to the points; I have had a great difficulty in keeping a staff of good shunters, as they are constantly being removed; I think it very dangerous removing efficient shunters; I have often protested to Mr. Vernon against the men being removed, and have pointed out to him the danger attending it; he replied that I could not expect to keep all the good men in Sydney; efficient shunters were removed without my consent only a few days prior to the accident of 5th November.

GEORGE T. EVANS,

Station-master.

29/11/77.

*George Mansfield* states:—I am a shunter employed in the Redfern Station-yard.

*Examined by Mr. Mason*:—I remember the morning of November last, when an accident occurred in Sydney Station-yard; I know Albert Sharp, and saw him at the points; I sent him to the points that morning; I did not tell him a train was due, I told him to steady the points; I consider him competent to steady the points; I cannot account for him turning the train into the dock; it is usual to keep these points locked; Sharp knew the different points in the yard; I told him the train in the dock was to remain there until the passenger train arrived.

GEORGE MANSFIELD.

5 November, 1877.

*John Jolly* states he is an engine-driver, and was in charge of No. 27 up train from Campbelltown, engine No. 39; on the morning of the 5th instant, on approaching Redfern Station, the speed of my train was not more than 4 miles an hour, passing the old ticket platform, when my train reached the points leading into the carriage dock on the up side; my fireman called out to me to stop, as we were on the wrong road; I instantly reversed the engine, and put on steam, the fireman at the same instant putting the brakes as hard on as he could, they having been screwed pretty hard down previously; I saw engine No. 13 standing in the dock in front of a brake van, seven carriages, and two cattle trucks; I was running my engine tender first; I saw a collision was inevitable, and did my utmost to prevent it; when the tender of my engine came into collision with engine No. 13 the tender wheels were thrown off the road; I felt no rebound or shock at the moment of collision in my train; my train was composed of eleven carriages, including the brake van, two horse-boxes, and one carriage truck; it is usual for some person to be at these points when passenger trains are running over them, but I did not see any one there on this occasion, as I did not particularly observe whether any one was at the points or not as there were several people passing by them at the time; I have observed various persons hold these points at different times; it appears to be the duty of no one in particular; the points fall to the main line, and had they been left alone I should have run into the station all right; the speed of my train at the time of collision was as near as I can judge about 2 miles an hour; the distance from the points leading from the main line into the carriage dock to where engine No. 13 stood is 52 yards; I could have pulled up my train to a stand in about 30 yards more.

Witness—W. SCOTT.

JOHN JOLLY.

*Thomas Wilson*, fireman on engine No. 39, states: I have heard the evidence of John Jolly read, and I can state of my own knowledge it is correct.

I have no further statement to make.

Witness—W. SCOTT.

THOMAS WILSON.

*George Campling*, engine-driver, states: I was standing with my engine No. 13 in No. 1 up carriage dock, with eight carriages, including brake-van, with two cattle trucks attached, when No. 27 up passenger train, due at Redfern Station at 8:44 a.m., was turned into the dock road where I was standing, coming into collision with my engine, throwing the trailing wheels off the line, breaking one buffer, and smashing the buffer plank, and smashing several of the carriages and brake-van, doing a great deal of damage to my train; when engine No. 39 struck my engine it was running at a speed of about 2 miles an hour; my train filled the dock; and when I saw a collision was inevitable I jumped off my engine, as I could do nothing to avert the collision.

Witness—W. SCOTT.

GEORGE CAMPLING.

*James Bell* states he is fireman, and was standing on engine No. 13 this morning when the collision with No. 27 up train occurred.

I have heard the evidence of Driver George Campling read; that evidence is quite correct, and I have nothing further to add to it.

Witness—W. SCOTT.

JAMES BELL.

#### No. 4.

#### Station-master Evans to Acting Traffic Manager.

Government Railways.—Minute Paper.

Sir,

Having been called upon to make a statement regarding the accident to the passenger train at this station on the morning of the 5th instant, I beg to state that I attribute the cause of the accident mainly to the fact that so many of my shunters were new men.

I have repeatedly protested against the practice which has prevailed for the last eighteen months or two years of removing trained men from this station (often without my having been consulted), to other stations on the line, where learners could have been trained with much more advantage than at Sydney, but I regret to say that my protests were over-ruled, and I was under the necessity of submitting to great disadvantages in this respect.

Since the beginning of the present year I have been called upon to part with eighteen experienced men from my staff of shunters, who, with one or two exceptions, have been removed to other stations; and of the five whose statements have been taken in this case, one White was six weeks, Mansfield fourteen days, Keefe five days, and Sharp three to four days at the work when the accident occurred. Free, the foreman, who was at the signal, had been two or three years in the Service.

With

With such a staff, for the most part of inexperienced men, I am compelled to state that it was only by the greatest vigilance that we have been able to keep things going so smoothly as they have done; and while I exceedingly regret the accident in question, I must submit that, under a carefully trained staff of men there is every probability to believe that it would not have happened.

In view, however, of Sharp's conduct in the affair, I cannot altogether hold his foreman, Charles Free, exempt from blame, as he should not, in my opinion, have allowed a probationer to undertake such an important duty as that of steadying unlocked facing points on the main line, but he no doubt considered that he (Sharp) had already, *i.e.*, with three or four days' experience, sufficient knowledge and ability to perform correctly what was required.

GEORGE T. EVANS, S.-M.,  
29/11/77.

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No. 5.

Engineer for Existing Lines to Commissioner.

I WOULD draw the Commissioner's attention to the evidence of Sharp. It is a fearful thing to contemplate that the lives of the public travelling in the Railway should be placed in constant jeopardy by men so ignorant of their duties. Free, the foreman shunter, is also to blame for placing Sharp in such a responsible place, and I think he ought to be severely punished.

Commissioner.

W. MASON,  
3/12/77.

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No. 6.

Minutes of Secretary.

I THINK some further inquiry should be made about the shunting staff under Mr. Evans. If White, Mansfield, and Keefe have been put to shunting work without previous experience beyond—as Mr. Evans' statement implies—six weeks, (14) fourteen days, and five days only each respectively, and that these men form the class of men Mr. Evans has to do the work of shunting with, then Mr. Mason's concern for the public safety is justified; but from my knowledge of Mr. Vernon's anxiety to get competent shunters I cannot credit the statement, and I believe an inquiry into the facts would modify if not remove altogether the impression which Mr. Evans' statement creates.

C. A. G.,  
5/12/77.

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No. 7.

Minute of Mr. D. Vernon.

Government Railways.—Minute Paper.

In looking through these papers, there appears to me a necessity for a few remarks from myself in order to correct the erroneous impressions which some of the documents are calculated to convey. It would be quite a mistake to suppose that Sydney has at any time been left without an efficient staff of shunters. As the chief training station, Sydney has been required to instruct men in the duties of shunting; and as the supernumeraries or probationers have become qualified to act as shunters, they have either been drafted into the Sydney Permanent Staff or removed to the out stations as required. In disposing of these trained men the greatest care and judgment have been exercised, the best men having been selected for the most important stations; and the smartest hands—indeed I may say, the *picked* men of the whole staff—have invariably been selected for the Sydney yard; for example, and in accordance with what I have stated, I can unhesitatingly affirm that on the 5th of November last the coaching staff of shunters at Sydney was not only ample for the work to be performed, but was composed of, without exception, the smartest and most efficient hands—a better gang could not have been put together than was working on that date. The man whose action was the immediate cause of the accident did not belong to the shunting staff proper, but had been most improperly placed among them without either the knowledge or sanction of the Traffic Inspector or the Traffic Manager. The staff proper on duty at the time of the accident consisted of foremen Free, and shunters Mansfield, Keefe, and White.

Foreman Free's efficiency cannot be called into question.

Shunter Mansfield had served ten (10) years on the London and North-western Line, five (5) of which were occupied in performing the duties connected with signalling—two (2) years he was shunting at Wilton Junction (4 miles from London), and three (3) years he served as goods guard.

Shunter Keefe's railway experience extends over a period of twenty (20) years (having been educated in railway duties from a boy of ten (10) years old. Included in this period are two (2) years shunting at Ardwick Junction (near Manchester), five (5) years service as goods guard, and four (4) years service as brakesman and conductor in America.

Shunter White was a young hand, but on account of his smartness and aptitude was fully competent for the work he was doing.

With respect, therefore, to these four men, Free, Mansfield, Keefe, and White, all young, active, intelligent, *efficient* men, I affirm most positively that a finer, more intelligent, better trained, more efficient gang of men could not be picked and put together for the work they had to perform.

Men were of course never removed from one station to another without the knowledge of the officer in charge for the time being.

To obtain suitable men for shunters is one of the great difficulties a Traffic Manager has to contend with, and in my opinion there is no part of the line where men can be so quickly and thoroughly trained in the duties of a shunter as at a busy metropolitan terminus.

D. VERNON,  
6/5/78.

## No. 3.

Accident at Liverpool, Collingwood Branch Line, 9th  
November, 1877.

## No. 1.

## Reports of Occurrence from Locomotive and Permanent Way Branches.

Sydney, 9 November, 1877.

ENGINE-DRIVER Neil McKinley states: Left Picton at 10.5 p.m. last night with No. 1 up goods train, American engine No. 105; on arrival at Liverpool, at 1.10 this morning, I asked the assistant guard if he knew how many trucks there were to go down the Collingwood Branch; he said—"he thought six;" he then gave the signal to go down; I was under the impression there were but six on, but it being dark I could not see them; after we had started to go down he came on the engine, when I asked him again; he then said—"I do not know how many is on;" I proceeded very cautiously, and tried all means to keep the train under control, but after getting half way down it overpowered the engine, and we could not stop until coming into collision with a truck at the bottom, which was driven through the back of the tender tank, and also breaking the foot-plate castings of both engine and tender, &c., damaging several trucks, and delaying the train one hour; after we had stopped I examined the train, and found that there were fifteen (15) loaded trucks on, fourteen of the breaks were dropped down, but only one of them was pinned down; had the whole of them been the same I could have stopped them easily enough; there were six trucks on the train that was taken down the branch that were coming to Sydney; this was done to save making a shunt; had these been left in the yard I could have held the rest, and this mishap would not have occurred.

NEIL MCKINLEY.

W. Scott, 9/11/77. Mr. Mason.

Sydney, 9 November, 1877.

JOHN Bough, American Engine-driver, but now acting as fireman, states: I corroborate McKinley's statement in every particular; but I wish to state, that before going down the branch the watchman said to me—"There is two trucks to go down;" I heard the assistant guard say that "he thought there were six;" shortly after this I could feel that there was too many on; I consider McKinley did everything in his power to try and stop the train, and in all my experience I never saw an engine handled better.

JOHN BOUGH.

W. Scott, 9/11/77. Mr. Mason.

## Memorandum to Engineer for Existing Lines.

Sir,

Sydney Station, 9 November, 1877.

I beg to inform you that this morning No. 105 engine, driver McKinley, while taking fifteen loaded trucks down Collingwood Branch at Liverpool, the driver could not keep the train in check. The trucks ran against the buffer stops, knocking one truck, next the engine, off the road, knocking in the end of the tender, and damaging D truck 1469, D 161, and C vans 43 and 90. No damage done to permanent way or buffer stop.

Your obedient servant,

RICHARD WARING.

This accident has entirely disabled the American engine, and will cost a good deal in repairs. It is quite time something was done to put a stop to such proceedings as caused this accident.—W.M., 12/11/77. Commissioner. Traffic Manager, for report.—J.R., 14/11/77.

## Memorandum to Engineer for Existing Lines.

Existing Lines Branch, 14 November, 1877.

The following is the estimated cost of repairing the damage done at the accident at Liverpool on 5th instant:—

	£	s.	d.
American Low Tender, No. 105	65	0	0
Goods Waggons	20	0	0
Total cost...	£85	0	0

W. SCOTT.

Damage caused by assistant guard not pinning brakes down.—W.M., 16/11/77.

## No. 2.

## Reports, &amp;c., of Occurrence from Traffic Branch.

To Inspector Richardson,—

Sir,

Sydney, 9 November, 1877.

I beg to report for your information that, while going down the Branch at Liverpool this morning, with fifteen loaded trucks and brakes down, and engine No. 105 could not hold them, which caused one truck to damage tender of engine and broke door of C 88 buffer castings broken of C 90, D 161, 43, and D 1469, springs broken, and one box.

T. CARSON.

Were

Were the brakes pinned down; if not, why not? Were the rails at all wet or slippery on the morning of the 9th?

Have you ever taken more than fifteen trucks down this branch without in any way the trucks getting the best of the engine?  
H. RICHARDSON,  
Guard Carson. 10/11/77.

In reference to the above, there were more than three-parts of the brakes pinned down, and the others there were no pins to. There was a little dew on the rails on the morning of the 9th, and I have taken twenty-four trucks of a wet morning without any trouble whatever.  
T. CARSON,  
12/11/77.

Beyond the breaking of buffer casting of three trucks and the springs of the truck next to the engine, there was no further damage to trucks or to the buffer stops. The tender of the American engine was however very much damaged, the back of it being cut open by the buffers of the truck next to it. The damage done to the tender was done in my opinion by the rebound of the trucks, and not by the force the engine and trucks struck the buffer stops, as no damage was done to them, and had the brakes been released as the train first struck the stops, little or no damage would have happened to the engine, as she would have gone back by the rebound of the trucks instead of being struck as a stationary object. Guard Carson, who is a most truthful man, states he had a large number of the brakes pinned down, but I understand the drivers have stated that only one brake was pinned down, and that they examined the train. Carson says he did not see either of them examine a truck, and it certainly seems strange that if these men were so very careful in examining these brakes and finding only one down they did not point it out to Carson, who was standing alongside train. If this had been done, as it should have been, then all doubt would have been removed. This was, I understand, the first time this engine had been down the branch, and I attribute as one of the causes of the accident, to the excessive speed the driver was proceeding down the branch; from what the driver told me he did not know what load he had on at the time, and he has been going down as fast as if he had only half a dozen on, and then when nearly down he has been overpowered and unable to pull up. Before condemning Carson and making him solely responsible for this accident, I should like to see fourteen trucks down this branch with the same engine. It certainly seems very strange that this powerful engine if only going down very slowly could not hold fourteen trucks when she was reversed and other engines have taken down twenty-four on wet mornings and twenty have been taken down with only the old brake van that used to stand at Liverpool. If Traffic Manager feels convinced that Carson had only one brake pinned down, then Carson is unfit to hold such a position as head guard.  
H. RICHARDSON,  
Traffic Manager. 13/11/77.

For information of Commissioner.

From these reports it appears the driver started his train without making himself *first acquainted* with the load he had attached to his engine, and to this cause the accident may be attributable.

J. B. GOOLD,

For Traffic Manager, 20/11/77.

Commissioner.

Mr. Mason, 23/11/77.—J.R.

I recommend the Commissioner to direct Traffic Manager to thoroughly investigate this matter. I will be present if necessary.—W.M., 26/11/77.

Approved. Instruct accordingly.—J.R., 28/11/77.

Mr. Carlisle will please hold an inquiry; and as the engine-driver and fireman will require to be examined, let Mr. Mason know when you propose to hold inquiry, in order that he may arrange to be present.—B.C., 28/11/77., C.A.G.

### No. 3.

#### Acting Traffic Manager to Commissioner.

Accident to goods train at Collingwood Branch, November 9th. 1877.

To Commissioner,—

Guard Carson, who alone is responsible for this accident, was examined by me yesterday, and he admitted having taken six trucks down the branch unnecessarily and for the purpose of saving time when he returned to Liverpool Station from the branch. He stated that all the brakes which had pins were pinned down, and that the others were dropped; but this is at variance with the statements of the engine-men, who state that only one brake was pinned and that the others were merely dropped down, with the exception of one which was not dropped at all.

Carson has not had much experience, and with proper training will, I think, make a good railway man; and as we are not very plentifully supplied with experienced men, I recommend that he be reduced to the position of second guard, and his pay reduced to 7s. per day. He is at present paid 8s. per day, and would have been entitled to 9s. had this accident not have occurred.

THOS. CARLISLE,

Acting Traffic Manager, 29/11/77.

Guard Carson is alone to blame for this accident, and ought I think to be dismissed.—W.M., 3/12/77. Commissioner. Is this his first offence?—J.R., 4/12/77. Mr. Carlisle.—C.A.G., B.C., 5/12/77. Yes; see history attached.—THOS. CARLISLE, 6/12/77.

#### History of Thomas Carson.

April, 1872.....	Appointed.
October, 1873 .....	Porter, Petersham Station, at 6s. per day.
June, 1874.....	Removed to Sydney, coaching, at 6s. per day.
1st December, 1874.	Wages increased to 7s. per day.
14th April, 1875 ...	Removed to Parramatta Junction, at 7s. per day.
1st September, 1877.	Appointed assistant guard, at 8s. per day.

Name does not appear in Offence Book.

G. H. MINGAYE,

6th December, 1877.

[Enclosure

## [Enclosure to No. 3.]

*Thomas Carson* states:—I am a guard, and was in charge of a goods train (No. 1) on the morning of the 9th November.

*Examined by Mr. Carlisle*: I had four or five trucks on my train when I arrived at Liverpool; there were nine trucks in Liverpool yard for Collingwood Branch; I had fifteen trucks on the engine going down the branch, two of which were for Parramatta Junction, and four for Sydney; I have previously taken twenty-four trucks down without any trouble; I have always pinned down the brakes, and did so in this instance; all the trucks that had pins the brakes were pinned down. I have no doubt the brakes were pinned down; I think a sudden jerk would knock out the pins; in taking the six trucks down that were not for Sydney I did not think at the time I was doing wrong; I did not hear the driver ask how many trucks were for Collingwood Branch; I did not know the power of the engine, but I knew the engine had not been down the branch before.

*Examined by Mr. Mason*: I pinned all the brakes down that had pins; I don't remember telling you on the morning of the accident that one brake only was pinned down.

*Examined by Mr. Carlisle*: It was for the purpose of saving time that I took the six trucks down the branch; Mr. Richardson saw the brakes were pinned down; this was about three-quarters of an hour after the accident.

*Examined by Mr. Mason*: I have been guard about three months on the Southern Line—Sydney to Picton; I have been assistant guard and guard for about six months; the train was a little late; I did not tell the driver how many trucks there were to go down the branch; I think the assistant guard was on the engine.

*Examined by Mr. Carlisle*: I have not been in the habit of telling the driver how many trucks there were to go down the branch; on leaving Sydney and Picton I tell the driver how many trucks are on the train.

T. CARSON.

The statements previously made by Driver M'Kinley and Fireman John Bough were read over to them, and said to be correct.

## No. 4.

## Minute of Commissioner.

Accident at Liverpool, Collingwood Branch Line, 9th November, 1877.

HAS the decision of the Secretary for Public Work in regard to guard Carson been carried out? \* "I think that Carson's case will be met by my approving of the recommendation of the Acting Traffic Manager, viz., that he be disgraced, and fined a shilling a day for six months.—JOHN SUTHERLAND, January 10th, 1878."

\* See No. 5 Section of Returns.

Mr. Carlisle to say, B.C., 19/3/78.—C.A.G. Not yet. The paper approving of my recommendation does not appear to have been returned from your office.—THOS. CARLISLE, 21/3/78. Commissioner. Paper herewith. Mr. Carlisle, B.C., 22/3/78.—C.A.G. Noted.—THOS. CARLISLE, 30/3/78. Commissioner.

## No. 4.

Near Collision between Trains at Jerrawa, on 4th  
December, 1877.

## No. 1.

## Minute of Secretary.

Government Railways. Minute Paper.

*Subject*:—Near collision between down mail train and up goods train, on the 4th December, at Jerrawa.

To Commissioner,—

No report has been made at Head Office of this. I understand that a collision was most imminent, and the mail train had to put back to make room for goods train.—C.A.G., 11/12/77.

Mr. Carlisle, for report.—J.R., 11/12/77.

Papers in this case duly forwarded to the Commissioner, on 21/12/77.—THOS. CARLISLE, 29/12/77. Commissioner.

## No. 2.

## Report from Acting Traffic Manager.

THE reports in this case are incomplete, and in some particulars contradictory; a personal investigation will therefore be necessary before arriving at any decision. No. 11 down mail being timed to pass No. 14 up goods at Jerrawa, and the guards of both trains having received "line-clear messages," to Jerrawa, that siding should have been approached with great caution\* by the driver of the mail train, knowing, as he did, that this was the ordinary crossing-place for the above trains.

The Station-master, Yass, should not have allowed the goods train to start unless satisfied that there was ample time to reach the siding at least fifteen minutes before the passenger train was due, but in this instance he appears to have been misled by the assurances of the guard and engine-driver that there was ample time to reach Jerrawa, the regular crossing-place.

Mr.

\* Not only approached with great caution, but the mail train should have stopped till the position of goods train was ascertained. The Working Orders having been abolished, it is impossible to say what is being done, or what is correct to be done.—C.A.G.

Mr. Crawford states in his report of 17/12/77, that both engine-driver and guard of mail train were informed before leaving Gunning that the goods train had left Yass, consequently they could have had no intention of passing Jerrawa\* until the up goods arrived. It appears to me that sufficient caution was not taken by the guard and driver of No. 11 down mail in approaching Jerrawa, and that the driver and guard of No. 14 up goods† *miscalculated the time for running to Jerrawa.*

THOS. CARLISLE,  
21/12/77.

Commissioner.

[Enclosures to No. 2.]

To Inspector Crawford,—  
Sir,

Goulburn, 5 December, 1877.

I have to report No. 14 up goods train not being clear of main line at Jerrawa last night when mail train arrived.

No. 11 down mail train arrived at this station at 1:45 a.m. On approaching the siding the white lights from the goods were seen as usual; and concluding this train was in the siding, we were proceeding on our journey. But as we came nearer the siding our driver (Bryson) discovered the goods to be standing on the main line; fortunately we were passing the siding *very steady*, and were able to pull up before coming close.

The delay was only five minutes, and no passenger was aware of the obstruction.

Although no danger signal was shown in time to be of any service to my driver, a red light was turned on just as we came to a standstill. Why this was not done sooner guard Wilbow will explain.

I am, &c.,  
J. JAMES.

To the Traffic Manager,—

I have to report for your information, that on Tuesday, the 4th instant, No. 14 up goods, engine No. 97, driver Armitage and guard Wilbow, left Bowning at 11:49 p.m. for Yass to cross No. 6 down goods. After I got line clear I started with the English mail special at 11:55 also for Yass. Keeping a sharp look-out we sighted the No. 14 several times between Bowning and Yass, and crept into Yass close behind them. We stopped ten minutes at Yass, I making arrangements to cross No. 11 down mail at Gunning, which was done.

No. 14 up goods remained twenty-five minutes after I left cleaning his fire and taking water—this appears to me a most excessive time—and left at 12:45 a.m., having then to run twelve miles, time allowed by time-table is 55 minutes, so that he could not get there before 1:40 a.m. at latest; he did not get there before 1:43 a.m., the exact time the mail is due.

By Rule 146 he ought to have been clear of the main line not later than 1:28 a.m., and by the time-table 1:10 a.m.

As this guard has shown a total disregard of Rule 146, and not preparing a correct time and occurrence sheet, I have suspended him from duty pending your instructions.

A. CRAWFORD,  
6/12/77.

Guards are not allowed to start their trains when they like; they must first obtain the permission of the Station-master or person in charge of station at the time. What has the Yass staff to say about letting this goods train leave so late?  
Mr. Crawford, for further inquiry.

T. CARLISLE,  
per H. RICHARDSON,  
7/12/77.

Guards are not allowed to start their trains when they like, nor did they in this instance. After the business of the station was done, the Station-master was about turning them into the loop to remain until the down mail passed, when both the guard and driver misled him, and said they had plenty of time. The guard and driver know a great deal better than any Station-master what time is required to run any distance.

Traffic Manager.

A. CRAWFORD,  
13/11/77.

This very serious matter requires further investigation yet. Wilbow in his report states that he had a line-clear report to proceed to Jerrawa; he was therefore bound to proceed unless this report was cancelled; and Gunning having given a line-clear for the goods to come on to Jerrawa, he should have instructed the mail to proceed to that place only, instead of which it appears the mail had no instructions, and would have proceeded on to Yass had not the driver seen the lights of the goods train. The Station-master, Yass, should have told Gunning that goods had left for Jerrawa thirty minutes late.

Obtain the explanation of Gunning, and also further explanation of Station-master, Yass.

T. CARLISLE,  
per H. RICHARDSON,  
14/12/77.

Inspector Crawford. Very urgent. Attach copies of all telegrams that passed between Gunning and Yass.—H.R.

The No. 14 up goods late arriving at Jerrawa on the 14th instant.

No. 14 up goods left Yass for Jerrawa with line-clear report to cross No. 14 down mail at Jerrawa.

See Messages marked A.

THIS train left at 12:45 a.m., thirty minutes late. This train was due at Jerrawa at 1:10 a.m., but did not reach it until 1:43 a.m., thirty-three minutes late. This is the exact time the mail was due. No. 11 down mail left Gunning at usual time, and arrived at Jerrawa at 1:45 a.m., two minutes late. This mail train left with line clear report to Jerrawa, only to cross No. 14 up goods, and after crossing line was clear to Yass. See Messages marked B.

Both the engine-driver and guard were informed that the goods had left Yass, and had not the slightest intention of proceeding even if the goods had not arrived.

On coming in sight of Jerrawa the driver saw the three white lights ahead, and not seeing any danger signal exhibited understood that the train was standing in the siding as usual; on coming nearer the driver saw that the train was standing on the main line, pulled up, and it was when he was in the act of pulling up that a red light was shown.

The guard of No. 14 up goods was to blame for starting late. His occurrence sheet is not correct, and he is to blame for not exhibiting a danger signal sooner, to protect his train from the advancing mail train.

ALEX. CRAWFORD,  
17/12/77.

With reference to the above, respecting No. 14 up goods leaving late on the night of the 4th, I beg to say, that after the departure of the up special with English mails, I told guard of up goods to get water as soon as possible, so that he could get away to time; it was about 12:35 before the driver was ready to start. I was then about ordering them into loop to await the arrival of down mail, but upon consulting the guard and engine-driver they told me they could do the journey to Jerrawa in ample time, they generally having thirty-five minutes to spare at that place. I therefore let them go (they having a train of *live stock*) at 12:40. Down mail had only line clear to Jerrawa until arrival of No. 14 up goods at that place.

D. M. LACKEY,  
12/12/77.

Inspector Crawford, Goulburn.

Copies

\* They should not have had any intention of proceeding beyond Jerrawa; but see what driver himself says—he would have gone on, in the conviction that it was the duty of the goods train to be out of his way. This method of working must sooner or later lead to disastrous results.—C.A.G.

† This is the special danger which the Working Orders were framed to meet—they did meet the difficulty, but they have been abolished. I strongly urge that they be revived.—C.A.G.

Copies of Train Messages on the 4th instant.

Station-master, Yass, to Station-master, Gunning.

A.—Is line clear to yours for No. 14 up goods? Time, 12:30.

Station-master, Gunning, to Station-master, Yass.

A.—Yes, line is clear to Jerrawa for No. 14 up goods to follow up special, and on arrival of No. 11 down mail at Jerrawa, and up special at Gunning line will be clear to this for No. 14 up goods. Time, 12:30.

Station-master, Gunning, to Station-master, Yass.

B.—On arrival of up special at this, and No. 14 up goods at Jerrawa, will line be clear to yours for No. 11 down mail? Time, 12:30.

Station-master, Yass, to Station-master, Gunning.

B.—Yes, on arrival of No. 14 up goods at Jerrawa, and up special at yours, line will be clear to this for No. 11 down mail. Time, 12:30.

Telegram from Station-master, Yass, to Inspector Crawford, Goulburn.

Up special left Yass at 12:20 a.m.; No. 14 up goods left at 12:40. Time received, 3:45; time sent, 3:40; date, 6/12/77.

Telegram from Station-master, Bowning, to Station-master, Goulburn.

No. 14 up goods left Bowning 11:49 p.m. on the 4th instant. Time received, 3:30; date, 6/12/77.

Extract from Guard Sheet.

No. 14 Goods Train, Cootamundra to Goulburn, 4 December, 1877.

Fifteen minutes late into Goulburn; thirty minutes late leaving Yass; ten minutes by English mail, and twenty minutes by driver Armitage cleaning his fire and taking water. Got line clear for Jerrawa, arrived at the points at 1:40, and when we turned the corner I saw the mail coming. She was then over the points, and would have run into us if I had not been there to give them a red light. They stopped and put back and we drew into the siding, and were clear of main line at 1:43. The mail was not delayed.

The No. 11 down mail was running past the siding three minutes before her time.

G. WILBOW, Guard

Running of No. 14.

Station.	Arrival.	Departure.
Cootamundra .....	—	6:45
Murrumburrah .....	8:30	9:0
Binalong .....	—	—
Bowning .....	11:25	11:40
Yass .....	12:5	12:45
Jerrawa .....	1:43	1:50
Breadalbane .....	—	—
Goulburn .....	5:15	—

Memorandum to Locomotive Foreman.

Mr. Scott,— Sir,

Government Railways, Engineer, Existing Lines Branch, Goulburn, 7 December, 1877.

The 6:45 p.m., No. 14 up goods train, Cootamundra to Goulburn, on 4/12/77; engine No. 97; driver Thomas Armitage; seventeen loaded waggons and brake. This train was detained thirty minutes at Yass, for special English mail to pass. Armitage states that Station-master at Yass informed him that he would cross the No. 11 down mail at Jerrawa, and line was clear. When this train was approaching Jerrawa, the driver saw the mail coming from Gunning and passing the platform. Armitage whistled and held out the red light. The mail stopped and put back for this train to pass.

JAMES PROCTOR.

W. Scott.—7/12/77. Mr. Mason. Mr. Scott to see me about this.—W.M., 7/12/77.

Memorandum to Locomotive Foreman.

Mr. Scott,— Sir,

Government Railways, Engineer Existing Lines Branch, Goulburn, 7 December, 1877.

The No. 11 down mail train, Sydney to Cootamundra, on 4/12/77; engine No. 83. Driver Alexander Bryson reports to me that when he approached Jerrawa siding, the place for passing the No. 14 up goods train, he saw the white lights on engine and thought it was in the siding. The goods train was on main line and approaching the siding same time as mail train. A red light was held out from goods engine. Bryson put on the brakes and stopped the train in time to prevent an accident.

JAMES PROCTOR.

Mr. Carlisle to see.—W.M., 10/12/77.

Telegram from J. Cobb, Redfern, to Mr. Proctor, Goulburn.

SEND written report from each driver concerned in probable collision, each man to state if any instructions were given to cross at Jerrawa or any other place. Time received, 6:28, a.m.; date, 8th December, 1877.

Sir,—Received reports and sent.—J.H., pro J. PROCTOR. Statement of both drivers attached.—W. SCOTT, 10/12/77. This ought to be thoroughly investigated.—W.M., 12/12/77. To Mr. Carlisle.

Mr. Proctor, Sir,

Goulburn, 8 December, 1877.

I beg to inform you that I have received no instructions as to Jerrawa being a crossing-place, other than what is contained in the time-table of November 1st, 1877, unless what I have got from the guard in charge of mail train, that the trains are worked now according to Rule 146 in Rule Book.

A. BRYSON.

Mr.



Mr. Scott, Locomotive Superintendent, Sydney.

Sir,

In answer to telegram dated December the 8th, concerning the obstruction at Jerrawa, the Station-master at Yass came to me and told me that Gunning had given him line clear for me to make Jerrawa. I was thirty minutes late then, and I asked the Station-master what about the mail, and he told me that Gunning had given him line clear for No. 14 up goods to pass No. 11 down mail at Jerrawa, and he told me that the mail would not pass Jerrawa until I arrived. I left Yass, and kept my own time, arriving at Jerrawa thirty minutes late—that was three minutes before the mail was due at Jerrawa. I could see the mail coming up the bank, and I stopped well outside of Jerrawa, thinking it was not safe to go into the siding until the mail came to a stand at the platform. My guard came down in front of the train and went to the siding point to turn me into the siding as soon as the mail came to a stand; but she ran by the Jerrawa platform and over the points that go into the siding, and had to set back to let me in.

Sir, I would much like you to call both sides together and investigate this case.

Goulburn Station, 9 December, 1877.

I remain, &c.,  
T. ARMITAGE,  
Driver.

Mr. Proctor,—

Sir,

I beg to state that I arrived at Gunning on the 4th December with No. 11 down mail. On leaving Gunning I received no instructions from the guard or Station-master that No. 14 up goods had left Yass thirty minutes late. When I approached the siding at Jerrawa I gave one long whistle. I saw distinctly the white lights of the goods which led me to believe they were in the siding as usual. I proceeded on cautiously, and on getting nearer I discovered the goods to be on the main line with no danger signal shown until I had stopped.

Goulburn, 11 December, 1877.

A. BRYSON.

Mr. Scott, Locomotive Superintendent, Sydney,—

In reference to No. 14 up goods train from Cootamundra to Goulburn, on 4th December, 1877, I was detained thirty minutes at Yass for English mail to pass. Station-master at Yass informed me that line was clear to Jerrawa till my train arrived. When I approached Jerrawa I saw the mail coming on to the platform at Gunning side, and I stopped well outside of Jerrawa thinking it was not safe to go into the siding, until the mail came to a stand at the platform. My guard came down in front of the train, and went to the siding points to turn me into the siding as soon as the mail came to a stand, but she ran by the Jerrawa platform and over the points that go into the siding, and had to set back to let me in.

I remain, &c.,  
T. ARMITAGE,  
Driver.

### No. 3.

#### Minute of Secretary of Railways.

I wish to draw the Commissioner's special attention to this case. It presents without doubt the most serious appearance of mismanagement that has yet occurred, not arising apparently from any disregard of instructions, but because there are no properly defined instructions—they are too general. The driver says he depends upon rule 146; fixed crossing-places or line clear messages have no importance in his eyes. Rule 146 says that goods trains are to keep clear of passenger trains, and he as the driver of the mail train comes on at any hazard. I again urge upon the Commissioner to revive the Working Orders, which effectually provide for all cases of the kind, and are in correspondence with single line working everywhere.—C.A.G., 28/12/77.

### No. 4.

#### Minute of Commissioner.

LET a full inquiry be made into this case by Mr. Mason and the Acting Traffic Manager.—J.R., 29/12/77.

### No. 5.

#### Report of Inquiry.

IN company with Mr. Carlisle I have made a full inquiry into this subject, and find it a very frivolous affair. From the evidence attached, it will be seen that there was no reason to apprehend a collision of the two trains occurring, as the whole arrangement was clearly made and thoroughly understood by all parties concerned. Bryson, the driver of the down mail train, knew that the goods train was on the road from Yass, and had to cross the mail train at Jerrawa siding as usual. On Bryson's arrival at Jerrawa he saw the white head-lights of the goods train and thought it was standing on the siding as usual, but not being sure whether it was on the siding or on the main line he slackened speed so as to stop at a safe distance from it in case it should be on the main line, and pulled up his train 150 yards at least from the goods train. I consider this matter unworthy of further comment.—W.M., 8/1/78.

Commissioner.

[Enclosures to No. 5.]

Alexander Bryson states:—I was the driver of No. 11 down mail, on the 4th December, 1877; I left Gunning at 1:20 a.m. on the morning of the 5th December—the time stated in time-table; I knew that Jerrawa was the crossing-place for my train and No. 14 up goods, and before leaving Gunning on the date in question I was told that the up goods train had left Yass; my train consisted of five passenger vehicles, that being half the load of my engine; on approaching Jerrawa at 1:45 I fully expected to pass the up goods, and on proceeding up the incline (1 in 40) I saw the white head lights of the goods train about  $\frac{1}{2}$  of a mile or a mile in front of me; it has always been usual to run past Jerrawa at speed when the white head lights were visible, and it is very difficult to tell from a distance whether the lights are on the main line or in the siding; the moment I saw that the goods train was on the main line (at which time I had reduced speed to six or seven miles per hour), I put on the brakes and brought my train to a stand in a distance which I do not think would exceed twenty yards; had I not thought that the goods train was in the siding I would have stopped at the platform, and if I had not seen the lights of the goods train at all I certainly would not have passed Jerrawa; there could not possibly have been a collision, as I had my train under thorough control.

A. BRYSON,  
3/1/78.

Richard

*Richard Stuart*, fireman, states: I was fireman of No. 11 down mail on the 4th December; have heard the evidence of driver Bryson, and am prepared to corroborate all he has stated.

RICHARD STUART.

3/1/78.

*James James* states: I was guard of No. 11 down southern mail on the night of the 4th December; referring to my time book, I find that I left Gunning at 1:20 a.m. on the 5th December; before leaving Gunning, I was told that No. 14 up goods had left Yass, and I was aware that Jerrawa was the regular crossing-place for these trains; unless to set down or pick up passengers by signal, it has been the custom not to stop at Jerrawa, and hitherto the goods train has always been in the siding there before our arrival and all white lights exhibited; we always run past Jerrawa, when we know that we have to cross a train there, at a very much reduced speed, and so that we can be brought to a dead stand in a distance from twenty to twenty-five yards; on the date in question I saw the white lights a long way ahead, and could not tell whether they were in the siding or on the main line—but when the driver saw that the goods train was on the main line he pulled up in a very short distance, and about one hundred yards from the goods train; had we not seen the white lights of the goods train at Jerrawa, we would not have passed the platform there without learning the whereabouts of the goods train, but would have given the red light to the driver, although I do not think even that would have been necessary, as the drivers thoroughly understand in such cases not to pass the crossing-places.

*By Mr. Mason*: I am aware that the Working Orders have been withdrawn, and do not think they would have been of any good in such a case as this, in fact I have always found them to be a source of confusion rather than anything else; I have always been and am still of the opinion that rule 146 of book of Rules and Regulations is the safest rule to work upon.

J. JAMES, Guard,

3/1/78.

*George Wilbow* states: I was guard of No. 14 up goods on the 4th (fourth) December, 1877; I left Yass at 12:45 a.m., on the 5th December, thirty minutes after time; before leaving Yass, the Station-master, after a consultation with the engine-driver, came and told me that the driver had said he would try and "make" Jerrawa in time to allow the down mail to pass, and on the strength of that promise he allowed us to go; my train consisted of eighteen vehicles, including the guard's van, and on approaching Jerrawa at 1:40 a.m. the driver brought the train to a stand-still, as he had seen the mail train approaching, and said he would not move until the mail had been brought to a dead stand; as soon as my train was brought to a stop, I ran forward with a red light and stopped the mail train; the mail train was about 200 yards distant when I turned on the red light, and came to a stop about 100 yards from our train; prior to this date I have always been in the siding before the mail arrived, and I can say that the mail never passes Jerrawa at a speed exceeding twelve to fifteen miles an hour, and on this date was running much slower in my opinion, in fact I think the mail could have been brought to a stop in a few yards, considering the rate at which they appeared to be running; I should state that before leaving Yass I asked the Station-master a second time if the line was clear to Jerrawa, and he answered "Yes."

G. WILBOW, 3/1/78.

*James Fletcher* states: I am Night Telegraph Operator at Gunning; I remember receiving a line clear message from the Station-master at Yass at 12:35 a.m., on the 5th December, 1877, to the effect that line was clear to Jerrawa for No. 14 up goods to cross No. 11 down mail at the latter place; before the train left Gunning I told the guard that the up goods train had left Yass; had the crossing of these trains been altered from Jerrawa to Yass, it would have been my duty to have given the guard a written permit to run on to the latter station.

JAMES FLETCHER, 3/1/78.

*Thomas Armitage* states: I was driver of the No. 14 up southern goods on the 4th December last; I left Yass at 12:45 a.m. on 5th December, and arrived at Gunning at 1:40; before leaving Yass the Station-master came to the engine-step and told me that he had given "line clear" for the down-mail to come to Jerrawa, but not to pass there, and that I was to proceed to Jerrawa and cross the mail there; the guard, George Wilbow, then came and told me that as the Station-master had told us to proceed to Jerrawa we had better lose no time; I told him that as my train was heavy I could not make up time, and we immediately afterwards started; upon arriving near Jerrawa I saw the mail train, and as it was approaching I deemed it advisable to stop about 140 or 150 yards distant from the siding points, until the mail was brought to a dead-stop; my guard ran forward to the points and exhibited a red light, while I held a red light over the side of my engine so that the driver of the mail had plenty of time to stop before coming near the points into which I was to enter; the mail was approaching slowly, but as soon as the driver saw the guard's red light he brought his train to a stop.

T. ARMITAGE, 4/1/78.

*Mr. Lackey*, Station-master, Yass, states: I remember the night of the 4th December, 1877; No. 14 up southern goods, which should have left Yass at 12:15 a.m. on the 5th, did not leave till 12:40 a.m.; I consulted both driver and guard as to whether they would be able to make Jerrawa in time to allow No. 11 down mail to pass; they both answered "Yes," and I immediately thereafter arranged with Gunning by telegraph that the No. 14 up goods was to leave and cross No. 11 down mail at Jerrawa, and then allowed the goods train to leave; I had not the slightest reason to anticipate any misunderstanding as to the crossing of the trains at Jerrawa, as all appeared thoroughly to understand what was to be done.

W. M. LACKEY.

## No. 6.

### Minute of Secretary of Railways.

If the Commissioner is satisfied with this, I have of course no desire to keep the matter open. The evidence, even in its amended shape, does not to my mind support Mr. Mason's conclusions; but this is of course my individual opinion only. I ask the Commissioner to look into the case closely, and I think he will decide that under the present mode of working, the goods train should not have been approaching Jerrawa at the very time the mail train was due to pass that station; and I am further of opinion (reading Driver Bryson's first statement of 8th December, and the evidence of the guard of the goods train together) that there was imminent danger of a serious collision. I may say that at the time I wrote my minute of 28/12/77 I was not aware that the Working Orders had been abolished by the Commissioner, on Mr. Whitton's advice. Of course had I been aware of this I should have hesitated in advising that they should be revived, however valuable I might consider them.

C.A.G.,

14/1/78.

## No. 7.

### Minute of Commissioner.

I AM satisfied with the result of the inquiry.

J.R.,

19/1/78.

## No. 5.

### Accidents.

MINUTE of Mr. Secretary Combes.

WILL the Commissioner ascertain what has been done with reference to the accident which occurred at Lithgow, also the accidents at the Redfern Station and at Liverpool?

E.C., 24/11/77.

Acting Traffic Manager, for report.—J.R., 24/11/77.

Reports of the Sydney and Liverpool accidents attached. The Lithgow report will follow.—THOS. CARLISLE, Actg. T.M., 29/11/77.

Now herewith.—J.R.

MINUTE of the Commissioner.

ENQUIRIES have been held in each of these cases, and the evidence is herewith. From this it appears that the accident at the Sydney Station was caused by the gross ignorance of assistant-pointsman Sharp, but foreman carriage-shunter Free was almost equally to blame for entrusting such a responsible duty to an incompetent man. Assistant-guard Simpson was alone responsible for the accident at Lithgow Valley, and Guard Carson for the accident at Collingwood Branch. To put a stop to such cases of gross negligence, resulting in considerable damage to property and danger to human life, I feel called upon to recommend that Sharp, Simpson, and Carson be dismissed, and that Free be disrated.

J.R., 13/12/77.

MINUTE of Mr. Secretary Combes.

IN my opinion my successor should carry this recommendation out.

E.C., 14/12/77.

MINUTE of Mr. Secretary Sutherland.

*Subject* :—Accidents at Lithgow, 4th November, 1877; Redfern Station, 5th November, 1877, and at Liverpool, 9th November, 1877.

I FIND that in a minute, dated the 13th December, 1877, the Commissioner recommends that of the men in fault in these cases, Simpson for Lithgow accident, Sharp for Redfern accident, and Carson for Liverpool accident, be dismissed, and that foreman shunter Free, for Redfern accident, be disrated. My predecessor, in a minute, dated 14th December, 1877, says—"In my opinion my successor should carry the recommendation out."

It appears to me, however, that in writing these minutes, both the Commissioner and the Minister must have forgotten the action already taken, for I see on reference to the papers that Simpson was dismissed by the Commissioner on the 4th December last, and Sharp on the 5th December; foreman Free was at the same time fined 40s. for his part in the accident at Redfern.

I do not see how I can dismiss men already dismissed, nor re-open Free's case for the purpose of increasing the punishment inflicted upon him.

The only case undealt with is that of Carson's for Liverpool accident. The Acting Traffic Manager recommends, on the 29th November, 1877, that he be disrated and wages reduced 1s. a day. The Commissioner it would appear approved this at first, but erased the word "approved," and asked the question "Is this his first offence?" Carson's history in the department is then given, by which it appears that he has been six years in the Service as porter at Petersham, Sydney, and Parramatta Junction, and finally as assistant guard, and that his name for the whole period does not appear in the Offence Book. It appeared to me singular that whereas the Commissioner was about adopting on the 4th December the recommendation of the Acting Traffic Manager in this case, he should, on the 13th December, having in the interval been furnished with reasons (if previous good conduct is to influence decisions in such cases) for the exercise of lenity, recommend the extreme punishment of dismissal. This apparent inconsistency and the excellent character borne by Carson induced me to look closely into the case, and I rise from a careful perusal of the papers with the conviction that though Carson is to blame he is not alone to blame, but that the engine-driver, either for want of preliminary care in first ascertaining his load, or afterwards by over-estimating the power of his engine to control the load, contributed in a large degree to the accident.

Carson it appears to me is to blame for attaching to the train unnecessarily six trucks, which were not required at Collingwood, and which he should have attached to the up-train on the return of the engine to Liverpool; beyond this there is no satisfactory evidence of his culpability. He states that he dropped the brakes of the trucks, and where there were pins he used them; three parts of the brakes were pinned down. The enginemen state that the brakes were dropped with the exception of one, but that only one brake was pinned. Both statements may be true; the guard may have pinned the brakes down, and when the enginemen examined them *after* the accident the pins may have been absent. It must be remembered that the collision was a very severe one, and a sudden jerk (in this case it smashed the tender) would knock the pins out. At all events the only evidence opposed to the guard's statement is that of the enginemen, who, if they could not have shown the guard to be in fault, must have accepted the whole responsibility of the accident.

Now it appears that the engine employed was the new American engine, which was out on trial; it had never been down the Collingwood Branch before, and this branch is difficult to work, being on a gradient of some severity. Surely, under these circumstances, the driver should have been most careful in ascertaining what his load was before starting, but by his own evidence it appears that he was altogether ignorant on the point. The guard says he was not asked the number of trucks; the driver says he asked him, and he replied "he thought six." After we had started I again asked him, and he said "I do not know how many is on." It was clearly the duty of the engine-driver to have ascertained his load in a more definite way than this.

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The train started with fifteen loaded trucks, the driver says "very cautiously," but when half-way down the engine was overpowered. I think there is reason for believing that the train was not taken cautiously down. We have it on record that this engine is a very powerful one, able, it is asserted, to do as much as or more work than any English-built engine on our lines. Now, there is evidence that (on a wet morning even) one of the ordinary engines has taken down this branch twenty-four loaded trucks with safety, and twenty loaded trucks have been taken down it without an engine at all, but with the aid only of a large brake-van.

Under all these circumstances I am forced to the conclusion that in the investigation of this case a failure in arriving at the true facts has been exhibited, and I think Mr. Mason should take an early opportunity of ascertaining what the load really is that this engine, when being driven cautiously, can take down the Collingwood Branch.

Even with the view of Carson's culpability taken by the Commissioner, I do not think that the Department would be wise in its own interest to take the extreme step of dismissing him. The man has been six years in our employment, and has never before committed a mistake. Mr. Carlisle says he will make a good railway man. It is not sound policy, nor conducive to safety, to dismiss men for a first offence if a less penalty can serve, because men with railway experience are not so easily procured, and by dismissal the Department loses the practical knowledge which it may have taken the man years to attain.

I think that Carson's case will be met by my approving of the recommendation of the Acting Traffic Manager, viz., that he be disgraced, and fined a shilling a day, say for six months.

JOHN SUTHERLAND,  
Jan. 10, 1878.

## No. 6.

# Report of the Engineer for Existing Lines on the Accident at Emu Plains on 31st January, 1878.

The Engineer for Existing Lines to The Commissioner.

Department of Public Works, Railway Branch,  
Existing Lines, Engineer's Office,  
Sydney, 1 February, 1878.

Minute Paper.

*Subject* :—Collision of goods trains at Emu, on the Great Western Railway.

ABOUT 1 o'clock on the morning of the 31st ultimo, I received a telegram which I at once forwarded to the Commissioner, stating a serious accident had occurred at Emu Plains by the collision of two goods trains.

I at once went to the Sydney station and found that Mr. Scott, the Locomotive Superintendent, and Mr. Waring, Inspector of Permanent Way, with the assistance of Mr. Lock of the Traffic Department, were making preparations to dispatch a special train with men and all the necessary appliances for clearing the line.

We left Sydney about 2 a.m., picking up men on the way to Penrith; we arrived at the scene of the accident shortly before daylight, and found the remains of the trucks, which were piled in a heap on the line one mass of flames, having caught fire a few minutes after the collision. I had a very strong gang of men, and at once applied the fire engine which we brought from Sydney, and very soon reduced the fire so as to be able to commence clearing the line; the fire was put out and the line nearly cleared of the *débris* on the arrival of the up mail train at the spot, but as the rails of the permanent way were much crippled and several of the sleepers burnt, it was impossible to pass the train over that part, consequently the passengers and luggage were transhipped with very little loss of time to another train, which we had brought from Sydney for the purpose.

The whole of the men worked vigorously and continuously until 8.50 a.m., when the line was ready again for traffic.

After seeing the line put in good working order I returned to Penrith to attend the inquest, which was to be held on the bodies of those killed by the collision of the trains.

On the meeting of the jurymen about 11 a.m., I suggested to the Coroner that they should visit the scene of the accident, which they did. On their return to Penrith the inquest was immediately commenced, at which a full and searching inquiry was made into the cause which led to the accident.

From the evidence given at the inquest, it was proved that arrangements were made between the Station-master in charge at night at Penrith, and the Telegraph Operator, who was in charge at night of the Blue Mountain Station, or a special up goods train to cross the No. 16 ordinary goods train at Wascoe's Siding. On this arrangement and understanding the Station-master in charge at Penrith despatched the No. 16 ordinary goods train from Penrith at its proper time, viz., 11 o'clock p.m., with instructions to the guard of that train to cross the above-named special goods at Wascoe's Siding. The guard of the special goods train, George Perdue, was also informed by the operator in charge at the Blue Mountain, as he passed there, that it was arranged for the special to cross No. 16 down goods at Wascoe's, but contrary to this arrangement Perdue started from Wascoe's Siding at 27 minutes to 11 o'clock with the intention of reaching Emu siding before the No. 16 goods got there; on arriving within 25 yards of the bottom of the long incline of 1 in 30 from the Zig-zag it came into collision with the leading engine of No. 16 goods train, throwing both engines with their tenders off the line, and down the embankment,

embankment, which is at this spot 6 feet 6 inches high, turning them all bottom upwards; together with nine trucks of the special and five of the ordinary goods with their contents piled up on the top of the engines and tenders, and on the line, in indescribable confusion. A few minutes after the train caught fire and was soon in flames, as I have already described.

John Egan, driver of the special train, engine No. 52, was fatally injured, having died about 20 minutes after the accident. John Larkin, his fireman, was severely scalded and otherwise injured. Michael Stevenson, driver of the leading engine of No. 16 goods train, was much injured, but is likely to recover; but John Wiggins, his fireman, was killed on the spot. Brady, assistant guard of the special train, who was at the time of the accident riding on the engine, was also killed on the spot; his body, or rather what remained of it, was not recovered until the burning wreck had been removed; he was found under the engine completely charred. Both driver and fireman of the assistant engine which was pushing behind No. 16 goods train as well as the engine escaped uninjured, not having been coupled to the train.

The two engines which came into collision are a total wreck; the whole of the bodies of the fourteen trucks were burnt, nothing being left but the iron-work; some of the wheels and axles were broken and others considerably injured. A number of men are now at work collecting all the materials, and until this is done and the whole of them carefully examined, it would be impossible to form any reliable estimate of the value of the property destroyed by the accident.

The evidence given at the inquest led conclusively to the fact that the accident was caused by the negligence of Guard Perdue, and the jury returned a verdict to that effect, adding as a rider that they were of opinion that the Government ought to make more decided arrangements for the arrival and departure of special trains at sidings.

WM. MASON.

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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MINUTE

OF THE

SECRETARY FOR PUBLIC WORKS

ON THE

CAUSES OF RAILWAY ACCIDENT

AT EMU PLAINS ON 30 JANUARY, 1878,

AND

SYSTEM OF WORKING THE TRAFFIC;

TOGETHER WITH

MINUTES OF EVIDENCE.

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ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
19 *February*, 1878.

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SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1878.



Minute of the Secretary for Public Works on evidence given at the Inquiry held by him with reference to the Railway Accident at Emu Plains on the night of the 30th January, 1878, and system of working the Trains.

THE evidence given at the inquiry shows very clearly that the Working Orders made for the guidance of the Staff in carrying out the Rules and Regulations were absolutely essential to provide for the public safety, and that in abolishing them the door was thrown open to uncertainty, contradiction, and danger. It is to my mind marvellous that, with the evidence of the value of these Working Orders before him, the Commissioner (Mr. Rae) should have ventured to cancel them. His only reason appears to have been that one officer (Mr. Higgs), who was charged with disobeying them, stated in his defence that they clashed with the Rules and Regulations: No inquiry appears to have been made whether this was so or not; but recklessly, and without thought of the consequences apparently, the Working Orders were abolished, and the Staff left entirely to form their own judgment in regard to the interpretation to be placed upon the Rules—the very action of abolishing the “Working Orders” implying that the practice they sanctioned was wrong, and something different to that practice was to be adopted: *Something different was adopted*; the system which the Working Orders provided—that “written line clear reports” were to be placed in the hands of the guards showing to what points they were entitled to run—was abandoned; “line clear reports” were no longer obtained, and the duty of making safe arrangements for crossing trains was left to the discretion of the guards, without, in the case of goods train meeting goods train, any time being fixed whereby one train was to be in before the other was due out. On the night of the accident the goods train did not stop at Blue Mountain, as she should have done, to learn to what point the line was clear,—a report which it was the Station-master’s duty to have previously obtained from Penrith, and which he neglected. The evidence shows that the train did not stop, but went slowly by, and the officer in charge of station stepped on to the break van while the train was running, and asked the guard “where he was going to”; the station officer avers that he replied “Wascoe’s,” but the guard says he told him “Emu Plains.” The train proceeds to Wascoe’s, and the guard thinks he has time to make Emu Plains and comes on; and by the evidence it appears that it is considered that, since the abolition of the Working Orders, guards are expected to exercise their discretion in this respect under Rule 146, and run for any crossing-place, provided they consider they have time. Rule 146 says they are not to be on the road within 15 minutes of an advertised train being due; but no margin of time is fixed for a goods train to clear another goods train; and it is admitted by the Traffic Manager (Mr. Carlisle) and the Inspector (Mr. Crawford) that, while it would be wrong to run so close as to clear each other by one minute only, there is no rule prohibiting it, as there is when a goods train has to meet a passenger train; and they also admit that, even as between a passenger train and a goods train, if the guard’s watch were wrong and he was not aware of it, a collision would in all probability be the result.

Against all this uncertainty and danger the “Working Orders” provided. The Commissioner (Mr. Rae), when conducting the inquiry into the irregularity at Bathurst in November last, took the evidence of Inspector Hornidge (see page 5 of the papers *re* the suspension of the Traffic Manager, laid on Table of House on 5th February, 1878), that he had experienced difficulty while he was Station-master at Wallerawang; that on three occasions goods trains had arrived from one direction *after* passenger trains were due out in the same direction; the passenger trains were no doubt late, and so collisions were avoided; but had they been running to time they would, under the then existing state of things, have started out without reference to the position of the goods trains, which, under Rule 146, ought to have shunted fifteen minutes before the passenger trains were due. The guards’ watches were wrong perhaps, or they “chanced it.”

These irregularities were brought under Mr. Vernon’s notice, and induced him to issue “Working Orders” providing for a safer practice. It is marvellous to me that, with this evidence before him, Mr. Rae should have, without further and full inquiry (taking the evidence of the Staff generally), have cancelled these Orders, and authorized, in effect, the previous unsafe practice being reverted to, the danger thereof having been, in the meantime, largely increased by the number of additional trains running to meet the growing traffic. Again, when the Traffic Manager (Mr. Vernon) sent in his explanation of his conduct, on the 5th December last, in which he graphically points out the danger of running introduced since the abolition of the Orders (see pages 10 and 11 of the papers referred to, laid on Table 5 February, 1878),—what does the Commissioner (Mr. Rae) say? He says—“It is not my intention to follow Mr. Vernon through the whole of his remarks, the burden of which is an endeavour to show that the withdrawal of the “Working Orders” will endanger the public safety, and that these Working Orders which were sanctioned by the Commissioner, are not at variance with the established Regulations approved by the Governor and Executive Council.”



I cannot refrain from saying that it would have been well if Mr. Rae *had* followed Mr. Vernon through his remarks on this vitally important subject. Had he done so, and taken the evidence of the Traffic Staff, as it was taken at the inquiry held by me, he would, I think, have seen the incorrectness of his action, and would have lost no time in obtaining the authority of the Governor and Executive Council to revive these Orders. Had this course been adopted, the evidence of the witnesses examined by me abundantly shows that the accident, which we must all deplore, resulting in the loss of valuable lives, and in the total wreck of property to the value of some £12,000, would not have occurred. But it would appear that Mr. Rae was not to be successfully warned, for I find that, in a minute which the then Secretary, Mr. Goodchap, addressed to him on the 28th December (with reference to an irregularity in train running at Jerrawa), and which, viewed in the light of subsequent events, may be said to be almost prophetic, implored him in vain to revive the Working Orders. Mr. Goodchap stated that the existing method of working must sooner or later lead to disastrous results, and he adds, "I again urge upon the Commissioner to revive the Working Orders, which effectually provide for all cases of the kind, and are in correspondence with single line working on telegraph system everywhere."

Mr. Rae's refuge is again to the Engineers, who have no responsibility in regard to the safe working of the traffic; he calls upon Mr. Mason to hold an inquiry. Mr. Goodchap, who writes the minute and gives the warning, is not asked in any way to join in investigating the matter, and then Mr. Mason's commentary upon the evidence he obtains follows:—"He finds the matter a very frivolous affair, and considers it unworthy of further comment." Mr. Rae, on the 17th January, notwithstanding Mr. Goodchap's further advice to him to make additional inquiry, says he is satisfied, and the system is continued despite all warnings, till the terrible crash occurs on the night of the 30th January.

Had this paper been laid before me as the Ministerial Head of the Department, as it should have been, I would have taken some speedy action in the matter to make provision for a safer system; but I knew nothing of these representations—far less important matters were submitted to me daily, but this question, which affected public life and safety, was withheld—presumably because Mr. Rae did not attach importance to it. No one can regret more than I do myself the necessity there is for writing in this way. Mr. Rae has been in the Public Service of the Country for nearly a quarter of a century; he has held and still holds a high and responsible position in that employment, and has earned the respect and esteem of those who value long and faithful services. His many excellent qualities as an administrative officer in the executive control of a large and important department have not been unacknowledged by myself, nor, I feel convinced, by other gentlemen who have held the position of Secretary for Public Works; and it is therefore with much reluctance and pain that I find myself constrained to use words of condemnation in connection with any action taken by him; but the occasion is of too serious a nature to admit of hesitation or reserve, and I must as a matter of simple duty which cannot be evaded, make known the facts which an inquiry into the subject has revealed.

The following is a summary of the evidence taken:—The first witness is the Mr. Higgs, who created the difficulty in November last, at Bathurst, and who my predecessor immediately promoted to be Inspector of the Western Line. Mr. Combes, in his remarks in the House the other evening, represented this officer as such an intelligent and valuable one as to be entitled to rank next to Mr. Whitton.

One of the chief duties of the Inspector is to make report—Schedules of questions being provided him for the purpose—on the working of the various stations (Appended is the Schedule); but Mr. Higgs admits that he has made no report on any station since his appointment, over two months having elapsed. (Questions 5 to 14.)

In reply to the inquiry whether as Inspector of the line he had ever inquired what the practice was in running these special trains, he says, "No; I never had any occasion to do so till now" (38.)

Then, after confounding the duties of Station-master with duties of guards in regard to obtaining line clear report (47 to 49), he admits, that since the abolition of the Working Orders the running of these specials as to the time they shall make and the places they shall run for is left to the discretion of the guards (54 and 55).

He says that he is not aware of any rule which makes it compulsory on a Station-master to give guard a line-clear message before he leaves his station (71 and 72); and that, under the Working Orders the guard could not leave the station without it (85). And then to the plain question,—Do you think that a clear-line report, in the possession of the guard of the train on the night of the accident would have prevented any misunderstanding? This clear-headed officer, who ranks in intelligence next to

Mr.

Mr. Whitton, answers in the negative three times—the question being repeated—and on the 4th repetition says, “I should think it would; I misunderstood your question when I answered, ‘I think not.’” (87 to 90). In reply to Mr. Carlisle’s inquiry, “Did I understand Mr. Higgs to say that he would start a special without having telegraphic communication,” he answered, “No.” (100). And then to next question by Mr. Vernon to the same purport, he answers, “Yes.” (101.)

I cannot refrain from observing that if this is the description of intelligence and experience upon which Mr. Combes relied and allowed his judgment to be guided, I am not surprised that he arrived at a wrong conclusion.

The next witness is Mr. Thompson, the Station-master at Mount Victoria; he says, since the abolition of the “Working Orders” he has allowed the specials to leave his station without obtaining line clear; he never did so before. (146 to 149). And Mr. Grace, the officer-in-charge at Katoomba, the next Telegraph Station to Mount Victoria, says that both Mount Victoria and Blue Mountain—the Telegraph Station on either side of him—refused to give him line clear for special goods since the abolition of the Working Orders (184-6-7); that, directly they were abolished, the books in which they used to enter their line clear reports were abandoned, and were not revived till the day after the accident, when the practice established by the Working Orders was resumed.” (192 to 195).

To shew the disorganization which ensued when the system of working by line clear and the Working Orders were interfered with, see what Mr. Grace says: he admits the Telegraph Inspector gave him an order on the 25th November (two days after the cancellation of the system) to keep up his telegraph books—but he adds “I was helpless when the contrary practice was observed by stations on both sides of me.” (198 and 199.)

John King, officer in charge at Blue Mountain, says that on the night of the accident he did not obtain line clear from the Telegraph Station in advance. (228, 230, 259). His reason for not keeping up his telegraph book was “he was doubtful whether he was supposed to do so.” (250 & 251). Nothing but uncertainty seems to have prevailed directly the Orders were abolished.

Mr. Waring, the officer in charge at Penrith, says that since the abolition of the Working Orders the trains have been running clear of each other, more or less, by the discretion of the guards. There were no crossing-places fixed by previous telegraphic communication, and they have gone on under the general arrangement that the guard will keep clear of other trains. (281, 282, 287.)

William Pine, engine-driver, gives the following evidence—in reply to the question:—“Are you aware whether guard has line clear report to any particular place?” he says “No, the line clear report has been done away with for some time (324), and these trains are run at the discretion of the guards.” (325.) There is no time stipulated within which one goods train should be clear of another goods train—and he would not be breaking any rule if he ran in one minute only before another goods train was due out. (329.) This witness gives evidence as to hours of labour (334 to 340), so also does Mr. Tipping. (301 to 312.)

Station-master Bell says:—“I have run more special trains than any man on the line,” and he would prefer to run them under the Working Orders than under the present system, because if he got line clear from Station-master ahead it would take the responsibility off him as guard. (531, 532.)

Guard Elly, in reply to question—“Do you know the practice of working these special goods trains?” says, “All that I know is that all special trains should keep clear of advertised trains. (387.) He always worked up to the Working Orders when they existed. (394 to 396). Since their abolition have not obtained line clear report—would run for any crossing if he thought he had time to clear the train.” (397 to 400.)

Guard Baker says his practice has been to keep clear of all trains—has no further instructions than his time-table. (431 to 434.) Always had a line clear report in his possession showing where he was to run to under the Working Orders. (439.) Felt perfectly safe under that system—but could not under present system unless he had plenty of time. (444 & 445.) If two specials were on the road without either knowing the other was there, there would be a misunderstanding—there could not be a misunderstanding under the Working Orders. (446 to 449.)

Guard Cox says he was employed on the Railways at home for seventeen years—has been seven months in our service; when first commenced duty as guard acted under Working Orders—they were cancelled in November. (474.) Has been running since at his discretion (480.) In reply to question  
“Which

"Which system would you prefer to work under?" He says, "I would always run under line clear report—it is safe for every one then; verbal orders are not safe to work under." (484.)

Foreman Crawford says, the Working Orders provided that the guard should have in his possession a line clear report. (494 & 495.) It is now left to the discretion of the guards to make their own time—to run to crossing-places at their own discretion provided they have plenty of time. (496 to 498.)

In reply to question which is the safer system, he says, "Line clear report system." (501.)

Station-master Hornidge (formerly Inspector) says, that when the system was under Working Orders they were strictly observed (544 & 545); there was no approach to accident thereunder; he still observes the system at his station, though it is abolished; he does it for his own safety (549 and 550.) In reply to Minister, Mr. Hornidge states, "I consider that under the Working Orders we had a system as safe as any subject to telegraph can be—as safe as any system that is not automatic. (557.)

Station-master Richardson (formerly Inspector) describes Working Order practice, and present practice, which latter is a system which leaves it to the discretion of the guards to run in such a way that they will reach crossings so as to avoid trains which are on the road without previously obtaining line clear report. (586 to 588.) In reply to question, Which do you consider the safer system? He says, "The line clear report under Working Orders is certainly" (589); and he adds, "I would not trust any guard to run a yard without the permission of the Station-master; I would not trust either guards or drivers to arrange for or to alter the appointed crossing-places of trains. (590.)

T. F. Elliott has been on the Railways two years and three months; has had ten years experience of Railways, principally in India; the lines there are mostly single, and are worked on the telegraph system, under Orders almost precisely similar to those recently abolished here; they were found in India to work very satisfactorily—never knew an accident under them; have a knowledge of the accident which occurred at Emu Plains on the 30th January; have read all the particulars, and am confident that had these Orders been in existence at the time, the accident could not have occurred. (595 to 610.) In reply to inquiry whether he had anything to say, Mr. Elliott says, "I would state as a duty I owe to society that the system under which the officers of the Railway Department have been working the traffic on the single lines during the last two months is extremely dangerous, and one which would not be allowed to remain in force on any properly conducted line elsewhere; it is unsound in principle, and exceedingly unsafe. I allude to the system under which the working of special trains is left to the discretion of the guards, the time system under which it has been endeavoured to work the lines since the abolition of the Working Orders, and the practice of giving *verbal* instead of *written* orders to the guards. (611 and 612.)

Then follows *Mr. Vernon's* statement of the measure he had taken to secure safe working. (619, 622.)

And Mr. Goodchap's statement of the course taken to secure safe working since his appointment to Commissionership. (623.)

Mr. Carlisle, Traffic Manager, examined on system generally of passenger trains leaving crossing-places not knowing where goods trains are—admits that delay and possibly danger must be the result, and also, that if the guards' watches were not keeping time a collision would be the result of this system; does not think the system is as safe as it ought to be; under the system provided in the Working Orders there was safety. (720, 721, 727, 728, 729.) (This is singular evidence, seeing that Mr. Carlisle was one of the officers consulted about the abolition of the Working Orders.)

Mr. Rae was asked, after Mr. Carlisle had given his evidence, whether he had any questions to put; the same question was asked of him after each witness had given his evidence. Mr. Sutherland asked him if he wished to have Mr. Whitton and Mr. Mason examined; and he replied that he did not wish to express any desire in the matter, and he had no witnesses he wished to have called.

Inspector Crawford examined (this was another officer consulted about the abolition of the Working Orders). He confesses to the inadequacy of existing Rules in defining what is to be done in running trains. (755 to 758.) Admits the Working Orders provided for what was required. (759 and 760.) Does not consider it a safe thing that a train should be allowed to leave a crossing-place without knowledge of the train it was appointed to cross there. (790.) The Working Orders were safer, (790 to 792.) If the guard of the up goods train on night of accident had had in his possession a line clear report, he would not have gone beyond Wascoe's. (799.) Gives evidence also respecting running of trains at Jerrawa—shows that, by the Rules, the passenger train might have come on (771 to 773); and had the goods train been a few minutes later, there might have been a collision. (787 to 789, 801 & 802.) There is no time defined by which a goods train shall run clear of another goods train. (827 to 832.) It is not wise or prudent to relieve Station-masters of all responsibility in the matter of safe working of trains, and throw it upon the shoulders of the guard. (843.) Mr.

Mr. Goodchap's statement *re* the danger attending the running of certain trains irregularly at Jerrawa on 4th December, and Mr. Mason's attempt to treat matter lightly, ignoring Secretary's earnest advice to Commissioner to revive Working Orders, and so ensure safety in the running of the trains (846 & 847.)

This is a brief summary of some of the chief points of the evidence, but a perusal of the whole of the evidence is recommended.

The present Commissioner's statement, which will be found with the papers, that he has remedied the defective system of working disclosed in this evidence, will be received with satisfaction. On the 25th January, three days after his appointment, he placed before me the revised Rules and Regulations for working Single Lines on the Telegraph system (in which the abolished Working Orders are embodied) and on the Staff and Ticket system, and the double lines on the Block system; they were at once submitted to the Governor and Executive Council and approved; and while they were in the hands of the printer the accident occurred.

I am confident that the Rules and Regulations now approved provide effectively for the proper and safe conduct of the traffic. Something has been said about the superiority of the Block system over the Train Staff and Ticket system, but advocates of the former forget that its application generally is to double, and not to single line working. It *can be* applied, and since the instruments have been ordered from England it *will be* applied, to the single lines of this Colony, but will be effective only as against *following* trains *overtaking* each other. It is not equally to be relied upon to prevent collisions between *meeting* trains, and for this purpose the Staff and Ticket system will still be retained. The officers of the Board of Trade may be accepted as the highest authorities in the Railway world on the best systems of working Railways; it is their duty to inquire into all causes of Railway accidents in the United Kingdom, and the means to be adopted to prevent them. On page 19 of the papers in Mr. Vernon's case, laid on the Table of the House on the 5th February, 1878, will be found their opinions—the result of their long experience and ripened judgment—on this very point.

Colonel Yolland says:—"I would certainly suggest a combination of the Train Staff and Block Telegraph system."

Colonel Rich says:—"I would strongly urge the desirability of working single lines under the Train Staff Regulations which have for a very long time been recommended by the Board of Trade. The train staff should be used to prevent trains *meeting*, and it should be supplemented with the block telegraph, to prevent one train *overtaking* a train in advance."

Captain (now Sir Henry) Tyler says:—"It has long been observed that the Block Telegraph system, so valuable on double lines of railway, to prevent following engines or trains from overtaking and coming into collision with one another, is not equally to be relied upon in single line working to prevent collisions between *meeting* trains; and the experience obtained from time to time in this respect has led to the introduction and employment of the train staff." And he further says:—"It does away with the danger of altering the crossing-places and working by telegraph only, *and we required it to be adopted.*"

It is impossible to get better evidence than this. The late Secretary for Public Works has given notice of his intention to move for a Parliamentary Select Committee to inquire into the working of the Railway Department. I have no desire to oppose it on any ground personal to myself; but I know from experience that these inquiries while they effect little good, do serious injury to the Department—the attention of the officers and men will be taken from their duties, and heartburnings and jealousies will be promoted by the contradictory statements and recriminations that are sure to be made. The public—who use the Railways—will become unnecessarily agitated by the revelation of irregularities and mistakes of the past, which an effective administration, undisturbed by such inquiries, will render improbable in the future; and systems of working the traffic will be advocated with varying opinions, culminating in no other result than the adoption of the existing system which is insisted upon as the best by the great authorities whose opinions I have quoted. There has been no wish that any officer should be debarred from making any statement which he might desire to offer in connection with the inquiry held by me—either upon the causes of the accident specially dealt with, or upon any matter affecting in any way the working or administration of the Department. Mr. Rae was asked to examine every witness who gave his evidence, and to call any person he wished to have examined, and the names of Mr. Whitton and Mr. Mason were specially suggested by me; but Mr. Rae's constant rejoinder was in the negative, and he stated that he did not see the necessity for further evidence.

I now submit the evidence taken at the inquiry—with my observation thereon. If it be deemed that further inquiry is necessary, I shall not on personal grounds oppose it, and I shall be glad to furnish copies of any papers that may be required to elucidate any matter which may be considered to be unexplained.

JOHN SUTHERLAND,

18/2/78.

## ALPHABETICAL LIST OF WITNESSES EXAMINED.

Name.	Occupation.	Page.
Mr. J. Baker .....	Guard .....	25
Mr. J. Bell.....	Station-master .....	27
Mr. J. Bryant.....	Fireman .....	23
Mr. T. Carlisle .....	Traffic Manager .....	33
Mr. E. Cane .....	Engine-driver .....	23
Mr. E. Childs.....	Do. ....	23
Mr. W. Cox .....	Guard .....	25
Mr. A. Crawford .....	Traffic Inspector .....	35
Mr. B. Crawford .....	Coaching Foreman .....	26
Mr. T. F. Elliott .....	Clerk (late Traffic Manager's Chief Clerk) .....	29
Mr. R. Elly.....	Guard .....	23
Mr. C. A. Goodchap .....	Commissioner for Railways .....	31, 38
Mr. W. H. Grace .....	Porter-in-charge .....	17
Mr. E. Higgs.....	Traffic Inspector .....	13
Mr. M. A. Hornidge.....	Station-master .....	27
Mr. W. Jordan .....	Fireman .....	23
Mr. J. King .....	Porter-in-charge .....	19
Mr. E. Laing.....	Fireman .....	23
Mr. J. E. Muir .....	Station-master .....	32
Mr. W. Pine .....	Engine-driver .....	22
Mr. H. Richardson .....	Acting Chief Clerk, Traffic Manager's Office .....	28
Mr. G. J. Roberts .....	Station-master .....	28
Mr. J. R. Thomson .....	Do. ....	16
Mr. J. Tipping .....	Locomotive Inspector .....	21
Mr. D. Vernon .....	Secretary of Railways.....	30, 35
Mr. J. Waring .....	Clerk-in-charge .....	20

## ANALYSIS OF EVIDENCE.

**SPECIAL TRAIN** run by his direction (16). Stations advised by wire that it would run (17); usual Mr. Higgs. arrangement (27). *Guard* instructed to run clear of all trains (28); his duty to obtain *line clear reports* from station to station (45-8); if *line clear report* unobtainable, guard would be justified in going without it and working by time-table (57-61, 191); not required by *Rules* to have line clear report in his possession (71-2); best able to know and arrange for running of train, left therefore to his discretion (54-5). Under *Working Orders*, must have had line clear report in his possession (64-5, 84); would have been his duty to obtain from Station-master in writing (82-3); could not leave a station without it (66-7, 85); line clear report in writing would have prevented misunderstanding or dispute as to crossing-place (87-92). *Station-masters*.—Duty of Station-masters at Mount Victoria, Katoomba, and Blue Mountain to obtain line clear report (30-4, 42-3, 49); required to do so by *Rules*, not by his directions, trusted to carry out *Rules* (36-7, 44); not required by *Rules* to give line clear report to guard (50-2, 74-9); under *Working Orders* were required to obtain line clear report before any train left, and to hand same in writing to guard (73, 80, 83); *Special Trains* now run without line clear report (70). Statement.—Conduct of guard in disobeying instructions not to be understood—means of telegraph communication available at Wascoe's—guard not justified in leaving there without using them (93-4).

**SPECIAL TRAIN**.—instructions to run received from Mr. Higgs (106-9); left Mount Victoria at 7.47 p.m. (110); Mr. Thomson. line clear report not obtained or asked for (111-114); would not have been justified in detaining train for it (113); Commissioner's *Rules* 152 did not require it under the circumstances and according to his reading (116, 117). *Working Orders*.—Since cancellation *line clear report* not obtained in every case (120); have allowed special goods trains to leave without asking station in advance for line clear (149); and without giving line clear report to guard (147-8); prior to cancellation of *Working Orders* no special goods ever was (146) or would have been started under any circumstances without line clear report being obtained (126), and given to guard in writing after entry in book (127-8). Since cancellation of *Working Orders*, *Mineral Train* working between Mount Victoria and Coal Sidings—time of which uncertain (143-5, 158), not worked by line clear report (140-1, 159), nor a previous train targeted (160). Prior to cancellation of *Working Orders*, mineral train never worked without guard having line clear report in his possession (142).

**SPECIAL TRAIN**.—Memorandum of instructions received from Mr. Higgs (167), arrived at Katoomba Mr. W. H. Grace. 8.25 p.m., left 8.35 p.m. (168), did not obtain line clear report for from Blue Mountain, but arranged by wire with Blue Mountain for special goods crossing down mail at Weatherboard (171-2, 4); no record of this made in books (177); did not hand guard of goods train, line clear report (183). *Working Orders*, prior to abolition of, would have obtained, recorded in books, and handed to guard, line clear report (180-2, 210); guard in fact would not start without it (211, 217). Since abolition of line-clear report not obtained, because stated by adjacent stations not to be necessary (191); and refused by them as a rule (184, 199); therefore telegraph books not entered up since 23rd November (192, 8, 9); practice as regards telegraphing and recording in books resumed by others and himself since occurrence of accident (192-5).

**SPECIAL GOODS TRAIN**.—Recollects running on 30th January (224); not on duty when train was at Mr. J. King. Katoomba (226); up goods did not stop at, but passed slowly by Blue Mountain (229), at 10.5 p.m. (233); line clear not obtained or asked for from Penrith (228, 230, 259); guard of up goods informed him while passing, that he would cross down goods at, and go no further that night than Wascoe's; certain guard said Wascoe's (231); telegraphed to Penrith, after up goods left, that down goods would be crossed at Wascoe's (232); down goods leaves Penrith at 11 p.m. and would reach Wascoe's about 11.35 p.m. (241-2); distance from Blue Mountain to Wascoe's about 17 miles; if special had taken ordinary time, 70 minutes allowed for this run, it would reach Wascoe's about 11.15 p.m., 20 minutes before down goods would be there (239, 243-5); distance from Blue Mountain to Emu about 22 miles; if up special had taken ordinary time, 90 minutes allowed for this run, it would have reached Emu about 11.35 p.m. Down goods if to time would pass there about 11.6 p.m. (246-9); telegraph books not kept up after cancellation of *Working Orders*, because doubtful of being supposed to do so; having no other orders to enter line clears in the book; but to work trains according to Service Time-table and Rule Book (250-1); was in habit of giving line clear (and never refused it when asked) and getting line clear as required by Rule 152, but not of entering it in book (252-8); entry of 10.5 p.m. departure time of up special made by Station-master from time of his (King's) watch (233-6), which does not always keep good time (261); heard guard had said his time of passing Blue Mountain was 9.42 p.m., which if right, and assuming up special to take ordinary allowed time for running, would have brought him to Emu about 11.12 p.m.; down goods time for passing there being about 11.6 p.m. (265-8).

Was in charge of down goods on night of accident (383); special trains should keep clear of advertised Guard Elly. trains, running at discretion of guards, who should name and not go beyond crossing station (387-396); working orders remembered and were observed by him (392-396); would only run for a crossing-place after naming it, and when time would permit (399-400); would require a line clear report under *Working Orders* (401); his knowledge of time-tables, and of advertised and non-advertised trains (402-420).

Knows of late accident, was acting as assistant guard to down goods (428-9); special trains—knows about Guard Baker. the running of; practice has been to keep clear of all trains, as per former instructions of Mr. Higgs (430-433); no further instructions received, only time-table (434); remembers *Working Orders*; always had, and never left station without line clear report under same in case of special goods (435-439); felt perfectly safe then; not so safe without, unless he had plenty time (444-5); possible misunderstanding in case of two specials (446-447); no misunderstanding or possibility of collision if line clear reports were possessed as only provided for by *Working Orders* (448-450); knows of no rule specifying time for goods trains to work clear of each other (455-458); will make no statement unless desired (459).

- Guard Cox. WORKING Orders were in operation when he commenced duties as guard (471); No. 9 was observed, in case of specials, until cancelled (472-3); since cancellation of Orders has run by foot-notes on time-table and verbal line clear reports (475-6), and at his discretion (480, 482); under Working Orders had to have written line clear report; safe for every one under them; verbal orders unsafe (483-4).
- Mr. J. Waring. KNOWS particulars of accident (271). Notice received from Station-master of special running (272); was not asked for *line clear* by Blue Mountain for up special (277); asked for and obtained *line clear* from Blue Mountain for down goods train (275). *Working Orders* were observed while in operation (280). Since abolition, believes custom has been to run clear of ordinary trains (281, 282, 287); will make no statement as to working of trains unless desired (288).
- Mr. J. Tipping. SPECIAL TRAINS, as to running of, can only speak from observation (291); have not observed Station-masters or guards departing from Rules (294). hours drivers and firemen of up special were on duty (295-308); hours of duty of men generally (309-315).
- Wm. Pine, driver. SPECIAL GOODS TRAINS, he has been running (319); does not know if train is telegraphed out by *line clear* report (320); takes his instructions from guard, who consults him (321-322). *line clear* report done away with (324); thinks it strange to run at discretion of guard (325); *No rule* specifying time for making stations in advance (326-329). *Hours of work* (334-343).
- Wm. Jordan, Fireman. SPECIAL GOODS TRAINS, does not know practice of running them (355-359-363).
- E. Cane and E. Childs. SPECIAL TRAINS run under guards directions (368, 369).
- E. Laing and Jas. Bryant. DRIVER under direction of guard, and fireman under driver (372). *Special Trains* formerly worked by *line clear* report recently done away with (373). Guards in habit of consulting and agreeing with drivers, and never knew driver leaving without, as to making stations in advance (374, 375, 377).
- Foreman Crawford. HAS worked under Working Orders (493); practice since their abolition has been same as before, goods trains to keep clear of *passenger*, and special to keep clear of *all* trains (496); believes it is at discretion of guards (498)—not so under Working Orders, which required written line clear report, and provided safer system (499-501).
- Mr. J. Bell. SPECIAL TRAIN was run by instructions of Mr. Higgs (515); practice of late has been to target previous train and advise stations by telegraph (516); under Working Orders, practice was for all specials to run by *line clear* report only (517); since abolition does not know that special trains have been run at discretion of guards (523). After being put in charge of guard, the guard has to arrange crossing-places (530); has run more specials than any other man on line; would feel safer under the Working Orders, because a *line clear* report from a Station-master ahead would take responsibility off him (531-2).
- Mr. M. A. Hornidge. SPECIAL TRAINS, worked while he was Inspector, by *line clear* report only, as provided in Working Orders, No. 9 of which was strictly observed (542-545), continues to work under system laid down in Working Orders, for his own safety (548-550); does not consider the Working Orders clashed with Rules, and prefers most decidedly to work with them (553-555); considers that under them the system was as safe as any could be, subject to telegraph; gives the preference to the Staff and Ticket system (557-559).
- Mr. G. J. Roberts. WORKS, on his section, under Staff and Ticket system, which works splendidly; would not wish for a better (566, 569).
- Mr. H. Richardson. HAS had experience in special train working (581). During his time as Inspector, specials were run by *line clear* system only; illustrations of instructions given by him to guards (582-585). Never knew guards of untimed trains travel without *line clear* report when system laid down in Working Orders was in force (585); present practice leaves it to discretion of guard; would not trust guards to run, or guards and drivers to arrange crossing-places, without permission of Station-master (587, 590). *Line clear* report system is certainly the safer (589).
- Mr. T. F. Elliott. HAS had ten or eleven years' experience of Railway administration, in various capacities, chiefly in India, where lines are mostly single, and nearly all worked by telegraph (597-600). Acquainted with Working Orders, which provide a similar system to that found to work most satisfactorily in India (601-604); had these Working Orders been in operation, is confident accident at Emu Plains could not have happened (610). Considers that system upon which it has been attempted to work of late, extremely dangerous, unsound, and unsafe, and which would not be allowed on any properly conducted line of railway (611, 612).
- Mr. D. Vernon. GENERAL remarks, &c., (619-622). Explanation of telegraph facilities between Penrith and Blue Mountain (739-745).
- Mr. C. A. Goodchap. GENERAL observations (623, 846, 847).
- Mr. J. E. Muir. STATION-MASTER, Blue Mountain; was not on duty but in office on night of accident (628-630); heard up special train pass by, and entered time as received from officer on duty (631-636); gets the time from Sydney daily when circuit allows (637-641); has made it a practice to give and get *line clear* for specials when circuit could be had; never refused *line clear* (648-658); telegraph books have not been kept up (660); no record made of *line clears* (663) since receipt of order cancelling the Working Orders (664-669); when these were in operation, always gave guard *line clear* report in writing, telling him where to work to; have not done so since their cancellation (672); left now to guard's discretion (673-4); had guard of up special had written *line clear* report, does not think he would have gone beyond Wascoe's (676).
- Mr. T. Carlisle. NOT aware of any rule specifying time by which goods trains are to work clear of each other (684-8); if a special worked clear by one minute of an ordinary goods no rule broken (689-99); crossing-place of mail and goods trains; former would be authorized in proceeding if latter had not arrived (708-11); nothing gained, but a loss incurred, by such a practice (712-727); practice not as safe as it ought to be (728-9); would be different under Working Orders (730-1); crossing-places between goods and passenger trains not fixed (732-3).
- Mr. John Rae. HAS no wish for the examination of any other witnesses (734-737).

TRAINS meeting and safe crossing of—principal thing to be provided for in rules and instructions for single line working (751-754); not provided for in Rule book (755-758); was provided for in Working Orders (759-760); no provision in working table for observance of crossing-place in case of passenger and goods train—for which Rule 146 is to be the guide (761-763, 813); by this, goods trains should keep back if unable to make crossing-place in time; and passenger train may leave crossing-place if goods should not be there (766-769); no rule or instruction requiring a passenger train to wait at a crossing station in absence of goods train to be crossed there (770-772), only what was in Working Orders (773-4); results of practice of allowing passenger train to leave a crossing-place before arrival of goods train from opposite direction—delay and danger (775-789, 800-809); does not consider such a system safe; Working Orders safer, and left no room for doubt (790-795); remembers Working Order No. 9; it is very clear (797-8); line clear report in possession of guard on night of accident would have detained him at Wascoe's (799); safer to work on supposition that road is obstructed than that it is clear (810-811); observance of Rules 152 and 146 might prevent trains travelling (812-822); no rule providing for time by which special goods train must work clear of goods trains; in absence of telegraph communication, if a margin of one minute was observed no rule would be broken (823-832); Rule 146 relieves a passenger train from waiting at a crossing-place if goods train not there; under some circumstances passenger train *should* wait—no rule to this effect (833-842); not wise to relieve Station-masters of responsibility in the matter of crossing trains and place it on guards (843).

Mr. Inspec  
Crawford.





## RAILWAY ACCIDENT, EMU PLAINS.

## MINUTES OF EVIDENCE.

MONDAY, 4 FEBRUARY, 1878.

PRESENT :—

THE HONORABLE JOHN SUTHERLAND, M.P., Secretary for Public Works.  
 CHARLES A. GOODCHAP, Esq., Commissioner for Railways.  
 JOHN RAE, Esq., Under Secretary for Public Works.  
 DONALD VERNON, Esq., Secretary for Railways.  
 THOMAS CARLISLE, Esq., Traffic Manager of the Southern, Western, and Richmond Lines.

Inspector Higgs was called in and examined :—

1. *Mr. Sutherland.*] Your name? Edward Higgs.
2. What is your present position and your length of service in the department? I am Traffic Inspector on the Western line, and I have been in the service twenty-two years next month.
3. When were you appointed to your present position? On the 24th of November last.
4. What are your duties? I am Traffic Inspector.
5. What are the duties of a Traffic Inspector? To arrange for the running of trains conveying trucks to and from the different sidings and stations.
6. *Mr. Goodchap.*] Is there not an Inspector's Report which shows you what you ought to do more particularly? There are returns to be made reporting on the various stations, but I have not made any of them yet.
7. *Mr. Sutherland.*] Have you a copy of the forms given to you for that purpose? I have them.
8. Can I get a copy of them now? (*Form produced by Secretary for Railways.*)
9. *Mr. Goodchap.*] Have you made no report at all? Upon the stations?
10. Yes? No.
11. How many months is it since you were appointed? I was appointed in November last.
12. Over two months ago? Yes.
13. And these returns are to be made monthly? I was not aware of it.
14. But you have made no report upon any station? No. It would be almost impossible to do them all monthly.
15. *Mr. Sutherland.*] You know of the accident which happened at Emu Plains on Wednesday, the 30th of January? Yes.
16. By whose direction was the special goods train from Mount Victoria run? By mine.
17. What arrangements were made for the running of this train? I sent a telegram to all stations stating that it would leave Mount Victoria about 7:30 p.m.
18. *Mr. Goodchap.*] Have you got a copy of that telegram? It is only a pencil copy that I have, but Mr. Thompson has a copy of it. [*Witness's copy produced. Vide Appendix A.*]
19. What stations did it go to? Wascoe's, Springwood.
20. It is not so marked here. Do you produce this as a copy of the telegram you sent? It is a copy of the one that Mr. Thompson received. I had not time to get the one I sent from Penrith. This is as Mr. Thompson received it, and would be the message as it was delivered at Mount Victoria only.
21. Why is Katoomba marked on it? By way of Katoomba.
22. Where were you when you sent it? At Penrith.
23. *Mr. Sutherland.*] Would the telegram you sent not be in any of the books? No, I do not think they enter them.
24. How do you leave any record of your telegrams? The form itself is left in the office.
25. In which office—the sending office? Yes.
26. Should we not have that form then? That is the one I referred to when I said that I had not time to get it as I came by this morning; but in all probability the telegraph clerk will have it with him.
27. Was that the usual arrangement you made on that night for this train? Yes.
28. What should have been the course of proceeding of the guard of this train in working it through from Mount Victoria to Penrith—explain that in detail, if you please? His instructions were to leave Mount Victoria with the special, and to run clear of all trains.

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29. Will you explain how he was to run clear of all trains? According to the time-table, which would guide him. The service time-table would tell him what time the various trains were due at the various stations and sidings. He would know what time it would take him to run from one place to the other, and if he could not make a particular place in time, he should stand back where he was.
30. *Mr. Goodchap.*] Was it not the duty of the Station-master at Mount Victoria, before starting that train, to obtain from Katoomba, the next telegraph station in advance, a line clear report? Undoubtedly it was.
31. Are you aware whether he did so? I am not.
32. When the train arrived at Katoomba, was it the duty of the Station-master there to telegraph to Blue Mountains to arrange for the passing of the train from Katoomba to Blue Mountain, and to arrange where it was to cross the down mail? It was the duty of the Station-master at Katoomba to ascertain from Blue Mountain if the line was clear, and then for Blue Mountain to ascertain if the line was clear to Wascoe's siding.
33. There was a down mail due between Blue Mountain and Katoomba? Yes.
34. Katoomba should have obtained from Blue Mountain a report that the line was clear, and that the special could come on and cross the down mail at the Weatherboard, and then come on? Yes.
35. Was that done? I could not tell you. The Station-master is here.
36. Was it your direction, as Inspector of the line, that it should be done? It is in the Rules—the Rule Book will tell them that.
37. Do you, as Inspector of the line, see that this is done? I do not question the Station-masters after every train has left? I trust to them to carry out the Rules.
38. Have you never inquired what the practice of running these trains is? No, I have never had any occasion to do so until now.
39. *Mr. Sutherland.*] Is the practice you have stated with respect to this special goods train the practice which is observed by guards in all similar trains? Yes.
40. What notice was issued to stations in advance previous to starting the train? That should be obtained by line clear.
41. *Mr. Goodchap.*] Was it obtained? I could not say.
42. *Mr. Sutherland.*] Will you explain what should be the course taken by Station-masters in regard to the running of this train—you say you left it to them to carry out the Rules? Yes.
43. Just state what the practice should be? To obtain a line clear report from one station to the other.
44. And you trusted entirely to the Station-masters to see that that was carried out? Undoubtedly.
45. *Mr. Vernon.*] I should like Mr. Higgs to state exactly what he considered the duties of the guard to be in working that train through from Mount Victoria to Penrith. He has described the Station-master's duties; will he now state what the guard should have done from station to station? He should have obtained line clear reports from one station to the other.
46. *Mr. Goodchap.*] The guard should? Undoubtedly.
47. *Mr. Sutherland.*] Does not the Station-master obtain it; they cannot both obtain it? He conveys it to the guard.
48. What you mean is, that the guard should obtain it from the Station-master? Yes.
49. The Station-master's duty is to obtain line clear report from the Station-master ahead, and to hand it to the guard? Yes.
50. *Mr. Goodchap.*] Do the Rules provide that it should be handed to the guard? I do not think it is provided that it shall be handed to him. Rule 152 speaks of that.
51. Is this the Rule:—"On those portions of the Railways where a single line only is provided, care must be taken before any train leaves any station that there is no train due in an opposite direction; and, where there is telegraphic communication, the Station-master, before allowing any train to leave his station, must ascertain by telegraph from the next station in advance that the line is clear"? Yes.
52. There is nothing in it about the guard obtaining the report? No, but that is the only way in which the guard can work.
53. *Mr. Vernon.*] Would Mr. Higgs be kind enough to explain what he meant by saying that the guard received instructions to work this train clear of all trains, and that he was to be guided by the working time-table? The guard starts from Mount Victoria at half-past 7 o'clock, and there is a mail train due at Katoomba at half-past 8. The question arises—is there sufficient time for him to run that distance and get to Katoomba a quarter of an hour before the mail train is due at that place. They say the guard is justified in going on, provided he gets the Station-master's sanction. I should like to have that point cleared up.
54. *Mr. Goodchap.*] Is the starting of the train left to the discretion of the Station-master? The guard has a better knowledge of the weight of his train, the speed he can make, and the general running. He knows better the time it takes him to do it. The Station-master could not say nearly so well as the guard.
55. Therefore it is left to the discretion of the guard? Yes.
56. *Mr. Vernon.*] Does Mr. Higgs hold the guard responsible for making the station in advance fifteen minutes before the train in the opposite direction is due; and does he hold him responsible for obtaining a line clear message before he leaves? The guard is responsible for keeping clear of all trains.
57. Does Mr. Higgs hold the guard responsible for seeing that he can work to the station in advance fifteen minutes before the train from the opposite direction is due there, and does he also hold him responsible for obtaining a line clear message before he starts? If so be that "line clear" cannot be obtained, the guard is justified in going without. In stormy weather, or when telegraphic communication is interrupted, unless there is advice of another special coming, the guard has the right of road provided he keeps clear of other trains.
58. *Mr. Goodchap.*] Would not a train coming in an opposite direction to this train—telegraphic communication being interrupted—also have the right of road, as you say, seeing that he could not be made aware of the other special coming? If there is another special coming, and he is not made aware of it, the Station-master dare not start it away, knowing that there is another special coming.
59. How is he to know it when telegraphic communication is interrupted? From the notice I gave him.
60. But that is the telegraphic notice? Yes.
61. *Mr. Vernon.*] Do I understand Mr. Higgs to say that when a line clear message is obtainable the guard must not leave without it; but that when it is not obtainable he may leave without it, provided he thinks

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- thinks he can make the next station in advance fifteen minutes before the opposite train is due according to the working time-table? Yes.
62. *Mr. Goodchap.*] Will you read the abolished Working Order No. 9? Yes.
63. What does that provide? That "all trains which—as per working time-tables—'will run only when required' as well as all untimed pickup, mineral, ballast, and special trains, or engines, are only to be worked by line clear report system and (excepting in such case as provided for in Working Order No. 10) no such train is to leave any telegraph station unless the guard has in his possession a line clear report obtained from the next telegraph station in advance."
64. The guard must have that line clear report in his possession? Yes; but that working order has been cancelled.
65. But under that working order the guard would have in his possession a written report stating how far he was to go? Yes.
66. And he does not, under those regulations, leave that station until he had such report, the order being that "no such train is to leave any telegraph station unless the guard has in his possession a line clear report obtained from the next station in advance." These are the words, are they not? Yes.
67. Then he could not leave without having that line clear report in his possession? No, not according to that.
68. That you say has been abolished? Yes.
69. When was it abolished? I think some time in November last.
70. And now such a train will run without a telegraphic line clear report? They do run without it.
71. *Mr. Sutherland.*] Is there any rule now which requires that the guard shall have in his possession a line clear report showing where he is to go to? No.
72. Not in the books? I think not.
73. You are acquainted with the provisions of the working orders which have been abolished? Yes.
74. *Mr. Vernon.*] Is there any rule at present in existence making it compulsory on a Station-master to give a guard a line clear message before he leaves the station? I think not.
75. *Mr. Goodchap.*] You know the rules well? Yes.
76. You said just now, you think not; do you mean you know not? I do not believe there is.
77. You believe; do you know there is not? I am not certain, but that is the best of my belief.
78. You have never seen one? I do not think I have; if I have, I have forgotten it.
79. *Mr. Vernon.*] I understand Mr. Higgs to say that he does not believe there is any such rule in existence? Yes.
80. *Mr. Sutherland.*] Does not the order require that previous to the train leaving the station the officer in charge shall procure a line clear report from the next telegraph station in advance for the purpose of being handed to the guard? That is the working order.
81. The working order which you have stated has been abolished? Yes.
82. Will you explain what would have been the duty, under that order, of the guard of the special goods train on the night of the 30th of January? It would be to obtain a line clear report from the Station-master.
83. *Mr. Goodchap.*] That is to say, before he started, the Station-master must hand to him a line clear report in writing? Yes.
84. He must have that in his possession? Yes.
85. *Mr. Sutherland.*] Did the working orders require that the guard must have a line clear report before leaving any station? Yes.
86. Did you hear the evidence given at the Coroner's inquest held at Penrith, in reference to this case? I did not.
87. Do you think that a line clear report in the possession of the guard would have prevented any misunderstanding as to the place of crossing? Would it have caused any misunderstanding?
88. Do you think that a line clear report in the possession of the guard would have prevented any misunderstanding as to the place of crossing—that is, the place where the guard of the special goods should have crossed the train from Penrith? I don't see how it could.
89. I will put the question again. Do you think that a line clear report in the possession of the guard would have prevented any misunderstanding as to the place of crossing? I think not.
90. My question was, do you think that a line clear report in the possession of the guard would have prevented any misunderstanding as to the place of crossing? I should think it would. I misunderstood your question when I answered I think not.
91. *Mr. Vernon.*] Mr. Higgs admits that had the guard received a written line clear report, there could be no dispute between the guard and the Station-master at Blue Mountains as to where he was to cross? There could not have been any dispute.
92. *Mr. Goodchap.*] The document would have spoken for itself? Yes.
93. *Mr. Sutherland.*] Have you any statement to make or explanation to offer in connection with the accident? No. It is a most remarkable thing—it is a thing I cannot understand. If he carried out his instructions to cross the train at Wascoe's, what should have possessed him to have gone beyond that I do not know. The same would apply if he had a line clear report if he had not obeyed the orders.
94. *Mr. Goodchap.*] If he considered that he had plenty of time, supposing it was an hour or two hours to run to Emu Plains, would he be justified under the Rules in going on at his discretion? Not if he could telegraph. He had telegraphic communication to Wascoe's, and if he wanted to go any further he could have obtained permission to do so.
95. *Mr. Vernon.*] Was there any officer in charge at Wascoe's when the guard reached there? There is always one there who can be obtained.
96. Was there any officer on duty? No; but he could be had in a few minutes. It is only the opposite side of the line where he resides.
97. *Mr. Sutherland.*] Do I understand you that there is no man in charge at night there? There is not.
98. But he could be found any time he was wanted by the guard or any one belonging to the train? Yes.
99. And could have used the instrument between Penrith and Wascoe's? Yes.
100. *Mr. Carlisle.*] Did I understand Mr. Higgs to say that he would start a special train without having telegraphic communication? No.
101. *Mr. Vernon.*] I think I understood Mr. Higgs to say that, in the event of a storm or any interruption to telegraphic communication, and a line clear report not being obtainable, that a guard would be justified

- Inspector Higgs. in taking away a special train, provided he could arrive at the next station in advance before any ordinary train was due there? Yes.
- 4 Feb., 1878. 102. *Mr. Sutherland.*] Have you, Mr. Rae, any questions to ask this witness? Not any.

Station-master Thomson was called in and examined:—

- Station-master Thomson. 103. *Mr. Sutherland.*] What is your name? John Robertson Thomson.
- 4 Feb., 1878. 104. What is your present position, and your length of service in the Railway Department? Nine years next August.
105. What is your present position? Railway Station-master at Mount Victoria.
106. You know the particulars of the accident at Emu Plains on Wednesday the 30th January last? I received instructions from Inspector Higgs.
107. I asked you if you knew the particulars of the accident? Yes.
108. What instructions did you receive respecting the running of this special goods train? I received notice from Inspector Higgs at 3.30 p.m.
109. What instructions did you receive? These are my instructions.  
[*Witness handed in a paper. Vide Appendix B.*]
110. When did this train leave your station? The up special train left at 7.47 p.m.
111. Did you obtain a line clear report from the next station in advance? No. No line clear report was obtained.
112. Will you explain the practice in starting these special trains, and how you justify it by the rules? No. 16 up goods train having left at 7.30 p.m., which train was duly targetted, the special of course followed to Katoomba. There was no train out in an opposite direction. The line was perfectly clear for the train to follow.
113. *Mr. Vernon.*] How does Mr. Thomson justify his action in allowing that train to leave without first obtaining a line clear report? I can safely say this, according to my reading of the rules, the Commissioner's rules, I would not be justified in detaining that special train if I did not receive a clear line report.
114. *Mr. Goodchap.*] Did you try to obtain a clear line report? I did not.
115. Will you read the 152nd rule? Yes; this is not a case of a train being due in an opposite direction.
116. Will you read it? "On those portions of the railways where a single line only is provided, care must be taken before any train leaves any station that there is no train due in an opposite direction; and where there is telegraphic communication the station-master, before allowing any train to leave his station, must ascertain by telegraph from the next station in advance that the line is clear." There was no train due.
117. "Where there is telegraphic communication the station-master before allowing any train to leave his station must ascertain by telegraph from the next station in advance that the line is clear";—that is the rule? I read that rule as if the train was due in an opposite direction. I cannot see that it refers to a case where there was no train due.
118. Suppose that goods which you describe as having started from Mount Victoria and targetted had broken down before it reached Katoomba, would the line have been clear? They would have gone out with their signals.
119. But would you have known that the line was clear without a telegram to tell you? I cannot see how I can answer that question, because the train itself would not have arrived at Katoomba. He could not have given me a line clear there; it would only be to follow.
120. You are to obtain under the rules a line clear report from the next station in advance;—could you have obtained it if the train you describe as having started had broken down before it reached Katoomba—That is to say, if you telegraphed to Katoomba to ask if the line were clear, would not Katoomba reply: The other train has not arrived? Since the working orders were cancelled I have not obtained a line clear report for a special following an up-goods train to Katoomba. I have not done so in every case, but I could not detain it until I ascertained whether the line was clear or not.
121. *Mr. Vernon.*] Does Mr. Thomson mean that he would not detain a special train? As long as the train was duly targetted, and provided that the station-master in advance had been advised of this special running, and knowing the time it would leave my station.
122. *Mr. Sutherland.*] You are acquainted with the working orders recently abolished? Yes.
123. Read No. 9, if you please? "All trains which as per working time-tables will run only when required, as well as all untimed pick-up, mineral, ballast, and special trains, or engines are only to be worked by line clear report system, and (excepting in such a case as provided for in working order No. 10) no such train is to leave any telegraph station unless the guard has in his possession a line clear report, obtained from the next station in advance."
124. What was your practice when that working order was in force? I started them in accordance with the Commissioner's rule.
125. *Mr. Goodchap.*] As supplemented by the working orders? —
126. What was your practice in starting these special trains under these working orders, that is under the order which you have just now read? The practice would be to detain these trains under any circumstances, until I got a line clear report from the station in advance.
127. And you would hand to the guard of the train a copy of the line clear report, which would show him how far he was to go? Yes, after having been written in the inwards book.
128. *Mr. Sutherland.*] Had these orders not been abolished would you have pursued the same in respect of this special train which was run on the 30th of January? I would.
129. Will you look at your telegraph message book on the 23rd of November, and explain the meaning of that memorandum under the telegram? The words are "Rules, 146 and 152, general order 63." That refers to guards going out protecting their trains in case of break-down, an accident on the main line, and train following.
130. *Mr. Goodchap.*] You are quite sure that general order 63 was not an order abolishing the working orders? Yes, I believe it is. Yes, that is what it is.
131. That is the meaning of the memorandum here—that there is no occasion to keep up this book, as the working orders have been abolished? I cannot say that. These have been written by James and myself, seemingly.

132. *Mr. Vernon.*] What is the meaning of the memorandum as written? It must have reference to the working orders having been abolished, I think; and this is the number of the general order referring to that; I think it must be that.
133. *Mr. Goodchap.*] Can you give any reason why it was placed there? I cannot give any other reason.
134. Any other reason; you have not given any reason? I cannot give any reason except that—that these rules would be acted up to; the rules in the Commissioner's book and this rule—
135. Will you name the rules? That rules 146 and 152 would be acted up to as regards working the trains from that day. No. 63, given here, refers to a general order, which was issued to abolish the working orders. It is merely a note about the rules. I do not think it has any other reference.
136. Do I understand you that after the working orders were abolished the necessity for telegraphic communication before starting a train ceased? No.
137. You did not observe it after that? I did if a train was due in an opposite direction; I never started a train out with a train due in an opposite direction; I never have done it and I never will.
138. *Mr. Vernon.*] Will you examine your outwards telegraph book, and explain the difference in the manner of keeping that book which is apparent after the entry of that memorandum—between the 23rd of November and the 30th of January. If you notice, prior to the 23rd of November the entries are full and numerous for each day, and that after that date there is a remarkable difference; that in fact there are days upon which there are no entries at all. Will you be kind enough to explain the difference in the manner in keeping that book prior to the 23rd of November last and subsequently? Because all trains running as per time-table do not require to be detained for a line clear message.
139. *Mr. Goodchap.*] Under the rules? Under the rules; unless I receive a special order to do so; then, of course, I will detain them under special arrangements.
140. *Mr. Vernon.*] I notice that from the 24th November to the 29th of January there is an entire absence of the entry of any line clear messages? Yes.
141. During that period, was not the mineral train working every day between your station and the coal sidings? Yes.
142. While the working orders were in existence did you ever allow that train to work without a line clear message being in possession of the guard? No.
143. Is there any certainty as to the time that train will make, more especially in the case of any second or third trip she may have to make? They have been running very regularly lately, with great certainty, very great certainty, running to time; I think the time book will show that.
144. Does her running not depend upon the amount of work she may have to do, and the amount of traffic which may be taking place between your station and Wallerawang; traffic in live stock and other things? It is very seldom that they run with live stock.
145. Is not the running of the mineral train affected by and dependent upon the amount of traffic and the number of trains which may be run between your station and Wallerawang; in other words can the mineral train always command the road? No; it cannot always command the road.
146. Prior to the working orders being abolished did you ever start a special goods train from your station without handing to the guard a written line clear report? Never to my knowledge.
147. Since the working orders have been abolished have you pursued a different course in the starting of any special goods train by allowing them to leave your station without giving the guard in writing a line clear report? A special?
148. Yes, a special, since the working orders were abolished. Have you allowed any special goods train to leave your station without handing to the guard a line clear report? I have.
149. Have you since the working orders were abolished started any special goods train from your station without asking the Station-master in advance for a line clear report? I have.
150. *Mr. Sutherland.*] Have you any explanation to make in reference to the working of the lines? I wish to explain that when special trains are run as in the case referred to by Mr. Vernon, a train has preceded that duly targetted to the next station; and when I failed to get that station in advance, knowing positively that the Station-master in advance knew such special was following the train preceding,—I would start the train, and on no other terms. That shows the safety of the way I work.
151. Is that all you wish to say? Yes.
152. *Mr. Vernon.*] Have you in working mineral trains between your station and the coal sidings since the 23rd of November, have you in every case targetted the preceding train? In working a mineral train?
153. In working a mineral train between your station and the coal sidings since the 23rd of November, have you in every case targetted the preceding train? If the mineral train was a time train I would not. She is not a special. I have not the time-table here. I am labouring under a disadvantage plainly.
154. *Mr. Goodchap.*] If you want a working time-table you can have one at once. (*A working time-table coming into operation on the 1st of November was handed to witness.*)
155. *Mr. Vernon.*] Was that table in operation on the 24th and 25th of November? Yes.
156. And for the few following days? Yes.
157. Consequently it was in operation between the 24th and the 25th of November? Yes.
158. Will you be kind enough to look at the foot of that time-table and read me that note? The third paragraph of the general directions at the foot of that table reads thus:—"The times shown for trains, other than regular and ordinary, are approximate only; and it is to be distinctly understood that these are to be worked by a line clear message only."
159. In working the mineral train between those days, between the 24th and the 29th of November, did you work it by line clear message only in every instance? Well, I cannot say that I did, because the general order was in force on the 23rd.
160. Did you in every case during that same period target the preceding train? No.
161. *Mr. Sutherland.*] Have you any questions to ask this witness, Mr. Rae? No.
162. You Mr. Carlisle? No.

William Herbert Grace called in and examined:—

163. *Mr. Sutherland.*] What is your name? William Herbert Grace.
164. What is your position and length of service in the department? Officer in charge at Katoomba.
165. How long have you been in the service? Between four and five years.
166. You know the particulars of the accident at the Emu Plains on the 30th January last? Yes, through reading of it in the papers, and by report.
- 167.

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- W. H. Grace. 167. What instructions did you receive respecting the running of the special goods train on that night? I received a memorandum from Mr. Higgs, the Traffic Inspector from Penrith, stating that a special goods train would leave Mount Victoria following the No. 14 up goods train.
- 4 Feb., 1878. 168. When did that train leave your station? Arrived at Katoomba at 8.25 p.m., and left for Blue Mountains at 8.35 p.m.
169. Did you give Mount Victoria a line clear report to your station? No, sir, I did not.
170. *Mr. Goodchap.*] Were you asked for it? No, sir.
171. *Mr. Sutherland.*] Did you obtain from Blue Mountains a line clear report for the train to that station before leaving yours? No, sir, I did not. It was not a line clear report. I arranged about crossing at the Weatherboard with the mail.
172. *Mr. Goodchap.*] With whom? Blue Mountains.
173. In what way? In the usual way in which we do it. I merely stated to him that we crossed the 13 down train at the Weatherboard. I informed the guard of the fact.
174. You arranged that by telegram? Yes, sir.
175. *Mr. Sutherland.*] I have asked you what arrangements you made with this train to cross the down mail at Weatherboard. You said by telegram, I think? Yes, I arranged by telegram.
176. Will you state what communication there was between your station and Blue Mountain relative to the passing of this train? I called Blue Mountain and explained to him that this special goods train would cross the No. 13 down train at the Weatherboard, and for him to inform the guard of the mail train of the fact.
177. Is what passed in any way recorded in your books? No, sir, it is not.
178. You keep no record of this? I have not done so lately, sir.
179. You are acquainted with the working orders recently abolished? Yes, sir.
180. Will you read No. 9 of those orders? "All trains which, as per working time-tables, will run only when required, as well as all untimed pick-up, mineral, ballast, and special trains, or engines, are only to be worked by line-clear report system, and (excepting in such a case as provided for in working order No. 10) no such train is to leave any telegraph station unless the guard has in his possession a line clear report obtained from the next telegraph station in advance."
181. In what respect did the course you took on the night of the accident differ from the course laid down in these working orders that you have now read? The only difference is that we generally entered them in a book; in this case I did not.
182. *Mr. Goodchap.*] Would you not have handed to the guard, under the working orders, a line clear report? Certainly, sir.
183. And you did not on this occasion? I did not.
184. And that is the difference? That is the difference; if I may be allowed to say, they refuse to give me a line clear.
185. *Mr. Sutherland.*] Make any explanation you think proper. Explain that answer. I wish to be as brief as possible, but I do not wish to prevent you from making any explanation you think proper.
186. *Mr. Goodchap.*] Did I understand you to say that both Blue Mountain and Mount Victoria refused to give you a line clear report for that train? Not for that train, but they have.
187. They did as a rule? They did as a rule.
188. Since what date? I do not know what date. Since Mr. Higgs's arrangement; ever since that time.
189. Since the abolition of the working orders? Yes, since that time, sir.
190. Does not rule 152 require you to get line clear report? It does.
191. And you have not done so? I have not done so, because Blue Mountain and Mount Victoria said it was unnecessary.
192. You have partially answered the question I am going to put to you now. Refer to outwards message telegraph book, and give me an explanation of the neglect to record any telegraph message from the 23rd November to the 31st January? I have already answered it; they refused to give it to me until the day following this accident.
193. Are they now giving it to you? They are.
194. And do you enter it in your book? I do.
195. Did you resume your notices after the 31st January; that is, after this accident? They all resumed them, and I fell in with the rest of them. I can only account for Blue Mountain and Mount Victoria on either side of me. Of course I tested them, and they gave me line clear then.
196. *Mr. Vernon.*] Prior to the abolition of the working orders did you ever allow a special goods train to pass your station without handing to the guard a line clear report in writing? No, sir; not before the abolition of the orders.
197. Since the abolition of the working orders have you allowed a special goods train to pass your station without handing to the guard, or without obtaining from the station in advance, a line clear report? Yes, sir; I have.
198. You have explained the reason for omitting to make any entries in your telegraph books from the date on which you received the order cancelling the working orders and the 31st January, which was the morning after the accident occurred. Do you remember receiving an order from Inspector Watson on or about the 25th November to continue keeping up your telegraph books? Yes, sir; I have a copy of it in my general orders.
199. Why did you not comply with that order of Mr. Watson? As far as I myself was concerned I would have complied, but with the stations on both sides of me what could I do?—I was helpless.
200. *Mr. Sutherland.*] Have you any statement to offer in reference to the working orders, or safety of working. I do not wish to ask you your opinion, but to give you the opportunity of giving us any opinion you have, or any statement you have to make? Being an old telegraph officer I think we should have this line clear. Every train should be signalled. The telegraph operators at present have no protection themselves, they have merely the word of the guard. They have no written authority for it whatever.
201. *Mr. Goodchap.*] But you had under the working orders? No, we had not, unless we compelled them to sign.
202. Does not working order No. 9 say that you are to get a line clear report, and hand it to the guard? Yes, but what is to protect the telegraph operator?

203. *Mr. Vernon.*] But does not No. 9 prohibit any guard leaving without this in his possession? Yes *W. H. Grace.*  
sir.
204. Then would not the fact of the guard having left the station be sufficient proof, unless he had broken the rule, that he had obtained from the officer a written line clear report? Yes sir. *4 Feb., 1878.*
205. Does not every line clear report which you obtain from the station in advance appear on your tape? No sir; not on my tape.
206. Should it not appear on your tape as a rule? Well, I have never known it to be compulsory.
207. Have you a tape? Yes sir, I have.
208. What is it for? For running messages on.
209. And as a rule should not all messages be run on it? Yes, they should as a rule, sir.
210. *Mr. Goodchap.*] Did you enter the messages in the book when the working orders were in force? Yes.
211. And a copy was given to the guard? Yes, in fact they would not start without.
212. The guard has one copy of what you have in the book? Yes.
213. And if it were on the tape there would be an additional record? Certainly. Being an operator I would like to know how the operators are protected in this case: If we get the guard's word that he is going to stop at the Weatherboard, and he goes further on.
214. What protection do you want? I want it in writing from the guard.
215. *Mr. Vernon.*] In what matter do you want to be protected? If he says he is going to the Weatherboard, and goes on to the Blue Mountains, there is only his word.
216. You want to have it in writing, and if he does not produce it in writing he is responsible? Yes.
217. Prior to the abolition of the working orders did you ever know a guard attempt to pass your station with a special goods train, without obtaining from you a line clear report? No, sir.

John King called in and examined:—

218. *Mr. Sutherland.*] What is your present position and length of service? My present position is night officer at Blue Mountain, which position I have occupied since the 27th November last. *J. King.*
219. Was that your first entrance into the Service? No, sir, I was telegraph operator previous to that. *4 Feb., 1878.*
220. I have asked you what is your length of service—not how long you were at Blue Mountain, but how long you have been in the service of the Railway Department? About six months.
221. *Mr. Goodchap.*] Previous to that time were you in the Telegraph Department? Previous to that I was in the public Telegraph Department.
222. For how long before you came to the Railway Department? I was about fifteen months as probationer.
223. *Mr. Sutherland.*] What railway stations have you been at before you went to the Blue Mountain? At Wallerawang, Redfern, and Rydal.
224. Do you recollect the up special goods train running on the night of the 30th January? Yes.
225. Did you give Katoomba a line-clear report for this train to your station? No, sir.
226. What communication passed between you on the subject. State it briefly, and whether recorded or not? I was not on duty when the train arrived at Katoomba.
227. *Mr. Goodchap.*] Mr. Muir was on duty, I presume? Yes, sir.
228. *Mr. Sutherland.*] Before the arrival of the up-train at your station did you ask Penrith if the line was clear? No, sir.
229. Did the up goods train stop at your station? She did not stop; she went very slowly by.
230. Before it left your station did you get line-clear from Penrith? No, sir.
231. Will you state whether you had any conversation with the guard, Perdue, and what was said between you on that night? I had a conversation with guard Perdue, during which he informed me that he was to cross the No. 16 down goods train at Wascoe's. I repeated the word "Wascoe's," and he made a remark to the effect that he would not go any further that night. I then got on the step of the break-van, and as the train approached towards the station I spoke to him about a circular that was issued that evening with reference to persons not travelling in the break-vans without free passes. Then, leaving the break-van, he again said "Wascoe's." He might have said "Wascoe's, Jack," but I am certain he said "Wascoe's."
232. Did you telegraph anything to Penrith about the train after he had passed your station—state exactly what you did? After the train left my station I telegraphed to Penrith that the up special goods train left at 5 minutes past 10, and that she would cross the No. 16 down goods train at Wascoe's.
233. What time did the train pass your station, and how did you ascertain the time—was the time entered in any book of your office? The special train passed my station about 5 minutes past 10 o'clock according to my watch.
234. *By Mr. Vernon.*] Was the time entered? The time was entered after the train left, in the proper book—the departure book.
235. By you? By the Station-master.
236. On your information? Yes, sir.
237. *By Mr. Sutherland.*] Was the Station-master there at the time? The Station-master was on the premises, but not on duty when the special passed.
238. What distance is it from Blue Mountains to Wascoe's, where you state it was arranged that the trains should cross? I do not know the exact distance.
239. *By Mr. Goodchap.*] Will you look at the time-table and see what is the distance—it is all stated there? 17 miles according to the time-table.
240. Do you know what is the time for No. 16 down goods train to leave Penrith? I believe the hour is 11 o'clock.
241. You need not believe, you can refer to the table and see? 11 o'clock is the hour—that is the down train's time.
242. *By Mr. Sutherland.*] In about what time would it be due at Wascoe's Siding? In 35 minutes.
243. Look at up-train No. 6, and see what time is allowed for running from Blue Mountains to Wascoe's? One hour and ten minutes—seventy minutes. *244.*



- J. King.  
4 Feb., 1878.
244. If the special goods had travelled at that rate, what time would she have been due at Wascoe's? 15 minutes past 11.
245. Would that leave 20 minutes for the up goods to be at Wascoe's before the arrival of the down goods? It would leave 20 minutes between the arrival of the up special and the down goods.
246. What distance is it to Emu Plains from Blue Mountain? 22 miles.
247. Looking at up train No. 2, what is about the time allowed for running from Blue Mountain to Emu Plains? It takes an hour and thirty minutes.
248. If the up special goods had been running at that rate, at what time should she have reached Emu Plains Siding? 35 minutes past 11.
249. What time would the down goods, running to time, pass Emu? About 5 or 6 minutes past 11.
250. Will you look at the telegraph book. After looking at that book, can you explain why the entries in that book were not kept up after the 24th November in the same manner that they were before that date? My reasons for not keeping them up were because I was doubtful as to whether I was supposed to do so.
251. What made you doubtful? Because I had no orders since the general order which said that the working orders were cancelled. I had no other orders, nor that I was to enter line clears in the book; only that trains were to be worked according to the service time-table, and the Rule book.
252. *Mr. Goodchap.*] Does not the Rule book require you to get line clear? Read Rule 152.—(*Reading*) "On those portions of the Railway where a single line only is provided, care must be taken, before any train leaves any station, that there is no train due in an opposite direction; and where there is telegraphic communication, the Station-master, before allowing any train to leave his station, must ascertain by telegraph from the next station in advance that the line is clear."
253. That requires it to be done? Yes, sir.
254. But it was not done? I was in the habit of getting line clear, but not entering it in the books.
255. Were you in the habit of giving line clear? Yes, sir, when asked for.
256. Did you ever refuse to give it to Katoomba? No, sir.
257. Was it the practice to give and take line clear? Yes, sir.
258. After the abolition of the working orders? With me I never refused to give a line clear; and when practical I took a line clear.
259. Did you ask for a line clear from Penrith before this special goods train left your station? No, sir.
260. *Mr. Vernon.*] Was the entry of the departure time from your station of this up special goods, which you state was made by the Station-master, taken from his watch or from yours? I understood it was taken from what I told him.
261. Have you any reason to doubt the correctness of your watch? My watch may be incorrect; it does not always keep good time.
262. Did you compare it at all with the Station-master's watch? No, sir.
263. You do not know whether there was any difference between it and the Station-master's watch? No, sir.
264. *Mr. Goodchap.*] Is not the correct time given from Sydney daily? I am on at night. I believe it is given daily. I get no time at night.
265. Are you aware whether the time stated by you is disputed by the guard? I heard the guard said his time was 18 minutes to 10.
266. Presuming the guard's time to be correct, at what hour should he have arrived at Emu Plains, supposing he had run at the time laid down for the running of goods trains in the time-table? An hour and 30 minutes to Emu Plains.
267. At what hour would that bring him to Emu Plains? At 11h. 12m.
268. The down goods would have been passing that place at 5 or 6 minutes past 11 you say? Yes, sir.

Joseph Waring called in and examined:—

- J. Waring.  
4 Feb., 1878.
269. *Mr. Sutherland.*] What is your name? Joseph Waring.
270. What is your present position, and length of time in the service? Clerk in charge of Penrith Railway Station at night; about fourteen years in the service.
271. You know the particulars of the accident at Emu Plains on Wednesday, 30th January? Yes, I do.
272. Did you receive notice from the Station-master or Inspector respecting running the special goods train from Mount Victoria? I did, from the Station-master at Penrith, that the up special train was to leave Mount Victoria about 7.30 p.m.
273. Did any telegram pass between Blue Mountain and Penrith in reference to the running of this up goods train? Yes, sir.
274. State the particulars of these telegrams, and the order in which they were received and despatched? At 9.30 I instructed operator Robbins to ask Blue Mountain where the up special goods was, and received a reply that she would cross the No. 13 down mail at the Weatherboard.
275. *Mr. Goodchap.*] That was previous to her arrival at Blue Mountain? Yes, sir. At 10.10, operator Robbins informed me that the Station-master at Blue Mountain had telegraphed the up special goods train at 10.5 to make Wascoe's. At 10.30, I asked for line clear, as follows:—"From Station-master, Penrith, to Station-master, Blue Mountain: Is line clear to Blue Mountain for No. 16 down goods to cross up special goods at the Wascoe's Siding?" I received a message from the Station-master at Blue Mountain to Station-master at Penrith: "Yes, line is clear to Wascoe's for No. 16 down goods to cross up special goods there, thence on to this."
276. Just look at these. These are the telegrams to which you refer? (*Looking at document.*) Yes, sir. [*Document marked Appendix C.*]
277. *Mr. Sutherland.*] Did Blue Mountain ask you for line clear to enable him to despatch the up goods from his station? No, not for the special goods.
278. Do you remember the working orders recently abolished. Read No. 9, if you please (*showing it to witness*). Will you say what this rule requires? It requires a line clear message.
279. Read the latter portion of it? "All trains which, as per working time-tables, 'will run only when required,' as well as all untimed pick-up, mineral, ballast, and special trains, or engines, are only to be worked by line clear report system, and (excepting in such a case as provided for in Working Order No. 10) no such train is to leave any telegraph station, unless the guard has in his possession a line clear report obtained from the next telegraph station in advance." 280.

280. *Mr. Sutherland.*] Was this system observed while the working orders were in operation? Yes, I believe they were. J. Waring.  
4 Feb., 1878.
281. What has been the custom since the abolition of the working orders of working the special trains? As far as I know, they have been running clear of all ordinary and advertised trains.
282. *Mr. Goodchap.*] At the discretion of the guard? Well, not entirely at the discretion of the guard.
283. By what arrangement? I do not know. I have not despatched any from Penrith, and this is the only one that has run since the new time-table came in force.
284. The new time-table of the 24th January? Yes.
285. *Mr. Vernon.*] How many have run since the abolition of the working orders? I cannot say; a great many. Not from Penrith, but into Penrith, since I have been on night duty.
286. *Mr. Goodchap.*] The line clear report has not been obtained for these trains? Not in all cases; in some cases they have, in others not.
287. And they have gone on under the general arrangement that the guard will keep clear of other trains? I believe so, without line clear was asked.
288. *Mr. Sutherland.*] Do you wish to make any statement with reference to the working of these trains? Not unless it is desired that I should do so. I would rather not.

John Tipping called in and examined:—

289. *Mr. Sutherland.*] What is your name? John Tipping. J. Tipping.  
4 Feb., 1878.
290. What is your position and length of service in the Railway Department? Inspector of Locomotive Department and rolling stock. Between fourteen and fifteen years in the Service.
291. We have sent for you to ask if you can give us any information in reference to the running of special trains, that is, trains not running according to the time-tables. What are the regulations in respect to their running—special goods trains or special passenger trains, not running according to the time table? I have nothing to do with that particular branch, only from observation and the Commissioner's rules. When the drivers refer to me for information, I point out the rules for their guidance. That is all the observation I have taken.
292. And the driver is not in control of the train at all? Not so far as the working of the train is concerned.
293. Unless you wish to make any statement in reference to this, as it is no portion of your duty, we do not press you for any evidence on it? I can give no information in reference to it, other than the rules and regulations for the drivers. I do not give them instructions in these matters, only the rules.
294. *Mr. Goodchap.*] You would not be able, from your own knowledge, to say whether the Station-master and guard observed the rules laid down for their guidance? No, only so far as I have seen, I have never seen them diverge from the rules.
295. There is a point you can give evidence on, and which I should like to have your evidence on, that is, as to the hours these men work under your control. Take this particular train—the up goods train. What is the name of the driver? John Egan.
296. What hours did he work that day? That day he worked altogether twelve hours. He was two hours on shed duty prior to going out, and ten hours with the train.
297. How many miles did he run? 86 miles.
298. Which would occupy that length of time? Had he been running to the time-table, it would have occupied him 8½ hours; that is, in running all the time from leaving Penrith to his return. He was nine hours with the train, and he was half an hour behind the time of arrival. I am treating this as the ordinary running time.
299. I want to know what was done on that particular day? He was ten hours with his engine, and two hours shed duty at Penrith—from 9 to about 11. He came on duty at 9 o'clock that morning, and then went home to prepare to go out with the special train—at least I suppose he went home, I told him he might go.
300. What time did the special leave? It did not leave as a special from Penrith. It started at 2 o'clock. He came on duty about an hour before that—at 1 o'clock. He ran to Mount Victoria. Katoomba is the distance that engine is laid down for on the time-table. After leaving that it is a special.
301. *Mr. Sutherland.*] I want to know what time these men were on duty with this special train on that day? That is the time: two hours on shed duty, and ten hours with the engine and special train. That is, reckoning up to 11 o'clock at night.
302. *Mr. Goodchap.*] He ran to Mount Victoria? Yes.
303. Was he required to do anything at Mount Victoria? Only the ordinary shunting, I believe. He was at work, I suppose, while he was there. He could not go away before the fixed time.
304. He was on duty, then, and could not go to sleep? No, Sir; sometimes the time there is short.
305. When he arrived at Penrith he would have done merely ten hours and two hours' shed duty? Yes.
306. The fireman the same? No, the fireman would be longer. He is a spare fireman in the shed, and one other fireman being sick, he was told off as soon as the engine was ordered, to go along with Egan.
307. How long was he at work before? He came to work at 5.15 a.m. He then worked on, I consider, five hours, till 10.30, that is four hours and three-quarters. He came on again at 1 o'clock, the same as the driver, and did the same work. That would have made fifteen hours for that man on that day.
308. Was that usual or unusual? An unusual thing. The day before he had been on shed duty, and the day before that—ten working hours on each occasion the two previous days; and had it not been for the man falling sick, he would not have had to go out on that occasion.
309. Is it a usual or very unusual thing for either the locomotive men or the firemen to be on duty for fifteen hours? Not usually; it is an emergency case for either to be so.
310. What are the average hours that the engine-drivers and the firemen are on duty? The longest hours will be twelve hours.
311. What are the shortest hours? The shortest would be eight and a half hours; that is, when they are running trains to time on time-table.
312. Now, can you tell us about the average? The average would be ten hours, but some days more than others. It cannot be avoided when circumstances arise.

- J. Tipping. 313. *Mr. Sutherland.*] Owing to the length of mileage run? Owing to the length of mileage and other matters. My staff of men is very limited. Since the last time-table was put into force we have not had sufficient men to make into drivers. All the eligible men, from service and ability, in the Western district have been promoted; and I was short of men to give these men on the long run a fair share of shed duties or easy days. The consequence is that these men have more work imposed upon them than would be if I had my staff made up.
- 4 Feb., 1878. 314. *Mr. Goodchap.*] But it never exceeds, except upon great emergencies, 12 hours a day? 12 hours a day. In the afternoon the through goods leaves Penrith at 3 o'clock. The driver goes on duty at 2. He arrives at Bathurst at 12 at night, and an hour for putting his engine away brings him to 11 hours. That is the one through goods. The other leaves Penrith at 11, and arrives at 8. That brings it to 11 hours again.
315. Well, the practice, although it may be interfered with occasionally, is that when a man has run 12 hours on one day, you give him shed duty the next day to ease him down? Not the next day; as soon as it comes to his turn. Perhaps one day a week on shed duty. I would like as soon as I can get the staff up again, to give the drivers a shed day once in a week where it is consistent with the work of the department.

William Pine called in and examined:—

- W. Pine. 316. *Mr. Sutherland.*] What is your name? William Pine.
- 4 Feb., 1878. 317. What is your position and length of time in the Service? Been on going on for seven years. I am a driver.
318. *Mr. Goodchap.*] Passenger or goods? Goods, sir.
319. *Mr. Sutherland.*] Do you know anything about the running of special goods trains? Yes, I have been running them. I was running on the week of the accident.
320. *Mr. Goodchap.*] Do you know whether the train is telegraphed out by line clear report? No, I know nothing about it.
321. You take your instructions from the guard? Yes, sir.
322. Has the guard of a special ever come to you as a driver and asked your opinion whether you could run from a certain place to another certain place? Yes, sir, on different occasions.
323. The guard has done this? Yes, sir.
324. Are you aware whether the guard on such an occasion had previously a line clear report to any particular place? No, sir, the line clear report has been done away with for some time.
325. Are these trains then run at the discretion of the guard? I think so, sir.
326. Supposing a goods train was leaving Penrith, and another goods train was leaving Wascoe's—I mean the one at Wascoe's being a special goods—is there any rule in the rule book which provides that the special goods shall be in at Penrith in mentioned time before the departure of the goods from Penrith? Well, there is a rule in the rule book stating that goods and ballast trains are bound to keep clear of advertised trains 15 minutes.
327. Advertised trains; but these are passenger trains. You mean passenger trains, do you not? Yes, sir.
328. But I am talking now about the goods trains? No, sir, it does not refer to goods trains.
329. Therefore, if you got into Penrith one minute before the other one was due out, you would not be breaking any rule, as far as you know, in the rule book? No, I do not think so, sir. No rule in the rule book I think; it has never occurred to me. I have never run so close.
330. What is the closest time you have run? I think ten minutes is the closest to any train running. (*Produces book.*) That book I carry with me—the arrival and departure of the different places. I do not think I have ever done anything under ten minutes.
331. You take your instructions from the guard? Yes, sir.
332. And you would run if the guard directed you to do so? Not if I thought there was not sufficient time—I would object to that.
333. The guard would consult with you about the time? They always have done so, sir, so far.
334. *Mr. Sutherland.*] What are your hours upon the railway? Different hours; all depends upon the trains we are running.
335. *Mr. Goodchap.*] What are the longest hours? I have been for twelve, and fourteen, and sixteen hours, but it has been in bad weather, in the case of a train delayed.
336. But running the time—what is the time you are expected to work—the average time? On the average, about twelve hours, I think.
337. Are you speaking now with confidence as to accuracy? No; I mean from the time we come on duty to the time we are off again.
338. If Mr. Tipping has stated that ten hours is the average time; are you prepared to say that that statement is not correct? It is this way; on some days we go out on the Crusher trip, and we will be only nine hours, and if we go on in the shed (assistant No. 8 as it is called), at 9 o'clock on Monday morning, perhaps no special train is required till 12 o'clock, and we have to run that, and that will make it a long day.
339. *Mr. Goodchap.*] How many hours do you call it from Penrith to the Crusher's—what is the time of that? The actual running time is three hours and twenty minutes on the down journey; leave Penrith at 1:40, and arrive at Katoomba at 5:25; leave again at 5:45, and pass No. 9, the down goods, at the Weatherboard. If she is there at the time she is due, away at 6:10, and we are able to pass the mail at Wascoe's, and we are into Penrith about 8:35.
340. What does that make a total of? Seven hours and three-quarters. That is the actual running time.
341. *Mr. Sutherland.*] Then if the train is stopped you have longer hours? Yes, if any accident occurs, or if there is any stoppage caused by bad weather.
342. *Mr. Goodchap.*] On no occasion have the hours you have worked incapacitated you from the performance of your work? No, sir, not so far.
343. You have had full possession of all your faculties while you were running? Well, there are times on night duty when a man will feel a little sleepy, but I have never been laid up by it.

William Jordan called in and examined :—

344. *Mr. Sutherland.*] What is your name? William Jordan.
345. What is your position and time in the Railway Department? I am classed as a fireman, but I am in charge of the running shed of a night at Penrith.
346. Are you time-keeper? Yes, for all the men that go on after I go on duty; I do not put in their time, but any time that they lose I give it in to Mr. Tipping, or the office.
347. What time do you go on at night? Between 6 and 7.
348. What time do you go in the morning? 6 o'clock; I may go half-an-hour before 6.
349. What are your duties during the time that you are there? To regulate the engines, and to see that the work is done in the shop by the cleaners, and any little jobs that there are to do to the engines I do.
350. You keep the time of the men who go on? They sign the appearance book.
351. Do you keep the appearance book? Yes; they sign the book.
352. *Mr. Goodchap.*] You take notice of the condition of the men, and see that they are fit to go out? I witness them sign the book, and I sign it with my signature.
353. You gave evidence at the inquest at Penrith? Yes.
354. Did you state there that you saw that the men who went with the No. 16 down goods train were properly capable of managing their train? Yes, sir, I have never taken a glass of liquor myself. I have been on the Railway now between eight and nine years.
355. Are you aware of the regulations, or the practice of running the special goods trains? Yes, sir.
356. You are aware of the practice? Yes, sir.
357. Will you explain what that practice is? Sometimes the special goods goes in before the goods train.
358. I mean the practice of working it; for instance, does the Station-master get line clear reports from his station to the next station? I cannot say; I have nothing at all to do with the traffic.
359. Then I put the question, do you know what the practice is? No, sir, I do not.
360. Have you ever been fireman on one of these special goods trains? I have; I have been fireman on all the trains pretty well.
361. On what days were you fireman on a special goods train? I never keep account; I cannot tell.
362. Was it since December last? It was not these last fourteen or fifteen months. I went on one occasion with No. 15 to the Crusher's, on account of one fireman being sick.
363. Do you know on that occasion what practice was observed in running that train, as regards its being telegraphed out by the line clear report system? No, sir.

W. Jordan.  
4 Feb., 1878.

Edward Cane and Edward Childs called in and examined :—

364. *Mr. Sutherland.*] What is your name? Edward Cane.
365. What is your position and length of service? Driver, eight years.
366. What is your name and length of service (to Childs)? Edward Childs, since 1869. In the locomotive department since 1872.
367. Can you give us any evidence in reference to the running of special trains? I have never had anything to do with the telegraphing.
368. You run under the directions of the guard? Yes.
369. You are not aware whether the guard has got line clear report, or whether it is obtained by the Station-master—you get your orders from the guard? Yes, we do.

E. Cane and  
E. Childs.  
4 Feb., 1878.

Edward Laing and James Bryant called in and examined :—

370. *Mr. Sutherland.*] What is your name and length of service (to Laing)? Edward Laing. Five years in the service.
371. What is your name and length of service (to Bryant)? James Bryant, fireman. A little over three years in the Railway Department.
372. Can you give us any information with reference to the running of special trains. Are you entirely under the direction of the guards? The driver is entirely under the directions of the guard, and we are under the driver.
373. Have you any information to give as to the running of these trains (to Laing)? Some time ago it was worked by line clear, but recently that has been done away with.
374. *Mr. Vernon.*] Do you know whether the guards are in the habit of consulting the drivers with regard to making stations in advance? Yes, I have heard them repeatedly ask the drivers if they had time to reach a certain station. He would consult his watch, and if he said there was time they would run for that station.
375. You never knew a driver start without being in agreement with the guard as to where they could make? No, never, not without the guard said he had a line clear report to cross the train at a certain place, and then he would go on. For instance, last Saturday morning, I was on No. 20, and we were to cross No. 16 at Katoomba; then the guard told us to go on to Weatherboard. We are a little bit excited amongst ourselves just now, and I sung out, "What is the matter"? He said, "I have a line clear to the Weatherboard."
376. What do you know about the accident? I was firing on the assistant engine, the back engine of the down goods.
377. Did I understand you to say that you never knew of a driver leaving with his train without being in agreement with the guard as to where they could make, except when the guard assured him that he had line clear? I never did so, and then the driver would see that he had time before any other train passed.

E. Laing and  
J. Bryant.  
4 Feb., 1878.

Guard Elly was called in and examined :—

378. *Mr. Sutherland.*] What is your name? Richard Elly.
379. What is your present position on the Railway, and the length of time you have been in the Department? I am goods guard.
380. And how long have you been in the service of the Department? In the Service since 1859.
381. *Mr. Goodchap.*] About eighteen or nineteen years? Yes.
382. How long have you been guard? Five or six years.

Guard Elly.  
4 Feb., 1878.

- Guard Elly. 383. *Mr. Sutherland.*] Do you know anything of the particulars of the accident which occurred at Emu Plains on the 30th of last month? I was in charge of No. 16 down goods on the night of the 30th.
- 4 Feb., 1878. 384. *Mr. Goodchap.*] You were in the guard's van? Yes, in charge of No. 16 down goods train.
385. You left Penrith to time? Yes, at 11 o'clock.
386. At the time of the collision you were about the place you usually are at that time? Yes.
387. Do you know the practice of working these special goods trains? All that I know is that all special trains should keep clear of advertised trains.
388. At the discretion of the guards? Of course they must keep clear.
389. Is the running at the discretion of the guards? Yes; if he says he makes a place he must make it, and no other.
390. Who does he say that to? To the Station-master at the last station.
391. You have been on these special goods trains? I have run special goods on the mountains.
392. Do you recollect working under the Working Orders? Which one?
393. There is only one set, the others are Rules. I refer to the Working Orders in force in the early part of November? I have not run any specials for three months.
394. They were in force in October? I have run under these Working Orders, the Working Orders recently abolished.
395. Will you read No. 9 of these Orders? "All trains which—as per working time-tables—will run only when required, as well as all untimed pick-up, mineral, ballast, and special trains, or engines, are only to be worked by line-clear report system, and (excepting in such case as provided for in Working Order No. 10) no such train is to leave any telegraph station unless the guard has in his possession a line clear report, obtained from the next telegraph station in advance." That I always worked up to when I had to run these trains.
396. When you were working under these Orders, did you ever leave any telegraph station without a written line clear report stating how far you were to go? No, I never did.
397. What has been the practice since these Working Orders have been abolished? Since the Working Orders have been abolished we have run according to our number on the time-table.
398. You obtain no line clear report? No, only when we are out of our running time, then I have done so. On Friday night I worked by line clear report.
399. If you thought that you had time to run for any particular crossing, you would run for that crossing? Not without naming the crossing-place.
400. If you considered you had time to run for any particular crossing, would you run for it? I would if I thought I had sufficient time to clear the train.
401. But under these Working Orders you would not, because you would get a line clear report first? I would have a line clear report.
402. *Mr. Vernon.*] Was No. 16 down goods which you had charge of on the night of the 30th January an advertised train? Yes.
403. What do you consider an advertised train? By the number—leaving Penrith at 11 o'clock.
404. Where was it advertised? —
405. *Mr. Sutherland.*] When you say it was advertised, do you mean in the public time-table or the working time-table? I was under the impression that the trains in the working time-table were advertised.
406. Do you mean the time-table given to the officers of the department only, or those issued to the public? I was under the impression that the one that was given to us was advertised. I have been under a wrong impression, for in the evidence I gave at the Coroner's inquest I said the advertised time-table. I mean the time-table issued to me.
407. Do you call the service time-table, issued exclusively to the employes an advertisement? I did do so.
408. Does No. 16 down goods train appear in the public time-table? That I do not know. I have not examined.
409. Do you know whether No. 16 down goods train appears in the public time-table or not? I do not.
410. Do you not know that there is another time-table advertised for the use of the public? I have seen larger time-tables up at the stations, but I never took any particular notice of them.
411. Are you not aware that there is another time-table, a different time-table to this (*the Service time-table*)? Yes, I am aware of that.
412. What do you call that time-table you have seen posted at the stations? I do not know; I never troubled my head about it. On the Western line I worked by the Service time-table.
413. You know of the existence of another time-table? Yes, I do.
414. Are you able to describe the difference between them? Not unless I have the two.
415. Can you give me any idea of the object of the other time-table—is it issued for the use of the servants of the department? Not for the West.
416. Are you aware whether this Service time-table which you have always worked by was issued for your use and the servants of the Railway? That is the one I have run by.
417. Do you know for whose use the other time-table—of the existence of which you say you know—is issued? That would be for the guards at this end of the line I should say; I should say for the servants.
418. We are talking of the public time-table? I am aware now that there is a public time-table, because I have seen it posted on the boards.
419. Did you ever see anything like this on the station boards? No; I have seen it in the Station-master's office.
420. I ask you if you have ever seen this Service time-table published in the Press or posted on the boards of the stations? No.
421. *Mr. Sutherland.*] Have you any statement to make with reference to this accident? I have no statement to make, beyond the fact that I was in charge of one of the trains when the accident happened. I had orders to leave Penrith at the proper time to cross the other train at Wascoe's. I knew nothing of this train being on the road. The last words I spoke to the guard were: "Mind you don't turn the back engine into Wascoe's—there is a special there."
422. Have you any questions to ask, Mr. Rae? No.
423. You, Mr. Carlisle? No.
424. You, Perdue? No.

Guard Baker was called in and examined:—

425. *Mr. Sutherland.*] What is your name? James Baker.
426. What is your position in the Department, and what length of time have you been in the Service? Guard at present, and I came on the line in 1869.
427. *Mr. Goodchap.*] You have been about nine years in the Service? Yes.
428. *Mr. Sutherland.*] Do you know anything of the accident which took place on the Railway at Emu Plains on the 30th of January last? Yes.
429. Were you acting as guard on any of these trains? I was assistant guard to Guard Elly. We had two engines on at this time, and I ran assistant up to bring a train down from Katoomba to Penrith.
430. Then you know something of the working of these special trains? I know a little about the working of them.
431. Will you state what has been your practice when acting as the guard on special trains? To keep clear of all trains.
432. You received your orders from whom? From Inspector Higgs the time before, when he was in office.
433. When do you mean? When Mr. Higgs was Traffic Inspector some years ago.
434. Have you received any instructions since then? No further than my time-table.
435. *Mr. Goodchap.*] Do you recollect the Working Orders? Yes, I received them.
436. When they were issued? I think they have been out of date now for a short time—not very long.
437. Were you working under them before November? Yes, some time before November.
438. Will you read No. 9 of these Working Orders? Yes. "All trains which—as per working time-tables—will run only when required, as well as all untimed pick-up, mineral, ballast, and special trains or engines, are only to be worked by line clear report system, and (excepting in such a case as provided for in working order No. 10) no such train is to leave any telegraph station unless the guard has in his possession a line clear report, obtained from the next telegraph station in advance." This I have always had.
439. When these Orders were in operation, did you ever leave a telegraph station with a special goods train without having in your possession a line clear report to the next station? No.
440. Since the abolition of these Working Orders have you started your train without such line clear report? Only in cases where I have been running out of time.
441. Since the abolition of these Working Orders have you run any special goods train without first having a line clear report? No, I have not.
442. You say you now work the trains without a line clear report? Not if I am running out of time.
443. Do you ever start from a telegraph station with a special goods without getting a line clear report from the Station-master? I have not run a special train since the Working Orders have been abolished.
444. When you were working under these Orders, with a line clear report in your possession, did you feel secure as regards the safety of your running? Perfectly.
445. Would you feel so safe without having in your possession a line clear report? No, not without I had plenty of time.
446. Supposing there were a special on the line of which you knew nothing, what position would you be in then without a line clear report? The special then would have to keep out of my road.
447. But if the special were not aware that you were on the road? There would be a misunderstanding.
448. Could there be any misunderstanding if you each had a line clear report, specifying the point at which you were to cross? No.
449. Is that provided for by the Working Orders? Yes: "No such train is to leave any telegraph station unless the guard has in his possession a line clear report obtained from the next telegraph station in advance." It would be impossible for a collision to take place if we both had a clear line report.
450. It is not otherwise provided for? No.
451. *Mr. Vernon.*] Do you know the difference between the public time-table and the working time-table issued for the use of the employés? Yes.
452. Was No. 16 down goods an advertised train? No, it was a time train.
453. Not an advertised ordinary train? No.
454. Are you aware that those that are known as advertised trains are those which appear in the time-table which we issue for the use of the public? Yes, I am.
455. Do you know of the existence of any rule which specifies by how much a special goods train is to work clear of another goods train? No, I do not.
456. Then if you had charge of a special goods train, and you could arrive at a station five minutes before a goods train from the opposite direction was due there, do you know of any rule which would be violated? —
457. Supposing you were in charge of a special goods train, and you could make a station five minutes clear of the time at which an ordinary goods train was due there from an opposite direction,—do you know of any rule that you would be breaking? I would not go unless I had a line clear.
458. Do you know of any rule that you would be breaking? No.
459. *Mr. Sutherland.*] If you have any explanation to make in connection with the running, I shall be glad to receive it? No, I have no statement to make unless I am desired.
460. Have you any question to ask this witness, Mr. Rae? No.
461. You, Mr. Carlisle? No.
462. You, Perdue? No.

Guard Baker.  
4 Feb., 1878.

Guard Cox was called in and examined:—

463. *Mr. Sutherland.*] What is your name? William Cox.
464. What is your position and length of service in the Department? I am an assistant guard, at Penrith. I have been in the Railway Department about seven months; I have newly come out from England.
465. What were you in England? For the last five years I was foreman shunter in a large goods yard. I have been employed on the Railways at home for seventeen years.

Guard Cox.  
4 Feb., 1878.

- Guard Cox. 466. What are your certificates from England? They are in the Manager's office, at the Redfern Station.
- 4 Feb., 1878. 467. *Mr. Goodchap.*] How long have you been guard? Six months.
468. When you first came on, what were you? I was in the Sydney yard about five weeks.
469. How long do you say you have been guard? About six months.
470. On the Western line? Yes.
471. When you first commenced duty as assistant guard, were these Working Orders in existence? Yes.
472. Will you read No. 9 of these Orders? "All trains which—as per working time-tables—will run only when required, as well as all untimed pick-up, mineral, ballast, and special trains or engines, are only to be worked by line clear report system, and (excepting in such a case as provided for in Working Order No. 10) no such train is to leave any telegraph station unless the guard has in his possession a line clear report, obtained from the next telegraph station in advance."
473. Whenever you ran a train therein enumerated, did you run it under that system? Yes, until these Orders were cancelled.
474. When were they cancelled? About the 1st of November I will not say exactly.
475. What has been your practice in running the trains since that date? According to the foot-notes on the time-tables.
476. Have you, previous to starting, received any line clear report? Not in writing. I always get it from the station-master—a verbal report.
477. You do not know whether the Station-master has obtained the line clear report from the next station in advance? I will not say that in all cases he has, but I believe that in some cases he has.
478. What Station-master has? I am almost sure that in all cases Mr. Thompson, of Mount Victoria, has.
479. What would you say if you were made aware that Mr. Thompson has stated here that he has not in all cases received a line clear report? I have always believed that he had a line clear report; I cannot say for certain, as I have not been in the office with him myself; when I have received all right from him, he has either been at the office door or on the platform.
480. You have been running then at your discretion? Yes.
481. Have you run the train to any particular crossing if you considered you had time to do it? The special goods?
482. Yes? I always run it according to my own discretion, keeping clear of all trains.
483. But under the Working Orders you always had a written line clear report, showing you where you had to run to? Yes.
484. Which system would you prefer to work under? I would always rather run under line clear report. It is safe for every one then. Verbal orders are not safe to work under.
485. *Mr. Sutherland.*] Do you wish to ask the witness any questions, Mr. Rae? Not any.
486. You, Mr. Carlisle? No.
487. You, Perdue? No.

Foreman Crawford was called in and examined:—

- Foreman Crawford. 488. *Mr. Sutherland.*] What is your name? Robert Crawford.
- 4 Feb., 1878. 489. What is your position and length of service in the Railway Department? I am coaching foreman at the Sydney station. It is six years since I entered the Service last September.
490. Have you been a guard on any of the lines? Yes, on the Western line, and also on the Scotch lines.
491. Do you know anything about the accident which took place at Emu Plains on the 30th January last? No—only what is in the papers.
492. Can you give us any opinion as to the system of working special trains on the Western line, or on any of our lines? I have run special trains along the Western line, and also the regular trains.
493. *Mr. Goodchap.*] Have you worked under these Working Orders? With passenger trains—not with specials.
494. Will you read No. 9 of these Orders? I have done so.
495. What does that rule provide a guard of a special train shall have in his possession before leaving a telegraph station? A line clear report.
496. Do you know how they run since those orders were abolished? In the same way as they did before these were issued. Goods trains to keep clear of passenger trains, and special trains to keep clear of all trains.
497. Without a line clear report? When I was running passenger trains, I always made it a point to have a line clear report (when the crossing place of a train I had to pass has been in any way altered), before I would go.
498. Do I understand you to say that it is now left to the discretion of the guards to make their own time, to run to crossing-places at their own discretion, provided they have plenty of time? I believe it is so.
499. Under the system introduced by these Working Orders he would not be able to do that? Not at all.
500. He would have a written line clear report distinctly stating how far he was to go? Yes.
501. In your opinion which is the safer system? The line clear report system.
502. *Mr. Vernon.*] Do you know the difference between the published time-table and the Service time-table? Yes.
503. Do you know the difference between an advertised train and a train which would not be called an advertised train? All trains which are advertised in the private Service time-table are advertised trains, to my way of thinking.
504. What do you call the trains which appear on the public time-table? They are advertised to the public.
505. What do you call the trains which appear only on the Service time-table? I call them also advertised trains, advertised for the guidance of the employés. The public time-table has nothing to do with the Service time-table, which is private for the employés.
- 506.

506. Do you consider that No. 16 down goods was an advertised train? She was a time train.  
 507. Not an advertised train? She was advertised in the private time-table.  
 508. *Mr. Sutherland.*] Is that advertised at all? It is not advertised for the public guidance; it is only issued for the use of the employés.

Foreman  
Crawford.  
4 Feb., 1878.

509. Have you any questions to ask this witness, Mr. Rae? No.  
 510. You, Mr. Carlisle? No.  
 511. Have you, Perdue? No.

Station-master Bell was called in and examined:—

512. *Mr. Sutherland.*] What is your name? James Bell.  
 513. What is your position and length of service in the Railway? My position is Station-master at Penrith; my length of service since 1862—sixteen years next September.  
 514. Do you know anything of the accident which took place at Emu Plains on the 30th of January last? Yes; I was there after it had happened.  
 515. Do you know anything of the running of these trains, under what instructions they are run? The time train is run on the time-table; the special train on this occasion was run under the instructions of Inspector Higgs.  
 516. Can you tell us the practice of working these trains—these special trains? Yes; the practice I have seen followed at Penrith—I am speaking of the practice since the working orders were cancelled—would be to target the previous train and telegraph to all stations that a special was leaving at such a time.  
 517. You say since the withdrawal of the working orders. What was the practice when the working orders were in force? The practice was that all specials were to run by line clear report only.  
 518. *Mr. Goodchap.*] Will you read Working Order No. 9? Yes; I have done so.  
 519. Does that provide that the train is to run by line clear report? Yes.  
 520. And that the guard must have it in his possession before he leaves the station? Yes.  
 521. It must be in the possession of the guard? Yes.  
 522. It informs him to what point he can go? Yes, to where the line is reported clear.  
 523. Since the abolition of these orders have these trains been run at the discretion of the guards? Never to my knowledge; but I think we have had very few down trains run.  
 524. As to up trains? I do not know how they start at the other end.  
 525. Have you run a special goods train under these working orders? I myself.  
 526. Yes? No.  
 527. Have you known them to be run? Yes.  
 528. Did you ever know a guard attempt to leave a telegraph station with a special goods train without a line clear report in his possession? I never knew it.  
 529. Under the present system, by whose instructions are special goods trains arranged for? By the Traffic Inspector I expect; I do not know of my own knowledge.  
 530. After they are put in charge of the guard, who has to arrange for any crossing that may be necessary? I suppose the guard.  
 531. *Mr. Vernon.*] Have you been accustomed to run special trains? Yes; I suppose I have run more specials than any man on the line.  
 532. *Mr. Goodchap.*] Under what system would you prefer to run those trains—under the working orders or under the present practice? I should feel more safe under the working orders, because if I got a line clear report from the Station-master ahead, it would take the responsibility off me.  
 533. *Mr. Sutherland.*] Do you wish to make any statement? No.  
 534. Do you, Mr. Rae, wish to ask the witness any questions? No.  
 535. You, Mr. Carlisle? No.  
 536. You, Perdue? No.

Station-master Bell.  
4 Feb., 1878.

Station-master Hornidge was called in and examined:—

537. *Mr. Sutherland.*] What is your name? Marmaduke Arthur Hornidge.  
 538. What is your present position and length of service in the Railway Department? I am Station-master at Bathurst; and I have been ten years in the Department.  
 539. You have been Acting Inspector on the line? Yes, on the Western line.  
 540. Do you know anything of the accident which happened on the 30th of January last? Merely from the public Press.  
 541. Do you know anything of the working of special trains on that line? I had five months' experience.  
 542. *Mr. Goodchap.*] When you were Inspector of the line, under what system were these special goods trains worked? By line clear report only.  
 543. Was that provided in the Working Orders? In these Working Orders.  
 544. Will you look at these Working Orders and read No. 9? Yes; this was the rule.  
 545. And that rule was closely observed? Strictly.  
 546. During the time you were Inspector, was there any approach to an accident under those Working Orders? None, excepting the dispute between Bathurst and Kelso.  
 547. That was on the 5th of November? Yes.  
 548. Do you know the system which is now in operation in regard to the running of these trains? I have been working very much under the line clear system. As far as it could be done compatible with the method, I obtained line clear for every train I despatched; and in case the crossing-place was altered, I still gave the guard a written crossing order.  
 549. Was that required by the Rules and Regulations? Not now—I did it for my own safety.  
 550. You still observed the Working Orders after they were cancelled? Yes; I did it for my own safety.  
 551. Were you on any Railway before you came to this Country? No.

Station-master  
Hornidge.  
4 Feb., 1878.



Station-  
master  
Hornidge.

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552. You know the two systems of working by the Rules and Working Orders? Yes, I believe I am acquainted with all systems.
553. Do the Working Orders in any way differ from the working provided for by the Rules and Regulations? I fail to see it; I do not see where they differ.
554. Do they explain more in detail the system to be observed? I consider they do.
555. Would you prefer working with the Working Orders or without them? Most decidedly with them.
556. *Mr. Vernon.*] As Station-master, would you have allowed a special goods train ever to pass your station unless you had a line clear report from the station in advance to hand to the guard? Certainly not. Of course at the present time I should not have got a written line clear report had it been a regular train, and should not have handed it to the guard; but I should have got a line clear decidedly with any train.
557. *Mr. Sutherland.*] If you have any statement to make with regard to the working of the line, I shall be glad to hear it? I would merely say that I considered under the Working Orders we had a system as safe as any subject to telegraph can be—as safe as any system that is not automatic. I never found the slightest difficulty in working under that system, although we had to put up with some of the telegraph boys being rather inferior operators. It would have worked better with more experienced men, but still on the whole it worked very well.
558. You think it is important that we should have telegraph operators who are well trained to their duties at all stations where telegraphic communication is relied on by the Railway? Decidedly; the operator should be thoroughly reliable.
559. Is there any other point upon which you would like to remark? As I have had some experience in working the staff and ticket system, and the line clear system also, I would give the preference to the staff and ticket system for working a single line. In that system you are not so much at the mercy of the telegraph operator as you are in the line clear system.
560. Have you any questions to ask this witness, Mr. Rae? No.
561. You, Mr. Carlisle? No.
562. You, Perdue? No.

Station-master Roberts was called in and examined:—

Station-  
master  
Roberts.

4 Feb., 1878.

563. *Mr. Sutherland.*] What is your name? George John Roberts.
564. What is your present position, and the length of your service in the Railway Department? I am terminal Station-master on the Southern line, at Cootamundra; and I have been in the Service about ten years.
565. Have you been Inspector or Acting Inspector on the line at any time? For a short distance—from Cootamundra to Bowning.
566. Will you state what is your present practice of working the traffic as far as special goods trains are concerned? We work with the ticket and staff on my section.
567. *Mr. Goodchap.*] Do you find any difficulty in working under that system? Not the slightest.
568. Is there any detention of trains? Yes, there was in one or two instances when the system was first introduced.
569. Is it now working with regularity? The system is working splendidly now—I could not wish for a better.
570. Will you look at Working Order No. 9? Yes; I was working under this; but I may mention that I was exempted from these Rules for the last two years.
571. In consequence of what? The telegraph. At Binalong we had no telegraph. At Bowning I may say the same, because we had to use the public line.
572. *Mr. Sutherland.*] The line was opened for traffic before you had telegraphic communication? Yes. Not so at Gunning; we had communication by telegraph, but we had to avail ourselves of the public wire; we had no railway telegraph line.
573. *Mr. Goodchap.*] That has since been supplied? Yes.
574. Do you, Mr. Rae, wish to examine this witness? No.
575. You, Mr. Carlisle? No.
576. You, Perdue? No.

Acting Chief Clerk Richardson was called in and examined:—

Acting  
Chief Clerk  
Richardson.

4 Feb., 1878.

577. *Mr. Sutherland.*] What is your name? Harry Richardson.
578. What is your present position and length of service in the Railway Department? My present position is Acting Chief Clerk in the Traffic Manager's office. I have been twelve years in the Service.
579. In what capacities have you served during that time? For about two years I was Station-master's assistant at Newtown. I was some four or five years in the Audit Office, and I was relieving Station-master at two or three places after I left Newtown. I was audit clerk, travelling audit clerk, and chief clerk in the Manager's office for about three years. I was about ten or eleven months Traffic Inspector on the Suburban, Southern, and Western lines.
580. Do you know anything of the accident which took place at Emu Plains on the 30th of January last? I have heard of it.
581. Do you know anything of the working of the traffic through these special trains? I have had some experience in working special and goods trains.
582. Will you please state the method of working? When I was Inspector on the line, the rule for special goods trains was, to inform the stations that such trains were to be run. That information was sent to the Station-masters and conveyed to the guards. The specials would only be run under the line-clear system. If we could not get a line-clear message from the station in advance, the special train would have to wait until we could. The same practice applied to all pick-up and all untimed goods trains. I took an extract out of my books this morning, showing where, in May and June last, I gave instructions to different guards never to leave the station unless they had line-clear report in their possession.
583. Will you read the extract to which you refer? This is the copy of the entry I made on the 13th of June last:—"Nos. 8 and 9 down West, and Nos. 9 and 16 up West trains, are to be worked under line-clear report only, and all line-clear reports for these trains must be received by the guard in writing  
as

as directed by Working Order No. 9 (Working Orders for single lines). Any guard neglecting to carry out this order will be most severely punished." That order was given to Johnstone, Pendergast, King, and Bergan. 584. *Mr. Goodchap.*] That was in accordance with Working Order No. 9? Yes. There is also another order I issued when we ran the midnight pick-up.

Acting  
Chief Clerk,  
Richardson.

4 Feb., 1878.

585. Read it, please? "Guards of down West trains leaving Sydney at 12 o'clock, midnight, are directed to note that they are not to run on single lines unless furnished with a written line-clear report." I never knew the guards of an untimed train to run without a line-clear report. I have known Johnstone detained at the Junction three hours, when he might safely have got to Fairfield as far as the opposing train was concerned; but he would not move until he got the report.

586. Are you acquainted with the practice which has been in operation since the abolition of the working orders? Yes; I presume the same practice is in operation now as existed prior to the initiation of the line-clear-report system. That is, they work by time under Rule 146.

587. Is that a system which leaves it to the discretion of the guards to run in such a way that they will reach crossings, so as to avoid trains that are on the road? Yes.

588. Without previously obtaining line-clear report? Yes.

589. Which do you consider is the safer system? The line-clear report is, certainly.

590. Line-clear report in possession of the guard? In possession of the guard. I would not trust any guard to run a yard without the permission of the Station-master. I would not trust either guards or drivers to arrange for, or to alter the appointed crossing-place of any train.

591. *Mr. Sutherland.*] Have you any questions to put to this witness, Mr. Rae? No.

592. You, Mr. Carlisle? No.

593. You, Perdue? No.

T. F. Elliott, Esq., was called in and examined:—

594. *Mr. Sutherland.*] What is your name? T. F. Elliott.

595. What is your position in the service, and how long have you been in the Department? I am at present Clerk in the Railway Department; I have been in the Department about two years and three months.

T. F. Elliott,  
Esq.

4 Feb., 1878.

596. What positions have you filled in the Department? Clerk, and Chief Clerk in the Traffic Manager's Office.

597. *Mr. Goodchap.*] Have you had any experience of railway administration in other countries? I have had between ten and eleven years experience altogether, in various capacities, including that of Traffic Inspector.

598. Where were you connected with railways? In India chiefly.

599. Are the lines in India mostly double or single lines? They are mostly single.

600. Are they worked on the telegraph system or the staff and ticket system? They are mostly worked by telegraph—in fact nearly all are so worked.

601. Will you look at these working orders for single lines? Yes.

602. Are you acquainted with them? Yes.

603. Are you aware whether they relate to a system of working in any way resembling that which is adopted on the lines in India? A system very similar; in fact almost precisely the same.

604. Has that system been found to work satisfactorily in India? Very much so; I never knew an accident under it.

605. Will you read No. 9 of these working orders? Yes.

606. It refers to special goods and other untimed trains? Yes.

607. The system there laid down provides that the guard shall have in his possession a line clear report? It does. "No such train is to leave any telegraph station unless the guard has in his possession a line clear report, obtained from the next telegraph station in advance."

608. Are you aware that these working orders have been abolished? Yes; they were abolished some two months ago.

609. Have you heard anything of the accident which occurred on the 30th January, at Emu Plains? I have read all the particulars that have appeared in the public papers, the evidence at the inquest, and so forth.

610. Do you think that if these working orders had been in existence that accident would have occurred? I may say that I am confident that had these orders been in existence at the time the accident could not have occurred.

611. *Mr. Sutherland.*] Have you any statement to make with reference to the working of these special trains, or of the line generally; we do not ask you to state anything unless you like, but if you have any suggestions to offer which you think would be of value we will receive them? I would state as a duty I owe to society that the system under which the officers of the Railway Department have been working the traffic on the single lines during the last two months is extremely dangerous, and one which would not be allowed to remain in force on any properly conducted line elsewhere. It is unsound in principle and exceedingly unsafe.

612. Do you allude to the system under which the working of special trains is left to the discretion of the guards? Yes; the time system under which it has been endeavoured to work the lines since the abolition of the working orders, and the practice of given *verbal* instead of *written* orders to guards.

613. Have you any questions to ask this witness, Mr. Rae? No.

614. You, Mr. Carlisle? No.

615. You, Perdue? No.

616. *Mr. Sutherland.*] Guard Perdue, you are now at liberty to make any statement. I do not ask you to make one; but simply tell you that if it is your own wish to make a statement it can now be recorded? I do not wish to say anything.

617. In that case you are now at liberty to retire.

[Guard Perdue was relieved from further attendance.]

618. *Mr. Sutherland.*] Do you, Mr. Carlisle, wish to offer any observations? No.

619.

Donald Vernon, Esq., Secretary of Railways:—

D. Vernon,  
Esq.

4 Feb., 1878.

619. *Mr. Sutherland.*] Do you, Mr. Vernon, desire to say anything upon the present or past system of working of the railways with which you have been connected; you have had considerable experience in the practical management of the railway, and if you have any statement to make, I am willing to receive it? I should like to offer a few remarks, and to state my opinion of the defectiveness under which these lines were worked prior to the time I took charge, and which existed at the time I became Traffic Manager. I do not know that I can do better than ask you to allow me to read some parts of a report which I made to the Commissioner over twelve months ago.

620. What is the date of that report? It was written on the 23rd of January, 1877. In that report I stated "I have long been desirous of adopting a more perfect system for the working of trains on our single lines, so as to ensure greater efficiency and security from accident, and as the necessity for doing this is daily increasing, I submit the matter to the consideration of the Commissioner, to whom I would point out that no time should be lost in taking the requisite steps for the attainment of this object. That the Commissioner may more readily understand the position of affairs, I may mention that prior to my taking charge of this branch of the service, the working of trains seems to have been conducted on no particular system. The Book of Rules and Regulations furnished for the conduct of these railways contains, strange to say, no provision in the shape of a system for the working of single lines, there being only a few general rules for the guidance of the officers in performing this most important and responsible of their duties. I believe it is a thing unknown elsewhere, for a single line of railway to be opened for traffic without a system of some sort, such as the "staff and ticket," or some telegraphic system, with full and complete instructions for every contingency, and although the absence of such a provision on these railways may not have been much felt in their earlier days when there were very few trains running, it has now become quite a different matter. Soon after taking charge of the duties of Traffic Manager I gave my best attention towards remedying this serious defect, and no time was lost in putting matters on a better footing. To effect this, in the first place a full and complete *service* or *working time-table* was prepared for each section of the line and issued to the staff. These tables included all trains—goods, pick-up, and mineral as well as passenger, showed the order and times of running of each, and where they were to meet and cross. This step produced a very great improvement, both in point of safety and regularity. The next thing to which my attention was turned was the improvement of our telegraphic system and appliances. Additional wires and instruments were procured at different parts of the lines, the telegraph staff was reorganized and strengthened, the operators were properly trained to railway work; and other improvements were made. By these means, with the assistance of the working time-tables, our traffic has since been worked with safety. I regret to say, however, that for want of greater facilities for communicating between stations, such as can only be obtained by increased telegraphic accommodation, we have been unable to carry out in its entirety a telegraph system of "line clear message," the rules for which I have had ready for some time, as also the requisite telegraph registers of arrival and departure of trains. I pass over a great portion of this Report which has reference to details respecting the cost of certain appliances, the length of wires, and sundry other items. I then proceeded to say "With regard to the extensions beyond these places"—I had been referring to Bowning and Bathurst—"as a railway telegraph has not yet been established, I presume if my recommendation is approved of, when the wires are put up, the necessary provisions for working trains will be made without further application from me. We have now great difficulty in working these lengths, as the public wire is practically useless to us, and we are therefore obliged to rely upon the care of the staff and the working time-table. Some time ago I prepared and submitted for approval Rules and Regulations for working the 'Staff and Ticket' system, and I asked for permission to give it a trial, with a view of applying it to the extensions above referred to; but unfortunately my recommendation has not been complied with, although no reason has been shown why effect should not have been given to it. I regret exceedingly that any obstacle should have been thrown in the way of obtaining so laudable a result as 'safety in working,' and I have generally to express a hope that this request will not meet with the fate of the numerous recommendations made by me from time to time to render the safety of the travelling public more secure. If I am to be held responsible, my views and proposals ought either to be carried out or demonstrated to be impracticable,—especially in the case of my efforts to provide for that security to life and property which it has ever been my most anxious and earnest wish to obtain. I venture to add that the responsibility of any accident which may arise from the want of the provisions which have been lost through unaccountable and unprecedented opposition must rest upon the Department from whence such opposition has come—unless the Commissioner is prepared, by endorsing such action, to take the responsibility upon himself. I write strongly because I feel deeply in this matter, and I trust that my great desire to meet the responsibilities of my office will not be considered as showing any disrespect to the Commissioner, for nothing could be further from my intention than that." As to the insufficiency of the Rules of 1869, and the necessity for the working orders; and as to the results which might be expected from the cancellation of the working orders, I need not do more than refer you to the minute which I sent in to the late Minister for Works, in reply to a minute from him requiring me to show cause why I should not be removed from my office as Traffic Manager. That minute will convey to you what my opinion was as to the insecurity of the arrangements made for working the traffic after the cancellation of my Working Orders. This minute, I may observe, was written before the occurrence of the lamentable accident which took place on the 30th of January at Emu Plains.

621. What was the date of your minute? I think it was dated the 30th of November, 1877.

622. Will you be good enough to read it? After showing some inconsistencies and anomalies which would evidently arise from the cancellation of the Working Orders, I went on to say:—"And so I might continue and go on to show that instead of safety and efficiency having been promoted, or agreement and uniformity of rules and practice secured, or misconception having been provided against, the very opposite of all these things has been the result of the action which has been approved and taken by the Commissioner throughout this whole case. The upholding of Mr. Higgs's action, and sanctioning such an interpretation of Rule 146, and cancelling the Working Orders, has made room for nothing but anomaly, doubt, contradiction, and danger. I have, I think, now sufficiently explained the object and the necessity for the Working Orders. I have shown that they do not in any way clash with the Rules and Regulations; that on the contrary they support them; and I think I have also sufficiently demonstrated that the interpretation which the Commissioner seeks to place upon the Rules, and the practice he would develop from it,

it, must necessarily end in disaster." I think I need only add that a careful perusal of the Working Orders which were recently abolished will show anyone the necessities to meet which they were provided, which necessities have been left unprovided for since their cancellation. The time system, which has been introduced since these Working Orders were abolished, is one which I consider most dangerous. Telegraphic communication under the late arrangement was no longer indispensable, as it practically was under my Working Orders, and furthermore a most important responsibility which should properly rest with the Station-masters—and which a reference to the Working Orders will show rested upon them when those orders were in force—has been removed to the shoulders of the guards, whose only dependence must be as a rule upon their watches; and the safety of the traffic has been made dependent to a large extent upon the correctness of a guard's watch. I do not wish to offer any lengthy statement upon the case, but I feel constrained to say that I am decidedly of opinion that had my Working Orders not been cancelled, and had the traffic been continued under my system, that lamentable accident at Emu Plains could not have occurred.

D. Vernon,  
Esq.  
4 Feb., 1878.

Charles A. Goodchap, Esq., Commissioner for Railways:—

623. *Mr. Sutherland.*] Do you desire to make any observations, Mr. Goodchap? Yes, there is a statement which I should like to submit with reference to the course which has been pursued since I came into office. I desire to place it on record, in the hope that it will tend to allay any agitation in the public mind which may have been created by the occurrence of the accident on the 30th of January, or by the defective system of working which has been disclosed here to-day. I ask you to allow this minute which I addressed to you on the 1st of this month to be recorded. It reads as follows:—"The accident on the Railway, near Emu Plains, on Wednesday night last, the 30th January, has demonstrated in the most painful and serious manner the necessity for a better detailed system of working our single lines by electric telegraph. The working orders, which effectually provided this system, were abolished by the Commissioner on the 22nd November, and I regret to say that I was unsuccessful in my attempts to induce Mr. Rae to revive them—my action in this respect will be found disclosed in the papers referring to an irregularity in train running, which occurred on the 4th December last, on the Southern line, at Jerrawa. The Minister is aware of the importance I attach to this matter. The appointment of Commissioner was conferred upon me on Tuesday, the 22nd January. My first action was to revise the whole of the Rules and Regulations, supplementing them with regulations for working single lines on the Telegraphic and on the Staff and Ticket system, and the double lines on the Block system. On Friday, the 25th January, I submitted to the Minister the Rules so amended, and he at once approved of their submission to the Governor and the Executive Council, as required by the Railway Act. On Monday, the 28th they were approved by the Council. In accordance with the usual practice this approval would have to be confirmed on the next Council day, viz., the 4th February, but I left directions, before leaving Sydney for the Northern line inspection, that directly they were approved, the draft rules were to be obtained from the Clerk of the Executive Council, and placed in the hands of the Government Printer, in anticipation of the confirmation. This was done, and the amended Rules were being printed when the accident occurred. I give these particulars because, holding the views I do as to the insufficiency of the present Rules, it is desirable that I should show that no time was lost by me in endeavouring to provide a better system. Every officer and servant in the Commissioner's employment has to be furnished with a copy of the book of Rules, and when new rules are introduced it is a necessity that they should be distributed to the members of the staff simultaneously to provide for uniformity of action thereunder. I find that it will take some time to get the requisite number of the books prepared (over 2,000 are required), but I propose that, to meet the serious exigency of the case, the portion of the rules which provides for the working of the single lines by telegraph system, and in which the abolished working orders are embodied, be issued at once with an explanatory general order. If the Minister will approve of this course, the printer by working night and day can get these rules out in time to come into operation on Monday, the 4th February; the working time-table will have to be re-modelled to correspond with the new system, but I will undertake to have everything perfected by the day named." You approved of this minute on Friday last, and steps were immediately taken to carry it into effect. I have now the pleasure to inform you that the Rules, as proposed, were issued this morning, and also the working tables; I think, therefore, that there is now no reason to fear a repetition of the catastrophe which occurred on the 30th of January. I wish to hand in a copy of the General Order issued this day, and of the Regulations for single line working by telegraph system which accompanied it. [*Vide Appendix D.*] I should like to add to that statement (as I have submitted in a minute to you recommending these alterations), that this telegraph system for working single lines is one that will be made use of to a limited extent only, and that I shall depend upon the staff and ticket system for working the single lines generally, as soon as the necessary boxes, staffs, and tickets, can be procured.

C. A. Goodchap, Esq.  
4 Feb., 1878.

624. *Mr. Sutherland.*] Do you, Mr. Rae, desire to make any statement, or to offer any suggestions? No.  
625. Is there any witness you would like to call? No; I do not see the necessity for further evidence.

The inquiry stands adjourned until to-morrow, Tuesday morning, at ten o'clock.

TUESDAY,

TUESDAY, 5 FEBRUARY, 1878.

PRESENT:—

THE HONORABLE JOHN SUTHERLAND, M.P., Secretary for Public Works.  
 CHARLES A. GOODCHAP, Esq., Commissioner for Railways.  
 JOHN RAE, Esq., Under Secretary for Public Works.  
 DONALD VERNON, Esq., Secretary for Railways.  
 THOMAS CARLISLE, Esq., Traffic Manager of the Southern, Western, and Richmond Lines.

Station-master Muir was called in and examined:—

Station-  
 master Muir.  
 5 Feb., 1878.

626. *Mr. Sutherland.*] What is your name? John Edgar Muir.  
 627. What is your position, and what your length of service in the Railway Department? I have been nearly fourteen years in the Department.  
 628. What is your position now? Station-master.  
 629. Where? At Blue Mountain.  
 630. Were you on duty on the night of the 30th of January when the special goods train passed your station—the train which met with the accident? I was in the office, but not on duty.  
 631. Did you see the train as it came by? I did not; I heard it.  
 632. *Mr. Goodchap.*] What time was it when this train passed, do you know? I can only say from hearsay. He told me five minutes past 10.  
 633. Who told you? The acting operator.  
 634. Who entered the time in the book? I did.  
 635. From the information he gave you? Yes.  
 636. Not from your own knowledge? No; not being on duty, I did not look at my watch.  
 637. Is not Sydney time sent through to your station daily? It is.  
 638. Daily? When we can get circuit.  
 639. How often is circuit interrupted? Frequently we cannot get it; frequently we can get it.  
 640. Frequently you can get it? Yes; I am not certain whether we got it that day or not.  
 641. How many days are you without it? Perhaps two or three days a week.  
 642. Is there a clock at the station? No; it is my own clock.  
 643. There is no public clock? No.  
 644. In what way do you keep the time? By my watch.  
 645. Your railway watch? Yes.  
 646. Are you aware whether your railway watch agrees with that of the operator? I do not know, I am sure; I do not think so.  
 647. Do you ever compare? No. He has his own watch; it belongs to himself.  
 648. What practice do you observe in regard to the running of these special goods trains? We generally get line clear for the special or for trains running out of time.  
 649. What time did this train leave Mount Victoria? We do not get from Mount Victoria.  
 650. You do not know? No.  
 651. Has it been your practice to get from Katoomba an inquiry whether the line is clear to your station for these goods trains to come there? Yes.  
 652. Since when? We always do.  
 653. Is it your practice to telegraph to the next station in advance, which in the day-time would be Springwood, and at night at Penrith, and obtain a line clear report before the train leaves your station? When I can get circuit.  
 654. You are quite positive that when you can get circuit you have always obtained line clear report for a special goods train to proceed? Yes.  
 655. Are you equally certain that you have given to Katoomba, on the other side, a line clear report for these trains? For all specials—yes.  
 656. If the operator at Katoomba has stated here that he failed to obtain line clear report from you, is that statement correct or incorrect,—a line clear report for these trains? If I was not in the office, he might; but whenever I heard him I gave him line clear. If he says that, I must have been out of call.  
 657. Have you ever refused to give it? Never.  
 658. In the case of any train? No, I never refused in the case of any train.  
 659. When was the last occasion on which a special goods train came through when you were on duty? I do not remember.  
 660. Will you refresh your memory by reference to your line clear report book? I cannot; that book has not been kept up.  
 661. But you said you always gave line clear report? Yes, but we did not enter it in the book.  
 662. What record have you that you gave this? Only myself just.  
 663. What record have you? No record.  
 664. When did you cease making these entries of line clear reports? When the line clear report books were cancelled.  
 665. When were they cancelled? I think it was the 23rd or 24th of November.  
 666. Will you refer me to the order cancelling the line clear report books? It is the general order which I produce. (*Vide Appendix E.*)  
 667. Will you read that? I have read it.  
 668. Is there any direction to you there to cancel the line clear report books? No, I do not see that there is anything about cancelling of the book.  
 669. What does the document require to be cancelled? The working orders.  
 670. When these working orders were in operation, did you get line clear report, and give it to and from your station? Yes.  
 671. Did you hand to the guard of such special goods trains a written line clear report, telling him to what station he was to work? Yes.  
 672. Since the cancellation of these working orders have you pursued the same course? No.  
 673. Is it left to the discretion of the guards of these special trains to say where they will run to? We generally ask him if he is late. Very often they make Blue Mountain early, and can make Penrith before goods leaves.

674. Is it left to the guard's discretion to make Penrith? Yes.
675. Under the working orders it was not left to the guard's discretion? No; we gave him line clear report. Station-master Muir.
676. Do you think, if the guard had obtained from the Station-master a written line clear report to Wascoe's, that he would have gone beyond Wascoe's? I think not. 5 Feb., 1878.
677. *Mr. Sutherland.*] Have you any questions to ask this witness, Mr. Rae? No.
678. Have you, Mr. Carlisle? No.

Thomas Carlisle, Esq., was examined:—

679. *Mr. Goodchap.*] Has Mr. Crawford, the Traffic Inspector, received instructions to be here as a witness? Yes; I telegraphed to him the night before last, but I received no reply, excepting a message from Mr. Crawford to his brother that his son was dangerously ill. T. Carlisle,  
Esq.  
5 Feb., 1878.
680. Mr. Crawford is not present to-day? He is not.
681. *Mr. Vernon.*] As Mr. Crawford is not present, perhaps I may be allowed to ask some questions of Mr. Carlisle which I would have preferred to put to Mr. Crawford. Have you a book of Rules and Regulations, Mr. Carlisle? I have.
682. Will you be kind enough to look at Rule 146? Yes.
683. Does that rule state that goods trains must be clear of the road fifteen minutes before an advertised ordinary train is due? Yes.
684. Have you any rule bearing on the same point as between one goods train and another goods train? There is no rule that I am aware of, excepting a foot-note to the service time-table.
685. Will you be kind enough to point out the foot-note to the service time-table which specifies the margin of time by which one goods train must arrive before another goods train is due out? I refer you to the second paragraph at the foot of the service time-table, which states—"Where one passenger train is appointed by the Service Time-table to cross another passenger train, or where any special or goods train is appointed to cross another special or goods train, the train first arriving at the crossing point must wait until the other train arrives, unless it has been ascertained that they are running out of time, in which case special arrangements may be made by telegraph."
686. I fail to see in that anything which answers my question. I want to know if you have any rule or any provision stating the margin of time by which one goods train must work clear of another goods train. Rule 146 requires that goods trains shall not be on the road within fifteen minutes of the time a passenger train is due; and I now wish to ascertain if there is any rule which makes the same or a like provision in regard to goods trains?
687. Do you know of any rule? Excepting Rule 152, which refers to line clear report.
688. I fail to see that that applies to the case? I am not aware of any other rule that applies to that.
689. Suppose telegraph communication to be interrupted, and a special goods was required to be run (say) between Goulburn and Gunning on the Southern line, I presume the special goods would not be started from Goulburn unless it could make Gunning at least fifteen minutes or half-an-hour before any goods train was due out? Certainly not.
690. That ought to be the practice, although you have no rule on that point? Certainly.
691. Suppose a special goods left Goulburn in time to arrive at Gunning fifteen minutes before any goods train was due in an opposite direction, and suppose that it lost that time on the road and arrived at Gunning one minute before the goods was due out, would the special goods have broken through any rule? I consider he would not be justified in running so close to time.
692. Nor do I, but I want to know whether any rule would be broken? I consider that they would break Rule 146, which would apply to goods or passenger trains.
693. *Mr. Goodchap.*] Does Rule 146, requiring fifteen minutes to be observed between a goods train and passenger train, also provide that the same limit as to time shall be extended to goods trains meeting goods trains? I consider it should be applied.
694. Does the rule so apply it? It does not say so distinctly.
695. Does it say it—distinctly or indistinctly? —
696. Will you read the rule, please? The rule is:—"It is to be distinctly understood by Station-masters, guards, and persons in charge of trains, that goods, special, or ballast trains are not to be on the road within fifteen minutes of the time an advertised ordinary train is due; but goods and ballast trains must shunt at least fifteen minutes before an advertised train is due, and wait for ten minutes after an advertised train has passed."
697. *Mr. Vernon.*] Does that say that a goods, special, or ballast train is not to be on the road within fifteen minutes of the time another goods, special, or ballast train is due? It does not say so.
698. *Mr. Goodchap.*] Is that a direction to the guards, Station-masters, and others? Yes.
699. Do you believe that it is so distinctly stated there as to be thoroughly understood by these men? I should think so. If they did not understand it that way they would ask for instructions; but I should think they ought to have understood it that way.
700. *Mr. Vernon.*] Will you be kind enough to look at the foot-note you read just now—the foot-note to the Service Time-table? Yes.
701. It provides that where one passenger train is to cross another passenger train, or where one special or goods train is to cross another special or goods train, the crossing-places are to be fixed? Yes.
702. Will you explain to me the reason why no mention is made there of the case of a passenger train crossing a goods train? In the Rules?
703. In that foot-note? I think it is provided for in Rule 146.
704. Suppose telegraphic communication still to be interrupted. We will take the case of an ordinary regular goods train having to cross the mail and passenger train—say, for example, the down Southern mail is appointed to cross, by this time-table bearing your name at the bottom, the up goods train at the Jerrawa siding—you know such is the case? Yes.
705. Suppose the mail train to arrive at Jerrawa siding, and no goods train to be in sight, what is the mail to do? The mail should stop there for some time to see whether the other would arrive, and then the road would be clear after that. If the other train, the down train, did not arrive within reasonable time, they would expect the road to be clear. They would be obliged to stop to see whether the other train arrived at its appointed stopping-place. 706.

- T. Carlisle,  
Esq.  
5 Feb., 1878.
706. *Mr. Goodchap.*] Has it been the custom for the mail train to run past Jerrawa at speed, without stopping? Not that I am aware of.
707. If the driver has said so in his evidence, are you prepared to say it is not true? No; I am prepared to say he was wrong if he did. Working under the service time-table, he should have stopped at the station and ascertained that the up train had arrived.
708. *Mr. Vernon.*] You say if the mail arrived at the Jerrawa siding, where it was appointed to cross the up goods, and the up goods was not there, the mail would have to wait some time to see if the up goods would arrive. How long should the mail train wait under such circumstances? There is no provision for time, but I should say they should at least wait five minutes.
709. *Mr. Goodchap.*] Have they any instructions? No written instructions.
710. *Mr. Vernon.*] We will assume that the mail train waits ten minutes and there is no appearance of the goods train, is the mail train then at liberty to proceed? Yes, because the up train would be protected in some way.
711. *Mr. Goodchap.*] In some way? The guard would take care to protect his train. See Rules 216 and 284.
712. *Mr. Vernon.*] In the meantime, let us suppose in this case that the up goods train has left Yass to time, with plenty of time to make Jerrawa siding fifteen minutes before the mail train arrived, but owing to bad weather the rails are slippery, and the whole of that margin of time has been lost, and when, within two miles of Jerrawa siding, the goods train finds that her time has expired, and the time has arrived in fact for the mail train to be due out from Jerrawa in an opposite direction, what is the goods train to do under such circumstances? The goods train would stop and send a man ahead to protect her.
713. In the meantime the mail train has waited ten minutes at Jerrawa siding, and has come on from there? Yes.
714. The two trains must meet—the mail train must meet the protected goods train? Yes.
715. In such circumstances, I presume, the mail train would have to go back again to Jerrawa siding? Either the mail or the goods train.
716. *Mr. Goodchap.*] The goods could not go back to Jerrawa siding? The mail would have to go back to Jerrawa siding.
717. *Mr. Vernon.*] Have you gained anything by allowing the mail train to leave Jerrawa Siding? Not in time.
718. Have you not lost time? In that case you would.
719. Then would it not be better under all the circumstances for that fixed crossing place to be observed? Under those circumstances it would.
720. *Mr. Goodchap.*] We have had some evidence before us about the disagreement in watches? Yes.
721. Supposing, under the circumstances which we have been considering, the watch of the guard of the goods train was in disagreement with the watch of the guard of the mail train, and that the guard of the goods train were not aware that his watch was not keeping correct time, would there be a collision? Yes, most probably there would.
722. *Mr. Vernon.*] I understood you to say that there was a rule for the guidance of the guard in such circumstances as where a train should have lost time? I think there is, but I cannot point it out just now.
723. Suppose telegraphic communication interrupted, the mail train comes to Jerrawa siding, but the time, we will suppose, has in this case been lost by the goods on the south of Yass, so that when the up goods arrives at Yass it is perfectly evident that she has no time to make Jerrawa in time to clear the mail, as required by Rule 146—in such a case as that what is the duty of the Station-master at Yass? I do not understand your question.
724. When the up goods arrives at Yass, she is so late that it is very evident she cannot make Jerrawa to time in order to clear the down mail,—in such a case what is the duty of the Station-master at Yass? To keep the goods train back.
725. The mail train arrives as usual at the appointed crossing-place, Jerrawa siding, waits five or ten minutes as you have stated. Seeing no sign of the goods, she, according to your arrangement, proceeds past the siding, and on towards Yass. The driver and guard of the mail train, however, are in ignorance as to whether the goods train may be before them in the protected condition you have described in the first illustration, or whether it may be stopping at Yass. The mail train proceeds in that state of uncertainty,—would you think it advisable that that mail train should proceed at its usual speed towards Yass? I think that she should run with caution.
726. *Mr. Goodchap.*] Is there any direction for her to proceed with caution? None that I am aware of.
727. *Mr. Vernon.*] In this case as well as the other, time would be lost,—the mail train being in uncertainty as to whether the goods train was between her and Yass, or detained at Yass. If the persons in charge of the mail train acted wisely they would proceed cautiously, and therefore time would be lost? Yes.
728. Do you think it is a safe practice for a mail and passenger train to be allowed to leave an appointed crossing-place without any knowledge of the train which should be crossed there? —
729. Do you think it a safe system which permits a passenger train to leave an appointed crossing-place without any knowledge of the train she should have passed at that crossing-place—do you think a system which permits of such a thing a safe system? I do not think it is as safe as it ought to be.
730. *Mr. Goodchap.*] Under the Working Orders, the train would not be allowed to leave its appointed crossing-place under such circumstances without telegraphic communication first being obtained? Neither before nor since the cancellation of the Working Orders; that part of the order was never withdrawn, as far as I am aware.
731. Under the Working Orders, would the mail train, without previous telegraphic communication as to whereabouts of the goods train, be allowed to leave the crossing-place? No, not under the old system.
732. *Mr. Vernon.*] You perceive in that foot-note to the working time-table bearing your name, that while you fix the place in the case of two passenger trains and two goods trains, you do not fix it in the case of a passenger and a goods train? No, it is not fixed; line clear report would have to be obtained, and Rule 146.
733. But if line clear report could not be obtained on account of telegraphic communication being interrupted, as is frequently the case during storms,—then the crossing-place is not fixed? No.

734. *Mr. Sutherland.*] Do you, Mr. Rae, wish to ask Mr. Carlisle any questions? No.
735. Do you wish that Mr. Crawford, the Inspector of the Southern line, should be examined? I have no wish at all in the matter, not the slightest.
736. Do you desire that Mr. Whitton or Mr. Mason should be examined? No, I do not wish to express a desire at all in the matter.
737. If you have any person you wish to have examined will you say so? I have none.
738. Have you, Mr. Carlisle? No.

T. Carlisle,  
Esq.  
5 Feb., 1878.

Donald Vernon Esq., was further examined:—

739. *Mr. Goodchap.*] What are the telegraphic facilities and appliances between Blue Mountain and Penrith? Our telegraphic facilities or appliances between Blue Mountain and Penrith are perfect; Springwood and Wascoe's are merely intermediate sidings. For their use we have another wire, and they are on what we call the alphabetical circuit. That is to say, there is an alphabetical instrument at Penrith in connection with another at Wascoe's, that continues to another at Springwood, and that continues to Blue Mountain. This circuit is in use during the day, to relieve what would be otherwise the over-crowded wire, which is the Morse circuit.
740. Between Penrith and Blue Mountain? Yes.
741. What is the communication at night? The Morse circuit.
742. The Morse only? Yes, the Morse only.
743. Direct between Penrith and Blue Mountain? Yes.
744. On emergencies can the alphabetical instruments between Springwood and Blue Mountain, and Springwood, and Wascoe's, and Penrith, be availed of? Decidedly they can.
745. Could the guard of the up special goods train have obtained telegraphic communication from Wascoe's with Penrith on the night of the accident? It was quite possible for him to have done so by rousing the porter in charge. In fact, our telegraphic arrangements between Blue Mountain, and Penrith could not very well be more perfect than they are.

D. Vernon,  
Esq.  
5 Feb., 1878.

WEDNESDAY, 6 FEBRUARY, 1878.

PRESENT:—

THE HONORABLE JOHN SUTHERLAND, M.P., Secretary for Public Works.  
CHAS. A. GOODCHAP, Esq., Commissioner for Railways.  
JOHN RAE, Esq., Under Secretary for Public Works.  
DONALD VERNON, Esq., Secretary for Railways.  
THOMAS CARLISLE, Esq., Traffic Manager for the Southern, Western and Richmond Lines.

Inspector Crawford was called in and examined:—

746. *Mr. Sutherland.*] What is your name? Alexander Crawford.
747. What is your present position in the Railway Department? Traffic Inspector.
748. What is your length of service in connection with railways? I have been employed upon railways since 1852.
749. In this Colony? Since 1862 in this Colony.
750. *Mr. Goodchap.*] Have you a book of the Rules? Yes.
751. Is it not considered that the principal danger to be apprehended and provided against in working single lines of railway is a collision from trains travelling in opposite directions? Yes.
752. Is it desirable that particular attention should be paid to the method of procuring the safe crossing of such trains? It is.
753. Are you aware that the crossing-places of trains, as laid down in the service time-table, more especially those in which goods trains are concerned, have frequently to be changed from various causes? Yes, they have.
754. Is it your opinion that full and explicit instructions in this respect should be laid down for the guidance of those who have charge of such trains? Yes, it is.
755. Can you point out to me in that book of Rules any rule providing for the manner in which any alteration in the fixed crossing-place is to be made? In the Rule Book?
756. Yes—I want you to point out any Rule in that book providing for the manner in which any alteration in the fixed crossing-place is to be made?—
757. Do you remember any rule? I do not remember any fixed rule.
758. There are rules for the safety of trains, for shunting and so forth, but are there any rules which provide for the manner in which any alteration can be made in the fixed crossing-places? There is none.
759. Do you recollect the Working Orders? Yes.
760. Was there any rule which provided for it there? There was.
761. Will you refer to the foot-note on the working time-table which provides that where two goods trains or two passenger trains are appointed to cross such crossing-place is to be strictly observed unless telegraphic arrangements can be made for another crossing-place? Would you repeat that question, if you please.
762. The foot-note on the working time-table provides that where two passenger or two goods trains are appointed to cross, such crossing-place shall be observed? Yes, I see that.
763. Will you show me what provision you have for the crossing of a passenger and a goods train, and whether the crossing-place as laid down in the working time-table is to be observed or not observed. The cases provided for in this note are two passenger trains and two goods trains; will you show me any rule which provides that where a passenger train has to cross a goods train, the crossing-place is to be observed or not observed? The only rule is 146.
764. Will you read that rule? "It is to be distinctly understood by Station-masters, guards, and persons in charge of trains, that goods, special, or ballast trains, are not to be on the road within fifteen minutes of the time of an advertised ordinary train is due, but goods and ballast trains must shunt at least fifteen minutes before an advertised train is due, and wait for ten minutes after the advertised train has passed."

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765. Referring to that portion of the rule which says that goods trains must wait in the siding for ten minutes after the other train has passed,—does not that appear to refer to double line working? That portion does.

766. What is the nature of the provision in rule 146, admitting its application to a single line? That if a goods train cannot make the crossing-place within fifteen minutes of the train being due, it must shunt into the crossing-place further back.

767. What is the nature of the provision for the passenger train—what has it to do? They take precedence of any other train.

768. The passenger train is to come on? Yes, by this rule.

769. The crossing-place being appointed, suppose the passenger train arrives there and the goods is not there, the passenger train has to wait five minutes and then come on? Yes, after waiting a few minutes.

770. Then the only authority in the Rules you have given me is in Rule 146, and is an authority for the non-observance of a crossing-place by a passenger train in the absence of a goods train? Yes.

771. Can you point to any rule, any direction on the working time-table, or any order of any kind, by which the passenger train is to wait until the goods train arrives? No; there is nothing on the time-table.

772. Nothing in the book of Rules? No.

773. Do you know of any order? Nothing but what was in the Working Orders.

774. Did the abolished Working Orders provide for such an emergency? They did.

775. Supposing telegraphic communication is interrupted, and Jerrawa is the appointed crossing-place? There is no telegraph there.

776. Suppose the mail train arrives at Jerrawa, and the goods train is not there, is the mail train to wait or to proceed? By the time-table it is to proceed; but we always work with the telegraph. We always have worked with the telegraph and got line clear to Jerrawa.

777. Telegraphic communication as regards Jerrawa is made between Yass and Gunning? Yes.

778. Telegraphic communication being interrupted, the mail train proceeds? Yes.

779. Suppose that from storms or any other cause the goods train had lost time, and finds when within 2 miles of Jerrawa the time has gone within which she should be in, what is the goods train to do? The guard will protect his train.

780. In that case the mail train on coming to the protected train must go back again to Jerrawa, must she not? Yes.

781. Then more time has been lost than gained by such an arrangement? The case never has occurred to my knowledge.

782. It is possible for a case like that to occur? It is possible.

783. Have you been on all the lines? On the West and the South.

784. Have you been on the Northern line? No.

785. Are you quite sure a case of that kind has never occurred? I am speaking only of my own district.

786. How long have you had the district? Two or three years I think; I could not exactly say.

787. Suppose the guard's watch were ten minutes slow—the guard of the goods train, and he is not aware that he is behind time, might there not be imminent danger of a collision? He takes the time from the Station-master at starting.

788. Suppose the guard's watch is out of time, and there is a difference of time between the guards' watches, might there not be an imminent danger of collision? There would not be so much difference in time as fifteen minutes.

789. Might there not be five minutes by one and five minutes by another—I don't want you to fence the question, I only want you to say if the facts were as I put them—whether there might not be an imminent danger of collision? There would.

790. Do you consider that a safe system which allows a passenger train to leave a fixed crossing-place without any information of the train which it was appointed to cross there? No; the Working Orders were safer?

791. You know the Working Orders recently abolished? Yes.

792. Could a Station-master or guard be in any doubt as to his duty in the matter of crossing trains under the Working Orders? I do not think so.

793. As you do not think so, will you read paragraphs 2 and 3 of that circular, and say whether you do not know so? "Referring to the rule and practice of goods trains keeping clear of passenger trains, I wish to draw the particular attention of Station-masters and guards to No. 5 and 6 of these Orders. From these it will be seen that when an ordinary good train cannot arrive to time at a station where it is appointed and shown on the working time-table to cross a passenger train, arrangements can be made (*see* No. 6), to alter the crossing-place, so that the goods may work clear of the passenger train and prevent its being delayed. When, however, no clear arrangement, as required by Rule 6, can be made for the alteration of a crossing-place of ordinary and regular trains, owing to the interruption of telegraphic communication or other cause, then whether it be two passenger trains or two goods trains, or a passenger and a goods train that are timed to cross, neither train must leave its usual and appointed crossing-place before the arrival of the other."

794. What circular is that? A circular which was issued by the late Traffic Manager on the 28th of February, 1877.

795. Do you think that under such a regulation as that safety is provided for? It is.

796. Do you know anything about the accident which occurred at Emu Plains on the 30th January? I have read about it in the papers.

797. Do you remember No. 9 of the Working Orders? Yes.

798. Is provision there made that the guard of a special goods train shall have in his possession a line clear report from the next telegraph station in advance, giving him the exact crossing-place to which he is to go? Yes, it is very clear.

799. Do you think if the guard of the up goods train had in his possession on the night of the accident such a written report, that he would have been likely to have proceeded beyond Wascoe's? No, I do not suppose he would; I have never run a special train yet without a line clear message in my possession. I have run many such trains.

800. *Mr. Vernon.*] You stated just now to the Commissioner that in the event of a goods train having lost time between Yass and Jerrawa, and finding that the time had expired at which the mail was due out from

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- from Jerrawa, when she was about two miles from the siding it would be the duty of the guard to protect his train? To stop his train and protect it.
801. Suppose the guard could not gain the attention of the driver, as I have known to be the case for two miles, what might happen? There might be a collision.
802. Supposing the guard lost his lamp and could not signal? In that case the same danger might arise.
803. But supposing in the case of a goods train that the time lost was on the southern side of Yass, and by the time the goods train arrived at Yass, it was perfectly evident that she could not make Jerrawa as required, fifteen minutes before the arrival of the mail train, in such a case—telegraphic communication being interrupted—what would be the duty of the Station-master at Yass under the arrangements which existed between the cancelling of the Working Orders and their re-introduction by the Commissioner? The Station-master would have to keep the goods train at Yass, and let the mail train come on.
804. But the mail train would know nothing of that? No.
805. Then upon the arrival of the mail train at Jerrawa, no goods train being in the siding, under such arrangements the mail train would be authorized to proceed towards Yass? Yes.
806. But she would be in ignorance as to whether the goods might be expected on the road in the protected condition you have described, or whether it was being detained behind at Yass? Yes.
807. In that case the mail would be travelling on an uncertain road to some extent? Yes.
808. Do you think that under such circumstances it would be advisable for that mail train to travel at the usual speed? It would not.
809. Then in that case, as well as in the case put to you by the Commissioner, there must be great delay? Yes.
810. Do you not think that it should almost be an axiom in railway working that the road should be taken to be obstructed until some positive evidence was in hand denoting the contrary?
811. My question is: Don't you think it would be a safer rule to work upon to take it for granted that a road was obstructed, unless you had positive evidence to the contrary, rather than take it for granted that the line was clear without knowing anything about it? It would be safer.
812. Will you look at Rule 152? I have it. "On those portions of the Railways where a single line only is provided, care must be taken before any train leaves any station that there is no train due in an opposite direction; and where there is telegraphic communication, the Station-master, before allowing any train to leave his station, must ascertain by telegraph from the next station in advance that the line is clear."
813. Do you not think that upon the arrival of the mail train at the Jerrawa siding, finding that the goods train which it was appointed to cross there was absent, do you not think that the guard and driver might, on the strength of that rule, decline to move from the siding? No, they always work under Rule 146; that has been the practice.
814. Would not, as a matter of fact, the goods train be due there when the mail arrived and found her absent? Yes.
815. She would be due? Yes.
816. Does not that rule require that no train should leave any siding when there is another train due in an opposite direction? Yes.
817. Then do you not think that both guard and driver would be warranted in declining to proceed on the strength of that rule? —
818. Do you not think they would have good ground to defend their action in declining to proceed? Yes; but, as I said before, they have always worked under Rule 146.
819. *Mr. Goodchap.*] And ignored the other? This Rule (152) was only used for telegraphed trains.
820. *Mr. Vernon.*] According to Rule 146 you say a goods train would not be justified in leaving Yass unless she could make Jerrawa siding fifteen minutes before the mail was due? Yes.
821. Then supposing the mail train to arrive at the siding, and the guard and driver, on the strength of Rule 152, to decline to proceed, we should have a mail train stuck at Jerrawa and a goods train stuck at Yass? Yes.
822. That would be making rules to prevent trains travelling, would it not, assuming the guard and driver's action could be defended? Yes.
823. Suppose that, in the absence of telegraphic communication, you require to run a special goods from Goulburn to Gunning, under the arrangements to which we are referring—not being able to travel by line clear, which you say has been your practice—you would, I suppose, so arrange that the special should arrive in Gunning some fifteen or twenty minutes before any goods train could be due out? Yes, and target the previous train.
824. Suppose the previous train was a train that had arrived in Goulburn from Gunning, in that case you would have no train to target? I would target the last down train.
825. Suppose you did not know that you would require the special when the last down train left? I have had no case like that.
826. *Mr. Goodchap.*] Is it not possible that such a case might arise? Of course it is. The train would be taken to arrive there before the train was due in the opposite direction.
827. *Mr. Vernon.*] Have you any rule specifying the margin of time by which you would in such a case have to arrive in Gunning to clear all coming goods trains? Only this Rule, 146.
828. Does Rule 146 say how long one goods train must work clear of another goods train? It says they are to be clear of the road fifteen minutes before any ordinary train is due.
829. I think the rule says any advertised ordinary train is due? Yes, any advertised ordinary train. "Goods and ballast trains must shunt fifteen minutes before an advertised train is due, and wait for ten minutes after the advertised train has passed."
830. Do you call a goods train an advertised train? No.
831. Then has that rule any bearing on the point I put to you? It has no bearing in the case of two goods trains.
832. So that if that special goods train arrived in Gunning one minute before a goods train was due out from Gunning, there would be no rule broken? No.
833. You remember the case at Jerrawa to which the Commissioner referred just now. Suppose the goods train had been just out of sight instead of just in sight when the mail train arrived, what do you think might have happened? If the goods train had been where?
834. If the goods train had been five minutes later than it actually was? Nothing could have happened, because they had line clear to Jerrara.

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835. Then the mail would not have proceeded beyond in that case? She would not have proceeded further.
836. Upon what authority would she observe the crossing-place in that case? Only the authority of the message she got from Gunning before starting.
837. Then I understand, as far as the rules are concerned, their only authority is an authority for the non-observance of a crossing-place by a passenger train, Rule 146? Yes.
838. Now I understand you to say that there are certain circumstances under which a crossing-place should be strictly observed? Yes, when line clear message is given.
839. Have you any order or instruction intimating to the staff that under certain circumstances the crossing-place between a passenger and a goods train (which according to Rule 146, as you interpret it, is "not" to be observed)—have you any order intimating to the staff that under certain circumstances the crossing-place "must" be observed? —
840. *Mr. Goodchap.*] Have you any rule? No, there is no rule.
841. Or general order? No.
842. Or direction on the time-table? No, there is none.
843. *Mr. Vernon.*] Do you think it wise or prudent to relieve Station-masters of all responsibility in the matter of the safe crossing of trains, and throw it upon the shoulders of a guard? No, it is not wise.
844. *Mr. Sutherland.*] Have you any questions to ask, Mr. Rae? No.
845. Have you, Mr. Carlisle? No.

C. A. Good-  
chap, Esq.

6 Feb., 1878.

846. *Mr. Goodchap.*] I have a statement to make, Mr. Sutherland. As this Jerrawa case has been alluded to, I desire to state the particulars in connection with it. It was reported to the Commissioner that there had been an irregularity in train running at Jerrawa on the night of the 4th December last. Mr. Carlisle said that the mail train should have approached Jerrawa with great caution, knowing, as the driver did, that this was the ordinary crossing-place for the train. I made a comment on that to this effect:—"Not only should he have approached with great caution, but the mail train should have stopped until the position of the goods train should be ascertained. The working orders having been abolished, it is impossible to say what is being done, or what is correct to be done." In another portion of his report Mr. Carlisle says that the engine-driver and guard of the mail train were informed before leaving Gunning that the goods train was at Yass; consequently there could have been no intention of passing Jerrawa until the up goods train had arrived. My comment on that is—"they should not have had any intention of proceeding beyond Jerrawa"; but see what the driver himself says—he would have gone on in the conviction that it was the duty of the goods train to be out of his way; and I add "this method of working must sooner or later lead to disastrous results." Mr. Carlisle further says that the driver and guard of No. 14 up goods miscalculated the time for running to Jerrawa. My comment upon this is:—"This is the special danger which the working orders were framed to meet. They did meet the difficulty, but they have been abolished. I strongly urge that they be revived." And in the general minute to the Commissioner I said, "I wish to draw the Commissioner's special attention to this case. It presents without doubt the most serious appearance of mismanagement that has yet occurred; not arising apparently from any disregard of instructions, but because there are no properly-defined instructions. They are too general. The driver says he depends on Rule 146. Fixed crossing-places and line clear messages have no importance in his eyes. Rule 146 says that goods trains are to keep clear of passenger trains, and he, as the driver of the mail train, comes on at any hazard. I again urge upon the Commissioner to revive the working orders, which effectually provide for all cases of the kind, and are in correspondence with single line working on telegraph system everywhere."
847. *Mr. Sutherland.*] What is the date of the minute? *Mr. Goodchap:* The 28th of December, 1877. Upon this Mr. Rae directed a full inquiry to be made by Mr. Mason, the Engineer for Existing Lines, and the Acting Traffic Manager. Mr. Mason, in his report, says that he finds the matter a very frivolous affair. Telegraphic arrangements were clearly made and thoroughly understood by all parties concerned. I am merely giving a summary of these papers. Mr. Mason winds up by stating that he considers the matter unworthy of further comment. I wish to draw your attention to the indifferent and apparently improper manner in which a serious matter of this kind is dealt with. In submitting Mr. Mason's report to the Commissioner I say, "If the Commissioner is satisfied with this, I, of course, have no desire to keep the matter open. The evidence, even in its amended shape, does not, to my mind support Mr. Mason's conclusion; but this is of course my individual opinion only. I ask the Commissioner to look into the case closely, and I think he will decide that, under the present mode of working, the goods train should not have been approaching Jerrawa at the very time that the mail train was due to pass that station; and I am further of opinion, reading driver Bryson's first statement of the 8th December, and the evidence of the guard of the goods train, together, that there was imminent danger of a serious collision." That was on the 14th of January, 1878. On the 19th January, 1878, Mr. Rae minuted the papers "I am satisfied with the result of the inquiry." On the 22nd of the same month I was appointed Commissioner, and I immediately altered that system of working. I should add that the evidence given by Mr. Crawford here to day, abundantly proves that my fears that an accident might have occurred had the goods train been a little late, were well grounded. I do not make this statement from any desire to show any superior prescience or knowledge, or to reflect in any way unduly upon the late Commissioner. I make it because it has been stated that something ought to have been done to remedy the then existing state of things, when it was known that there was danger in the system of running introduced upon the suspension of the late Traffic Manager. I wish to show that officers of the department were not indifferent, and that I myself went to almost extreme lengths, considering my position, to induce the Commissioner to do what I considered safe.
848. *Mr. Sutherland.*] How is it that this minute you have quoted from has never come to the Minister for Works, who is the head of this department? *Mr. Goodchap:* I cannot say. I submitted it to the Commissioner.
849. *Mr. Sutherland.*] This is the first time I have seen this minute. If I had seen it before, I should have considered it my duty to have taken some other step with reference to it. Have you, Mr. Rae, any questions to ask Mr. Goodchap? No.
850. You, Mr. Carlisle? No.
851. You, Mr. Vernon? No.

## APPENDIX A.

Telegram from Mr. Inspector Higgs, Penrith, to Station-master, Mt. Victoria and Katoomba.  
No. 13 Up Goods will not run to-day, but a special will leave Mount Victoria for Penrith about 7.30 p.m.  
Please acknowledge ; time 3.30 p.m., 30/1/78. Acknowledged by wire at 3.37 p.m.

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## APPENDIX B.

Telegram from Mr. Inspector Higgs, Penrith, to Station-master, Mount Victoria and Katoomba.  
No. 13 Up Goods will not run to-day, but a special will leave Mount Victoria for Penrith about 7.30 p.m.  
Please acknowledge ; time received 3.30 p.m., 30/1/78.

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## APPENDIX C.

Telegram from Station-master, Penrith, to Station-master, Blue Mountains.  
Is line clear to Blue Mountains for No. 16 Down Goods to cross Up Special Goods at Wascoe's ; time received by T.O., 10.30 p.m. ; time sent to T.O., 10.30 p.m., (signed) J.W., Station-master, 30/1/78.

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Telegram from Station-master, Blue Mountains, to Station-master, Penrith.  
YES, line is clear to Wascoe's for No. 16 Down Goods to cross Up Special Goods there, and thence on to this ; time received by S.M., 10.30 p.m., (signed) J.W., Station-master ; time sent to S.M., 10.30 p.m. (signed) E.R., 30/1/78.

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## APPENDIX D.

Railway Department, Sydney, 4th February, 1878.

## GENERAL ORDER.

THE Railway Staff is informed, that pending the issue of amended Rules and Regulations for the conduct of the Traffic (now in the hands of the printer), the accompanying Regulations for Single Line working by telegraph system, approved by His Excellency the Governor and Executive Council, and which will be printed in the new General Rules, are at once to be observed, and are to be regarded as supplementary to present Rules and to be construed as part of the same.

Those portions of the single lines where the Staff and Ticket System is in operation will not be affected by this order, but will be worked under the Train Staff and Ticket Regulations.

CHAS. A. GOODCHAP,  
Commissioner for Railways.

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## Regulations for the Single Line Working by Telegraph System.

295. On those portions of the Railways where a *Single Line* only is provided, care must be taken before any Train leaves any Station, that there is no Train due in an opposite direction.

296. Before allowing any Train to leave his station, the Station-master should ascertain by telegraph from the next station in advance that the *Line is clear*. In the event of the Station-master being unable to obtain telegraphic communication, it is to be distinctly understood that all Trains (excepting those specified in Rule No. 298, which can only be worked by telegraph) are to be started and run strictly in their turn or order as laid down in the *Working Time-tables*.

## "Line Clear Inquiry" and "Line Clear Report" Messages.

297. The greatest attention must be paid to the wording of "Line Clear Inquiry" and "Line Clear Report" messages, so as to render it impossible for the slightest confusion or misunderstanding to take place. An ambiguous or vaguely worded telegram should on no account be acted upon ; and in the event of

of anything of the sort being received, the sender must be required to repeat the message in such a form as will leave no doubt as to its meaning. Such replies as simply "Yes" and "O.K." cannot safely be accepted as an assurance that Line is clear, and to start a Train on so doubtful an authority would be highly imprudent, and is strictly prohibited.

(a) A *Line Clear Inquiry* message must state clearly the number and description of the Train to which it refers, and also the number and description of the Train which last arrived in the opposite direction to that for which the "Line Clear Report" is sought—for example, the following is given:—

(*Line Clear Inquiry.*)

S.M., MITTAGONG. to S.M., PICTON.  
2 p.m.

"Is Line clear to yours for the No. 6 *Up Passenger*? No. 1 *Down Passenger* has arrived here."

(b) A *Line Clear Report*, authorizing a Train to come on, must distinctly show the number and description of the Train for which it is intended, and the point to which such Train may safely run. No "Line Clear Report" must be given in reply to a "Line Clear Inquiry" by any Station-master, or Officer in Charge, until he has first satisfied himself that the Train specified in the Inquiry Message as having arrived is the *last Train which left his Station in that direction*.

(c) Referring to the foregoing illustration, the Station-master, Picton, having first satisfied himself that no *Down Train* has left his Station since the departure of No. 1 *Down Passenger*, will reply as follows:—

(*Line Clear Report.*)

S.M., PICTON, to S.M., MITTAGONG.  
2.3 p.m.

"Yes, Line is clear to this for the No. 6 *Up Passenger*."

Or, if the "Line Clear Inquiry" refers to a Train which is required to follow another, as, for example, should there be an *Up Special Goods Train* at Mittagong waiting to follow the No. 6 *Up Passenger Train*, Picton should be telegraphed thus:—

(*Line Clear Inquiry.*)

S.M., MITTAGONG, to S.M., PICTON.  
2.30 p.m.

"Will Line be clear for *Up Special Goods* to follow No. 6 *Up Passenger* to yours? No. 6 *Up* left here at 2.25 p.m."

Then if the *Up Special Goods* happens to be the next in turn, and there is no reason why it should not follow, Picton's answer should be:—

(*Line Clear Report.*)

S.M., PICTON, to S.M., MITTAGONG.  
2.32 p.m.

"Yes, Line will be clear for *Up Special Goods* to follow No. 6 *Up Passenger* to this."

Upon receipt of this answer Mittagong may allow the *Up Special* to proceed, after the expiration of the necessary interval, first informing Driver and Guard that previous Train has not arrived at Picton, and instructing them to proceed cautiously. The same information and caution order must always be given to a Train following another before its arrival has been telegraphed in at the Station in advance.

(e) The foregoing are illustrations of ordinary "Line Clear Inquiry" and "Line Clear Report" messages, but when arranging for Trains to cross at other than the usual crossing places, some alteration and addition of course will be necessary. It is essential that the messages should be made as clear as possible, and Station-masters must endeavour to adhere to one uniform style.

As it may occasionally take a little longer than usual to ascertain whether Line is clear, care should be taken to prevent detention by obtaining the "Line Clear Report" in advance—that is, before the arrival of the Train for which it is required.

298. All trains which—as per Working Time-tables—"will run only when required," as well as all Untimed Pick-up, Mineral, and Ballast Trains, or Engines, are only to be worked by telegraph, and no such Train or engine is to leave any Telegraph Station unless the Guard has in his possession a *Line Clear Report* obtained from the next Telegraph Station in advance distinctly stating how far the Train is to proceed and countersigned by the officer of the Station his train is then at.

In the event of telegraphic communication being interrupted, such Trains or Engines as have been enumerated above are necessarily *prevented from running*, until the road can be secured for them by "Line Clear Report" being otherwise obtained.

299. When Trains, either Passenger or Goods, are shown on a *Working Time-table* or are otherwise appointed to meet or cross at a particular Station or Siding, the *Train first arriving* at such appointed crossing place is on no account to leave until the Train or Trains from the opposite direction have arrived, excepting in cases mentioned and provided for in the following Rule.

300. When circumstances render it necessary, or in the highest degree expedient, that Trains should cross at other than the appointed crossing-place, and one Train has to proceed beyond the usual crossing point—special precautions must be taken so as to preclude the possibility of misunderstanding or accident. On no account must any Train be allowed to depart from an appointed Crossing Station prior to the arrival of the Train or Trains which it has to cross there, unless the Guard has in his possession a *Line Clear Report* from the Telegraph Station in advance, distinctly stating how far the Train is to proceed, and countersigned by the Officer in charge of such appointed crossing place. The same rule must be observed at any and every Telegraph Station which may possibly intervene between the appointed Crossing Station

Station and the Station or Siding at which a late Train is to be crossed. No such Station must be left until the Guard has a *Line Clear Report* from the Station in advance, countersigned by the Officer of the Station his Train is then at. As therefore in such circumstances no Train can proceed beyond an appointed crossing place without the authority of the Stations in advance, the Officers in charge of these will have it entirely under their own control, and the responsibility of crossing the Trains safely will therefore devolve upon them.

301. No Station-master or Officer in charge of a Station shall telegraph Line clear for a Train to advance beyond its appointed crossing-place and come on to his Station out of order, until he has taken the necessary steps to block the Line on the other side, so as to prevent the late Train by any chance running through his Station. The Signals commanding the road in the opposite direction should therefore be kept at *danger*, and in the event of the late Train arriving first, the Guard should be *at once* informed that the crossing will take place there instead of at the appointed crossing place, and that the other Train is approaching.

302. When the appointed crossing place for Trains is a Siding at which there is no telegraph communication, the Officer in charge of the adjacent Telegraph Stations will be responsible for altering the crossing place when circumstances render it necessary, in accordance with provisions of Rule 300. When it is intended for Trains running out of order to cross at such a siding, being other than the appointed crossing place, the Officers in charge of the Telegraph Station on each side must come to a clear understanding, and they will be responsible for giving the Guards clear and distinct crossing orders in writing and obtaining their signature for same.

303. When two Trains running in opposite directions are to cross each other at a Station, the Signals must not be lowered for the admission of both at the one time. Where the crossing point is a Siding where there are no Signals the Siding must be *approached with great caution*, and no Train must reach the points leading into such Siding until it is *perfectly* safe to do so.

304. Any Train waiting at a Station or Siding for the purpose of crossing another as soon as it may arrive from the opposite direction, must on no account be started until the rear vehicle of the Train in motion has passed the rear vehicle of the waiting Train and the Guards of the respective Trains have communicated with each other.

305. When an Officer in charge of a Station, in advance of which there is any Platform or Siding unprovided with Signals, has despatched a Train or Engine which may be required to call or work at such siding or platform he shall not allow any other Train or Engine to follow—excepting the road be absolutely *clear*—without handing to the Guard of the latter a written notice of such first Train being on the road; and it shall further be his duty, as well as that of the Guard receiving the written notice aforesaid, to instruct the Driver of the following Train to approach each Siding or Platform *with extreme caution*, lest the line should be obstructed by the preceding Train.

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## APPENDIX E.

Great Southern, Western, and Richmond Railways.

General Order, No. 63.

Single Line Working.

*Very important.*

INSPECTORS, STATION-MASTERS, and other Officers are informed that on and after the 24th instant the "Working Orders for Single Lines" (dated 1st February, 1877) are to be *cancelled*, and must be withdrawn from the Staff under their charge, and the Trains worked in accordance with the Book of Rules and Regulations and the Service Time-tables.

Those portions of the Lines where the Staff and Ticket System is in operation will not be affected by this Order, but must be worked in the usual way.

THOS. CARLISLE,  
Acting Traffic Manager.

Traffic Manager's Office,  
Sydney, 23 November, 1877.

## APPENDIX F.

## RAILWAYS.

(PAPERS IN REFERENCE TO BLOCK SYSTEM ON.)

## No. 1.

## Minute Paper from The Secretary to Mr. Higgs.

Mr. HIGGS is requested to say how many trains, including coal trains and empties, arrive and depart from Newcastle daily? Is there any regulated time for coal trains and empties to run? What system is observed in this respect?

It is desirable that the Block system should be introduced on the section of the Great Northern Railway, within a mile of Newcastle—say a Signal Station at a point about a mile outside Newcastle, and another just within Newcastle—so that no train can pass the first Signal Station till intimation is received from the other Signal Station that intervening space is clear. The accident that occurred the other day has given rise to this proposal, and appears to justify it.

Mr. Higgs might consult with Mr. Bewick on the subject.

I also consider that the coal line junctions should have the interlocking apparatus.

CHAS. A. G.

Mr. Higgs, B.C., 5/2/74.

There are about 28 or 30 trains to and from Newcastle, not including engines going to and from the work-shops and the staiths; in each case they travel on the main line when so engaged. The coal trains are not timed, and I find it impossible to fix a time for this kind of work. This traffic depends entirely on the trade; when shipping is brisk and the output of the Collieries large, more trains are required. I certainly should like to see the Block system introduced, but to do this properly would require four stations between Honeysuckle Point and Newcastle, viz.: No. 1 at Newcastle; No. 2 at the Staiths, to protect engines going to and from that point; No. 3 at the Workshops; and No. 4 at Honeysuckle Point. I have seen Mr. Bewick on the matter, and we both think it unnecessary that the Block system should be introduced at present, partly owing to the large expense that would be incurred, and that all trains between Honeysuckle Point and Newcastle run at a reduced speed. I think there can be no doubt as to the advantages to be gained by having all the Junctions fitted with the interlocking apparatus.—J. HIGGS, 7/2/74.

I am quite certain that if such a line as the Great Northern—I mean the Newcastle end—were a line in England, the Board of Trade would not allow it to be used, except on the Block system.—CHAS. A. G.

Will Mr. Whitton be good enough to furnish me with his opinion on the point?—J.R., 19/2/74.

Marked in the Engineer's Department: "Put by."

## No. 2.

## Minute Paper from The Traffic Manager to the Commissioner.

I BEG to submit as a matter for the consideration of the Commissioner that it is advisable to adopt a more safe and perfect system for working trains over our suburban line (*i.e.*) between Sydney and Parramatta, and I would suggest that what is termed the Distance Block be introduced.

The present system of regulating the distance between trains is undoubtedly the best that could be adopted with the appliances at our command, and as a Time Block it is I may say perfect (of which there can be no better proof than the remarkable immunity from accidents which characterizes our working), and, under ordinary circumstances, with due care and attention to rules, the chances of a collision are very remote. There is, however, always this danger attending such a system, that notwithstanding the utmost

care

care and watchfulness it may at any moment happen from causes beyond our control (which are too evident to need particularizing) that it would be impossible to know the actual distance between trains, and in the event of the one in front not keeping to time; or breaking down, the consequences might be very serious.

Under these circumstances, and looking at the number of trains of all descriptions which run over the suburban line (often following at intervals of only five minutes), and which, judging from the rapidly increasing traffic, there is reason to believe it will be necessary from time to time to increase, I consider it our duty to endeavour to employ such means for the working of the traffic as will, as far as humanly practicable, place accidents beyond the bounds of possibility, and as perfect safety is only to be obtained under the Distance system, I would strongly recommend that the appliances required for carrying it out be procured without delay.

Of course for such an important and desirable object the question of expense is quite of secondary consideration, and should not for a moment be allowed to stand in the way. I may, however, mention, for the information of the Commissioner, that I do not anticipate that the proposed change would cause any material increase in the working expenses, as no intermediate signalling stations would be required, the distance between stations, which, with one exception, do not exceed 2 miles, being convenient distances for blocking. The only expense therefore would be the cost of the instruments, &c.

The selection of the instruments, I think, should be left to the Superintendent of Telegraphs, as he will best be able to decide what principle is most suited for the purpose; but it might be as well to point out to him the desirability of combining simplicity with efficiency.

As to whether the outside signals should interlock with the instruments is a point with which I will defer dealing until it is known what description of instrument is recommended, but I scarcely think any such arrangement will be necessary.

D. VERNON.

8/10/75.

This is an important matter, and in strongly supporting the Traffic Manager's proposal I would recommend that the system be extended to the Northern Line, between Newcastle, and (say) the Wallsend Junction, between which places numerous coal trains are running daily, and at uncertain intervals.—CH. A. G., 14/10/75.

Mr. Whitton, for report.—J.R., B.C., 15/10/75. I see no objection whatever to the course proposed, as it is one which I suggested years ago, and have repeatedly named to the Traffic Manager.\* —J.W., 8/11/75. Commissioner, 10/11/75. Approved.—J.R., 11/11/75. Traffic Manager, B.C., 12/11/75. Please forward to Superintendent of Telegraphs as to description of instrument he would recommend.—D.V., 15/11/75. Mr. Cracknell.—J.R., B.C., 16/11/75.

\*I have no recollection of Mr. Whitton's ever introducing the subject to me. The only record in the office is a minute from Mr. Goodchap, re the introduction of the Block and interlocking system on the North, as far back as Feb., '74, which was referred by Commissioner to Mr. Whitton, but no action appears to have been taken upon it.—D.V.

### No. 3.

#### Minute Paper from The Superintendent of Electric Telegraphs to The Under Secretary for Public Works.

I HAVE carefully considered the question of instruments for working the Block system on the Railways in this Colony, and from the five or six plans adopted on the new lines in Great Britain and India, I would strongly recommend Preece's instruments in preference to Tyler's, Walker's, or Spagnoletti's, as being by far more reliable.

Preece's consist of a miniature semaphore lever, the same as the outside semaphore signal, which is less liable to be misunderstood by the signalmen, who are already educated in its manipulations and use, in addition to which there is little or nothing to get out of order. The only objection to Preece's system in its entirety is that it requires three wires to work a double line of Railway; the third or bell wire can, however, be dispensed with, as a very simple bell signal can be arranged to work from the semaphore magnet. Any temporary signaling, in the event of either wire being out of order, can be maintained by the present Morse or Alphabetical instruments connecting the several Railway Stations.

Another reason for recommending Preece's apparatus is in consequence of its being worked by permanent or continuous currents, which are not so liable to cause false or defective signals, which often occur when the wires are accidentally brought into contact through gales of wind, the plate-layers, levers, and other causes, these intermittent signals or contacts being fatal to any Block system worked by momentary currents.

I am preparing a working apparatus on Preece's plan, which I will forward for inspection when ready; and shall be glad to arrange full directions for its successful working if it is decided to adopt that system.

Record books should be provided at each signal station, so that all trains can be properly timed, and any irregularity noted. This is not only a check upon the signalmen, but gives a valuable record of the working of trains, showing on what sections time has been wasted, or attempts made to pull up for time lost.

I may add that this system has been in use for several years on many of the principal Railways in England, and has been spoken of by railway and telegraph engineers as the most reliable and perfect.

E. C. CRACKNELL,

Superintendent, Electric Telegraphs.

Traffic Manager, for report. No time should be lost in introducing the system with Preece's instruments I think, 17/12/75.—J.R. I have no doubt that Preece's instruments will answer the purpose, but let us have the thing in its entirety. Our length of double road I am sorry to say is *very short*, and the extra expense will be but small I imagine. Instruments should be ordered at once.—D.V., 28/12/75. Mr. Cracknell to order what he considers best.—J.R., 6/1/76. Twelve sets ordered, at £40 per set.—E.C.C. Approved.—J.L., 1/4/76. Traffic Manager to see.—B.C., 1/4/76, CH. A. G. Seen.—D.V., 6/4/76. End of July to ascertain what steps have been taken to carry out this system.—CHAS. A. G., 11/4/76. End of year, by which time instruments should be out.—CH. A. G.



## No. 4.

## The Traffic Manager to The Commissioner for Railways.

I HAVE long been desirous of adopting a more perfect system for the working of trains over our single lines, so as to ensure greater efficiency and security from accident; and as the necessity for doing this is daily increasing, I submit the matter to the consideration of the Commissioner, to whom I would point out that no time should be lost in taking the requisite steps for the attainment of this object.

That the Commissioner may more readily understand the position of affairs, I may mention that prior to my taking charge of this branch of the Service, the working of trains seems to have been conducted on no particular system. The Book of Rules and Regulations furnished for the conduct of these Railways contains, strange to say, no provision in the shape of a system for the working of single lines, there being only a few general rules for the guidance of the officials in performing this most important and responsible of their duties.

I believe it is a thing unknown elsewhere, for a single line of Railway to be opened for traffic without a system of some sort, such as the "Staff and Ticket," or some Telegraphic system, with full and complete instructions for every contingency; and although the absence of such a provision on these Railways may not have been much felt in their earlier days, when there were very few trains running, it has now become quite a different matter. Soon after taking charge of the duties of Traffic Manager, I gave my best attention towards remedying this serious defect, and no time was lost in putting matters on a better footing. To effect this, in the first place, a full and complete *Service or Working Time-table* was prepared for each section of the line, and issued to the staff. These tables included all trains—goods, pick-up, and mineral, as well as passenger—showed the order and time of running of each, and where they were to meet and cross. This step produced a very great improvement, both in point of safety and regularity.

The next thing to which my attention was turned was the improvement of our Telegraph system and appliances. Additional wires and instruments were procured at different parts of the lines, the Telegraph staff was re-organized and strengthened, the operators were properly trained to Railway work, and other improvements were made. By these means, with the assistance of the Working Time-tables, our traffic has since been worked with safety. I regret to say, however, that for want of greater facilities for communicating between Stations—such as can only be obtained by increased Telegraph accommodation—we have been unable to carry out in its entirety a Telegraph system of "Line Clear Message," the rules for which I have had ready for some time, as also the requisite Telegraph Registers of arrival and departure of trains (an attempt having already been made to keep these up). Notwithstanding our best efforts, it has been found impracticable, with the appliances at present at our command, to work the system in such a manner as to afford that perfect protection to every train which the great increase in the traffic renders absolutely necessary both in the interests of the department and for the safety of the public.

I commenced this report by stating that I had been desirous of adopting a *more perfect system*, but it would have been more correct had I said I was desirous of *perfecting our present system*, which, if we had the means of carrying it out in its entirety, would, I am satisfied, be found the simplest and the most suited to our requirements. When these appliances are furnished we can commence carrying it out at once, the rules, as I have stated, being ready, as well as the necessary Train Message Registers, &c., and what is of more importance, I have made the staff familiar with—and they now pretty well understand—this system.

The system of all systems is of course what is termed the "Block," or that by which an invariable interval of *space* is secured between trains, and this the Commissioner is aware I have already applied for the means of adopting for working the traffic between Sydney and Parramatta. Wherever the Block system *can* be brought into operation it should be, but upon the principal lengths of our single lines, with long and varying distances between stations, the absolute Block system would be obviously impracticable, on the score of the expense which the necessary multiplication of signal stations and sidings would involve.\*

The system adopted in Victoria for working the single lines of railway, and very commonly adopted in England for the same purpose, is the "Staff and Ticket" (see my report, and the Rules and Regulations which I drew up and submitted some time back for approval). There can be no doubt, however, that a Telegraphic system of working admits of much greater freedom in manipulating the traffic than does the "Staff and Ticket" system, and where stations are far apart and the traffic irregular, the former is, I think, to be preferred.

I now recommend, therefore, the adoption of a Telegraph system of working by "Line Clear Message," and I wish this to be considered as an application for the necessary appliances to bring it into operation.

Instead of being an "Absolute Block" system, and allowing only one train in a section or district at a time, it will amount to what is termed a "Permissive Block," *i.e.* the first train entering a section will get a "Line Clear" message, but other trains will be allowed to enter the same section with "Line clear to follow" message.

I fear it will involve rather a heavy outlay to provide the additional wire and instruments, but it will be the first cost only, and this consideration should not therefore be allowed to stand in the way, especially in view of the great advantages which will be gained.

All other railways recognise the necessity for the most perfect and improved telegraphic appliances, and if our working is expected to compare favourably with theirs we must be similarly provided. The amount should not, I consider, be charged to Revenue, but the whole of it to Construction, as without these appliances, I think, the lines have been incomplete, and more or less unsafe from the first.

On

A very valuable contribution to the safe working of the Lines.—CHAS. A. G., 24/1/77.

I trust these and other endeavours to meet the needs of this important service will not be lost sight of.—CHAS. A. G., 24/1/77.

There was no system when Mr. Vernon took charge, and I have no hesitation in stating that the Department and the Public have reason to be thankful to him for the constant exertions he has shown to meet the difficulties he has had to contend with.—CHAS. A. G., 24-1-77.

This has been approved, and the instruments for working it are now on the water.—CHAS. A. G., 24/1/77.

On those parts of the line where a Railway Telegraph has already been established, the following additional lengths of wire will be required—

Parramatta Junction to Goulburn	...	...	...	...	...	...	103 miles.
Do. to Bathurst	...	...	...	...	...	...	72 "
Blacktown to Richmond	...	...	...	...	...	...	16 "
Making a total of	...	...	...	...	...	...	191 "

The remaining eighty miles will be made up by the present alphabetical lines. The new line will have to be kept perfectly distinct from the line used for general purposes, and must be devoted exclusively to the working of trains. It will further require to be in station to station circuits, so that any station will be able to communicate at any moment with the next station on either side without being liable to any interruption from any other station. At each station two instruments will be wanted—one for each side—and the total number that we shall be likely to require will be about forty pairs.

The particular description of instrument I need not now specify. I prefer, if possible, a writing instrument—such as the Morse; but there may be sufficient reasons after all why we should select our present alphabetical instruments.

I should like to see Mr. Cracknell on this point before making any recommendation, which can be done without in any way *delaying the work*, which should be proceeded with at once.

The cost of the additional wire asked for may be roughly estimated at £15 per mile, and the instruments at (say) something like £50 a pair, which makes—

For wire	...	...	...	...	...	...	...	£2,865
For instruments	...	...	...	...	...	...	...	2,000
Or a total cost of	...	...	...	...	...	...	...	£4,865

for the single lines on the *Sydney side* of Bathurst and Goulburn.

With regard to the extensions beyond these places, as a Railway Telegraph has not yet been established, I presume, if my recommendation is approved of, when the wires are put up, the necessary provision for working trains will be made without further application from me.

We have now great difficulty in working these lengths, as the public wire is practically useless to us, and we are therefore obliged to rely upon the care of the staff and the Working Time-table.

Some time ago I prepared, and submitted for approval, Rules and Regulations for working the "Staff and Ticket system," and I asked for permission to give it a trial with a view of applying it to the extensions above referred to, but unfortunately my recommendation has not been complied with, although no reason has been shown why effect should not have been given to it. I regret exceedingly that any obstacle should have been thrown in the way of obtaining so laudable a result as "safety in working," and I have generally to express a hope that this request will not meet with the fate of the numerous recommendations made by me from time to time to render the safety of the travelling public more secure.

If I am to be held responsible, my views and proposals ought either to be carried out or demonstrated to be impracticable, especially in the case of my efforts to provide for that security to life and property which it has ever been my most anxious and earnest wish to obtain.

I venture to add that the responsibility of any accident which may arise from the want of the provisions which have been lost through unaccountable and unprecedented opposition must rest upon the Department from whence such opposition has come, unless the Commissioner is prepared, by endorsing such action, to take the responsibility upon himself.

I write strongly because I feel deeply in this matter, and I trust that my great desire to meet the responsibilities of my office will not be considered as showing any disrespect to the Commissioner, for nothing could be farther from my intention than that.

D. VERNON,  
23/1/77.

## No. 5.

### Report of the Superintendent of Electric Telegraphs on the Block system.

BEFORE taking action on the recommendations of the Traffic Managers for the Great Northern, Southern, Western, and Richmond Lines, that additional wires and stations be provided for train-signalling, I am anxious to direct the attention of the Secretary for Public Works to the desirability of adopting a perfect Block system for working the traffic on the Railways in the Colony, instead of the obsolete Staff and Ticket system proposed.

I may state that during my late visit to Europe I made myself acquainted with the Block systems in use on the Railways in England, and devoted some time to the actual working of the traffic on the London and South-western Line at Clapham Junction and Bishopstoke, where the absolute Block is in use, in addition to which I inquired into various plans in operation for regulating the traffic on the principal lines of Railway, and sought the best practical information on the whole subject.

I have therefore arrived at the conclusion that it would be far preferable to adopt a perfectly safe system, although perhaps a little more expensive, than to commence with a system which is dangerous, and must sooner or later be discarded, as it has been, on the lines in Great Britain and the principal Railways in India.

To make the system more intelligible I cannot perhaps do better than give a brief description of the working of each:

The Permissive Block, which Mr. Vernon appears to think sufficient, is simply dividing the line into sections, and by means of a talking telegraph, which may be a Morse or alphabetical instrument, messages are sent to the next station that the line is clear. For sake of explanation we will take the section from the Picton Lagoons to the Big Hill siding, on the Great Southern Line: Big Hill signals the Lagoons that the line is clear, Lagoons will start a train which may be a heavy goods, and at a time interval this train is followed

Mr. Cracknell is mistaken—see my letter to, and reply from Urban Broughton, Esq., Traffic Manager, of East Indian Railway.—D.V.

followed by a passenger and mail train, and perhaps at another time interval by a special, each regulated by the staff and ticket; that is, when it is necessary for more than one train to travel in the same direction, the last train carries the staff and the previous ones are sent on by tickets. Now, to show what may happen, and has happened on several lines at Home, the goods with its heavy load drags its way up the (steep) Big Hill bank (1 in 30) at a speed not exceeding 4 miles an hour, the passenger train follows, and runs up the bank, if light, at 10 to 15 miles, or perhaps more; if there is a curve she has nothing to guide her or prevent her running into the goods train but her tail lamps, or should anything go wrong before a man with a hand-lamp can be sent back the passenger train dashes into the goods, and in all probability may be followed with the special; this is not simply what may occur, but what has actually happened on some of the best regulated lines in the world, and Colonel Yolland in his evidence at Egham, stated "that the danger of running trains at intervals can only be obviated by the Block system of telegraph," and the "*Railway News*" referring to this evidence, states "that the electric telegraph itself is at best merely an auxiliary for keeping an interval of space between following trains, and may induce a false security on the part of the driver an lead to serious accidents in the event of an incorrect telegram being sent along the line."

Any system of signalling that requires the passage or spelling of words or the asking of questions must be based upon an infirm foundation. If any lines do adopt such a system, the sooner it is abandoned the better.

"Captain Tyler remarks that the principle of the Train Staff is undoubtedly sound in theory and conducive to safety, but experience, which after all is the true test of theory, has proved it to be impracticable. I know of no long length of single line that is worked by the staff." He further states, in his report on the accident at Abergele as far back as 1868,— "that a mere interval of *time*, whether it be 10 minutes or 20 minutes, or any other given quantity, affords no true margin of safety. An interval of space is the only true remedy for such a state of things, and it matters not what the distance between the trains may be, whether 4 miles or 2 miles, or half a mile, so long as it is strictly preserved. In this particular instance an interval of time of no less than 22 minutes proved to be of no avail."

Now the Block system proper is keeping trains apart on the same line of rails by a certain and invariable interval of space, instead of an uncertain and ever-varying interval of time, so that trains, no matter whether running fast or slow, or whether the traffic is heavy or light, as long as each section is kept blocked when a train is upon it, a collision is practically impossible.

Captain Malloch, who was directed by the Government of India to report on the Block system on English railways, arrived at the following conclusions (amongst others), that,—

"The Block system entails no loss of time, but on the contrary enables a far greater extent of traffic to be carried on than can possibly be done without it.

"The Block system is essential to the safe working of the line.

"The system of the permissive Block is most dangerous.

"A private code of signals between the men must not be allowed.

"Whatever system of block instruments is introduced, a train register book is wanted.

"Besides the block instruments proper, a talking telegraph is desired to put into communication any section on which there is likely to be shunting with the next blocking station, and the talking instruments must not be interposed in circuit with others, but each station must be worked as a terminal.

"The Block system is as necessary with light as with heavy traffic.

"Needle instruments which can be used for talking are objectionable for block instruments.

"It shall be impossible after the instrument has shown 'Line Blocked' for it again to show 'Line Clear' unless both the signalmen at each end of the line are concerned in making the signal.

"The block telegraph and signals should always be worked in unison to announce 'danger' or 'line clear' as the case may be, and therefore the method of working the telegraph should approximate as much as possible to the method of working the outdoor semaphore.

"The receiver of a signal must not be able to alter the index of incoming signals at his station."

At a meeting of the Society of Telegraph Engineers, in April, 1873, the Chairman (Mr. C. W. Siemens) said:—"The whole subject had led, he thought, to very satisfactory conclusions, arrived at from this discussion. Those conclusions seemed to point to a general conviction that the absolute Block system was the most satisfactory arrangement, whichever way it might be carried out. They had the evidence of Colonel Zolland, who had been so useful and powerful an advocate of that system from the first, and he thought nothing could be added to his remarks on that subject, only he (the Chairman) was strongly of opinion that if the Block system was adopted, it ought to be an entire block; a Block system which left anything to the men to alter was no Block system at all. It must have the invariable effect of throwing the men off their guard, and must produce danger. The Block system therefore ought to be complete in itself, and there should be no exception permitted in its exercise."

I have prepared the following statements, which will show the places to be connected on each line of Railway, the primary charge for additional wires and instruments, also the number of men required and the expense per annum for maintenance, &c.

## STATIONS, Platforms, and Sidings where Block Instruments should be placed :—

Stations.	Length of Section.	Additional men required.	Stations.	Length of Section.	Additional men required.
GREAT SOUTHERN LINE.			GREAT WESTERN LINE—continued.		
	Miles.			Miles.	
Fairfield .....	5	1	Tarana .....	9	1
Liverpool .....	4	...	Locke's Siding .....	10	2
Macquarie Fields .....	5	2	Macquarie Plains .....	5	1
Campbelltown .....	7	1	Bathurst .....	10	...
Menangle .....	6	1	George's Plains .....	6	1
Douglas Park .....	5	1	Wimbledon .....	7	2
Picton .....	8	...	Back Creek .....	6	1
Lagoons .....	6	2	Blayne .....	8	...
Big Hill Siding .....	10	2	Spring Hill .....	11	1
Mittagong .....	8	...	Orange .....	9	...
Moss Vale .....	9	1			31
Jordan's Crossing .....	9	2			
Cable Siding .....	7	2	GREAT NORTHERN LINE.		
Marulan .....	12	1	Newcastle .....	...	...
Towrang .....	10	2	Honeysuckle Point .....	2	1
Goulburn .....	10	...	Hamilton .....	2	1
Bredalbane .....	15	1	Waratah Coal Junction .....	1	1
Gunning .....	16	1	Waratah .....	1	1
Jerrawa .....	10	2	Wallsend Junction .....	1	1
Yass .....	12	...	Hexham .....	5	1
Bowning .....	7	1	Woodford .....	4	2
Binalong .....	14	1	East Maitland .....	4	1
Rocky Ponds .....	12	1	West Maitland .....	2	1
Murrumbarrah .....	8	2	Farley .....	2	1
Station, say .....	12	2	Lochinvar .....	4	1
Cootamundra .....	13	...	Farthings or Greta .....	6	1
		29	Branxton .....	3	1
			Belford .....	4	2
GREAT WESTERN LINE.			Singleton .....	9	1
Seven Hills .....	6	1	Glennie's Creek .....	9	1
Blacktown .....	2	...	Camberwell .....	4	1
Rooty Hill .....	3	1	Grass-tree .....	13	1
South Creek .....	4	1	Muswellbrook .....	5	1
Penrith .....	5	1	Aberdeen .....	7	2
Lapstone .....	4	1	Scene .....	9	1
Wascoe Siding .....	3	1	Wingen .....	10	2
Springwood .....	6	1	Blandford .....	9	2
Numantia .....	5	2	Murrurundi .....	5	...
Blue Mountains .....	6	1	Willow-tree .....	12	1
Weatherboard .....	4	1	Quirindi .....	8	1
Katoomba Siding .....	4	1	Goonoo Goonoo .....	...	1
Blackheath .....	7	2	Tamworth .....	...	...
Mount Victoria .....	4	...			31
Mount Wilson Siding .....	6	2	RICHMOND LINE.*		
Clarence Siding .....	5	1	Riverstone .....	6	...
Lithgow Valley, Zig Zag .....	4	1	Mulgrave .....	5	...
Eskbank .....	4	2	Windsor .....	1	...
Bowenfels .....	3	1	Richmond .....	4	...
Wallerawang .....	8	...			
Rydal .....	6	1			

\* As there would be very little night service on this line, additional men would not be required.

The cost of additional wires for working a Railway Telegraph signalling system on the present lines will be ... .. £7,476  
 Battery cells ... .. 500  
 254 instruments ... .. 6,200

Making a total of ... .. £14,176

This amount will be required at any rate.

Accommodation will have to be provided at those stations where there are no telegraph instruments at present; where instruments are now provided, room could be made without much additional expense for the blocks. This would be necessary, whatever system be adopted, and must be considered the first cost for the Railway Train signalling, whether permissive or absolute.

The annual expense on each line, if a night and day service be required, would be as follows :—

*Southern Line to Cootamundra.*—29 men, at £100 per annum ... .. £2,900  
*Great Western Line to Orange.*—31 men, at £100 per annum ... .. 3,100  
*Great Northern Line to Tamworth.*—31 men, at £100 per annum ... .. 3,100

Making a total amount of... .. £9,100

For the Richmond Line a night service perhaps is not required.

The cost per mile for line and instruments will be £23, and the annual charge per mile for working £15.

This does not include the line from Sydney to Parramatta, which has already been provided for.

If a continuous service is not required on any portion of the extensions, and the night service can be dispensed with, a considerable saving on the annual charge could be effected.

In

In conclusion, I strongly recommend that the absolute Block system, on Precie's principle, be adopted in preference to the discarded Staff and Ticket or permissive systems.

I cannot for one moment imagine that the concluding paragraphs of Mr. Vernon's minute of the 23/1/77 can apply to my Department, as he must be aware that every facility has been afforded the Traffic Manager by providing lines and instruments at every place along each Railway, and I have in all cases given positive orders for all Railway telegrams to take precedence to public messages over our lines, and miles of public wires have been placed at the disposal of the Railway Department to assist them in working the Railways with safety to the travelling public.

E. C. CRACKNELL,  
16/7/77.

## No. 6.

### Further Report from Traffic Manager, G. S. W. & R. Lines, on the proposal of Superintendent of Telegraphs to adopt the absolute Block system.

HAVING read Mr. Cracknell's report upon the Block system, I think there is room for some further remarks from me on the subject.

My report of 23/1/77 contained an application for additional and necessary telegraphic appliances, with a view to the safer and more systematic working of the traffic. Among other things, I stated very emphatically that the Block system should be introduced wherever practicable. I further alluded to the fact that I had already advocated its application, and applied for the necessary electrical appliances for working the traffic upon our short length of double road between Sydney and Parramatta; but in regard to our *single* lines, I applied for and proposed to content myself with such means as would permit of all trains being worked by a Telegraphic system of "Line Clear Message," or by what might be termed a *permissive*, in contra-distinction to an *absolute* Block system. I mentioned at the same time that the reason why I refrained from advocating the latter upon our long lengths of single lines was on the "score of the expense which the necessary multiplication of signal stations and sidings would involve." (See \* p. 1.)

No one therefore, after reading my former report, will expect me to dispute the merits of the absolute Block system, or to offer any objection to its introduction, excepting the *expensiveness* of the system both in first outlay and regular maintenance. Mr. Cracknell's estimate of £14,176 (p. 4 of his report) is for *electrical* appliances only; and referring to the cost of other accommodation which would be required, Mr. Cracknell observes that "this would be necessary whatever system be adopted, and must be regarded as the first cost for the railway train signalling, whether *permissive* or *absolute*." This is a mistake; it should be just the other way about—the estimate for *electrical appliances* should be regarded as the first cost appertaining to *any* system of train telegraph signalling, and the cost of *other* accommodation (such as extra cabins, residences, signals, &c., &c., and men) as peculiar to the absolute Block system. The item of £14,176 may safely be *doubled*, and the result will still be under the cost of the first outlay for the introduction of the absolute Block system. The annual expense also of maintaining it as compared with a permissive system will be as two to one.

Referring to the Journal of the Soc. Tel. Eng., quoted by Mr. Cracknell, and to a paper read and remarks made by Mr. W. H. Preece, C.E. & M.S.T.E., it is, I find, very justly observed that a broad distinction should be drawn between the "principle and the means of carrying out that principle \* \* \* that the two are very much confused \* \* \* a very broad distinction should be drawn between the Block system as an abstract principle and the instruments employed to carry out that principle \* \* \* the Block system was *in toto* an abstract principle \* \* \* as long as trains are kept apart by intervals of space, they had to all intents and purposes a Block system."

The fact is that, expense being no object, either the "Line Clear Message" or the "Staff and Ticket system" could, with the greatest ease, be at once made an absolute Block system.

Nearly all however that is written with regard to the absolute Block in England applies to working on a *double track*, upon which it is only necessary to secure an interval of space between trains travelling in the same direction, or what is called a "non-following block." Upon *single* lines, it is of essential and the first importance to provide for the same thing (interval of space) between trains travelling on the same road and in *opposite* directions, or in other words to provide against trains *meeting* as well as against trains *overtaking* each other—a "non-meeting block" plus a "non-following block."

Now, in my opinion, and after practical experience and responsibility in the matter, there is no safer method of providing for an absolute "non-meeting Block" than the "Staff and Ticket system," and I can quite understand therefore why the inspecting officers of the Board of Trade prefer this system for securing this object on a single line.

Referring again to the Tel. Journal quoted by Mr. Cracknell, I find that Capt. Mallock, with a view to the adoption of the *absolute block system* upon the single lines of India, suggested the use of two wires for the non-following and non-meeting block respectively, and Preece's single wire instruments (similar ones to those we are about to use).

Upon this suggestion being laid before Colonel Yolland—whom Mr. Cracknell mentions, and rightly, as one of the most consistent and strenuous advocates of the Block system—he said, "No such system is perfect without a Train Staff." With all due deference, therefore, to Mr. Cracknell, I am quite sure that no one who understood the merits of the so-termed "obsolete," "dangerous," and "discarded" Staff and Ticket or Permissive system, would speak lightly of its value in working our, or any, single lines of railway.

The remarks of Captain Tyler, quoted in Mr. Cracknell's report on page 3, refer to the system of working with a "Staff" only and not to the "Staff and Ticket"—the former *would be* quite impracticable.

As a matter of fact, a reference to my former report, pp. 5, 6 and 7, will show Mr. Cracknell that he is in error, on p. 1 of his report, in alluding to the "obsolete Staff and Ticket system" as the one "proposed." I proposed a very different system, and gave it the preference on account of the greater freedom it affords in manipulating the traffic, as compared with the Staff and Ticket system."

Having,

Findlay in his evidence given before the Royal Commission states that the cost of working Block system on London and North Western Railway is £31 per mile. Ward states that the cost of working Block system on Midland Railway is £50 per mile.—CHAS. A. G., 15-8-77.

Colonel Yolland in his evidence states:—"At the present time nearly all the single lines are worked either 1st, on the absolute Block system; 2nd, by the Train Staff and Ticket system; 3rd, by a combination of these two systems." Colonel Yolland advocates the combination of the Staff and Ticket system with the Telegraph system for single lines. Captain Tyler in his "requirements for new lines" and modes of working single lines also recommends the combined system.—CHAS. A. G., 15-8-77.

This view is supported by all the best recognized authorities in England.—CHAS. A. G., 15/8/77.

Having, however, since the date of my last report, been authorized to introduce the latter, I am more impressed in its favour, and inclined rather to put up with the risk of occasional delay and inconvenience to which it exposes us, than forego the safety which it secures. It is carrying out, as I before intimated, the *Block* principle, so far as the *non-meeting* of trains is concerned. If we adopt the principle of the *absolute block*, Preece's instruments will be a valuable auxiliary in effecting the *non-following* portion. Experience will enable us to decide upon the prudence of depending upon them for *both* purposes.

This of course (I mean the *non-meeting* of trains) is what we should provide for above all things especially on single lines.—CHAS. A. G., 15/8/77.

On the whole I offer no objection to the proposal of the Superintendent of Telegraphs, but rather recommend that, so far as it concerns Electrical appliances, it be approved and adopted.\*

Assuming therefore that the absolute block be adopted, there are two or three other remarks which I should like to make. In the first place, and in the words of Mr. Preece at the meeting of Telegraph Engineers mentioned by Mr. Cracknell. (See page 3.)

"The carrying out of the Block system means a great deal more than the erection of wires and the fixture of instruments. It means the entire re-arrangement of the Rules and Regulations of the traffic working, a complete re-organization of the signals, the construction of fresh siding accommodation, the education of the staff, the transference of much responsibility from the drivers to the signalmen, and the supply of proper cabin accommodation. Moreover, the working of the block is not necessarily an electrical question." (p. 234, J.T.E., 73.)

In the next place, the Block system may occasionally be the cause of obstruction and loss of time, e.g., Goulburn, Breadalbane, and Gunning are block stations. Say, the run between each is at least 45" and 30" for a goods and passenger train respectively; consequently a down goods train could only leave at intervals of 45" instead of 15", and passenger trains at intervals of 30" instead of 10". This is not *increasing* capabilities—to make which under the Block system equal to those under a permissive *two* block stations would be required between Goulburn and Breadalbane, and between the latter place and Gunning, and so on. Again, take the case of a special leaving Redfern for Lithgow after the 9 a.m. The latter train cannot be *passed* on the road without involving so serious a delay as to render it practically out of the question. Say the hour at which the special is required to be at its destination renders it necessary to pass the down passenger at *Springwood*, the latter must *reach* there before the special can leave the previous block station, "*Wascoe's*" (11.45 a.m., say), and must *remain* at Springwood until the special has passed and arrive at Blue Mountains, the next block station, in advance, say 12.35 p.m. Or take Blue Mountains as the station at which the special has to pass the down passenger train. The former cannot leave Springwood until the latter has arrived at Blue Mountain (say, 12.25 a.m.), and the down passenger cannot leave Blue Mountains until the special has passed and reached Weatherboard at (say) 1.5 p.m.

Shorter Blocks would remedy this, but the expense of course would be increased.—CHAS. A. G., 15/8/77.

So that it follows that, unless Sydney is left before 9 a.m., it is of no use trying to arrange to be at Lithgow before 3 p.m.

Practically, therefore, it is a mistake to suppose that the establishment of the absolute Block system upon our single lines will increase their capabilities for traffic. It will improve the *safety* of working, but tend to reduce rather than otherwise their capabilities.

Greater expedition can be provided for by having increased siding accommodation as refuges for trains.—CHAS. A. G.

In the last place, the Block system will not ensure a perfect immunity from accident. Accidents will occur, and have occurred, under it as well as under every other system; accidents too, which when they do happen, will be intensified rather than alleviated by the Block system. Col. Yolland says that "three-fourths of the accidents on the absolute Block system were due to want of discipline, disobedience of orders, &c."

The whole tendency of the evidence taken before the Royal Commission on this subject was to the effect that though perfect immunity from accident was not secured by the absolute Block system, that system better than any other provided for the public safety, and on single lines the absolute Block combined with Staff and Ticket.—CHAS. A. G., 15-8-77.

Immunity from accident depends principally upon a due regard being paid to the efficiency, mental and physical, of the staff, judicious arrangement of trains, constant supervision, and the maintenance of *rigid discipline*.

In conclusion, I need do no more than refer to the recommendation contained above\* of this report, except to say that the last paragraph but one of my former report of 23/1/77 had *no reference whatever* to the Superintendent of Telegraphs or to his department.

I gladly take this opportunity of acknowledging the kind and valuable assistance which I have received from them at all times.

D. VERNON,  
13/8/77.

## No. 7.

### Minute Paper from The Superintendent of Electric Telegraphs to The Under Secretary for Public Works.

THE amount authorized for the Block Railway Telegraph instruments is insufficient to cover the cost of those ordered, and I therefore recommend, for the approval of the Honorable the Secretary for Public Works, that 24 Preece's Block Telegraph instruments, at £22 10s. each, be substituted for 12 sets at £40 per set. These instruments are of a superior kind, and in consequence of this the price is higher than those originally recommended by me.

E. C. CRACKNELL,  
1/3/77.

The Under Secretary for Public Works, B.C. Approved.—J.L., 14/3/77. Railways, B.C., 14/3/77.—G.H. Supt. of Telegraphs, B.C., 14/3/77.—CH. A. G., *pro*. Commr.

The Supt. of Telegraphs has returned these papers, with voucher for £549 in payment for instruments. These instruments will be of permanent use, and the cost in first instance should be charged to capital a/c., repairs and renewals to working expenses. It is submitted that the a/c. in question should be charged to vote under Schedule G., 14/3/77.—CH. A. G. Approved, 15/3/77.—J.R. Accountant, B.C., 14/3/77.—CH. A. G. Sectry., B.C., 16/3/77.—F.J.W. Storekeeper to note Mr. Cracknell certified voucher. Mr. Richardson will please put transaction through the books.—C.A.G., 16/3/77. Noted.—A.R., 28/3/77.

## No. 8.

The Traffic Manager to U. Broughton, Esq., Deputy Traffic Manager, East Indian Railway.

Dear Sir, N.S.W. Government Railways, Traffic Manager's Office, Sydney, 9 July, 1877.

I take the liberty of troubling you on a matter which is just now attracting the attention of Railway authorities in the different Colonies of this Country. I refer to the working of trains over single lines.

The question has arisen, which is the safest system to adopt—the "Absolute Block," the "Staff and Ticket," or the system known, I believe, on your line, as the "Line Clear Message System?"

The single lines of New South Wales have hitherto been worked partly by "Staff and Ticket" and partly by "Line Clear Message"—chiefly the latter; but objection has been raised to both these systems as being far from safe, and it is recommended that they be abolished in favour of the "Absolute Block," worked with Preece's instruments.

In support of this recommendation, it is urged that the "Absolute Block" has been or is being universally adopted on the single lines in India, and that the old system of "Line Clear Inquiry" and "Line Clear Report" for each train, has been discontinued. It is in consequence of this statement that I now write to you, and shall be much obliged if you will kindly let me know if such be the case, and, if so, your reasons for abolishing the old system.

The lines of this country, as you are doubtless aware, are yet young, and the traffic inconsiderable, compared with that of such lines as the East Indian Railway; and I am of opinion that the time has not yet arrived for adopting so expensive a system as that of the "Absolute Block," and consider that our present arrangements are all that we shall need for some time to come.

Although the system of all systems is the "Block," yet, unless we could have very short sections, it would so hamper us as to be almost unworkable; while, on the other hand, the "Line Clear Message System" affords the greatest freedom, and at the same time only needs care and attention to ensure a reasonable amount of safety; and the "Staff and Ticket System" also possesses many great advantages.

Labour of every description being very expensive in a new country like this, it is very necessary to work as economically as possible, and although I would not for a moment allow the consideration of expense to stand in the way of safety, yet, before adopting any such course as that recommended, I should like to ascertain what is being done on other large single lines.

I would venture to further trouble you to say what is the practice on the other single lines of India, if known to you, and I may also add that your own opinion on the matter generally, if you would kindly favour me with it, would be appreciated.

We have commenced the "Block" on our double Suburban Lines, where, from the large number of trains running, it is very necessary.

Apologizing for taking up so much of your time,

I am, &c.,

D. VERNON,  
Traffic Manager.

## No. 9.

U. Broughton, Esq., Deputy Traffic Manager, East Indian Railway, to The Traffic Manager.

Dear Sir, Deputy Traffic Manager's Office, Howrah, 24 September, 1877.

In reply to your favor of 9th July, received on the 18th, I have pleasure in giving you such information as I can.

The absolute block is about to be started on the double line at our suburban stations in consequence of increased traffic. We have an average of 30 trains each way over this length in the 24 hours, and you will perceive the distances from the accompanying Time-book.

Our system on the single line is the "Line Clear" system, which you will find laid down at pages 18 19, of our particular working orders, sent herewith. A block system on single line would be "a block" in both senses.

The Madras Railway Company work all trains through a district officer, and if one train gets out of time he has to re-arrange all his crossings up to the destination of that train, and this may have to be repeated. This was all very well when they had a small traffic, but it is failing now, when they have a famine traffic to deal with.

The Great Indian Peninsular Railway system is virtually the same as ours, as are also those of the Scinde Penjaub and Delhi Railways and Oudh and Rohilkund Railway.

We work on an interval of time. The Block system is an interval of space. On our steep gradients we also adopt space as the limit, whilst we do not consider this necessary on the level.

We are not at all likely to abolish the Line Clear Message system, and we believe that we can work a larger traffic on this system than on any other. The Staff and Ticket system is equally safe, but it is more cumbersome.

Our line has been remarkably free from collisions, and our checks on the Line Clear Messages are numerous; the station-master at A inquires of the station-master of B—this passes through Telegraph clerks; the station-master of B replies through the same source. A signs his name on the back of the message and hands it to the guard; the guard examines the message and, if it is in proper order, he hands the message to the driver, who in turn examines and keeps the message. If either driver or guard expects a train, an inquiry is made "where is such a train?"

But we have amalgamated our Traffic and Telegraph Departments, and I expect that whilst we reduce expenses we abolish one of our safety checks. It remains to be seen whether we impair safety thereby; I think we shall not.

Theoretically the "Absolute Block" is safe. Practically, as it is worked by human agency, it is not absolutely safe.

The

The same may be said of the Line Clear Message system, which I consider to be the best and cheapest system, whilst it is as safe as the absolute Block. On heavy gradients we work a "Distinct Line Clear," meaning that trains may not follow until the line is clear to the next station.

The Block system is forced on us by Government. We do not consider it necessary, even where we are about to put it in operation.

I have to apologize for the delay in replying to your letter, which has arisen from pressure of work, owing to an unusually heavy traffic.

Yours, &c.,

URBAN BROUGHTON,  
Offg. Deputy Traffic Manager.

## No. 10.

### Introduction of the Block system between Sydney and Parramatta.

Traffic Manager to Commissioner.

In order to bring the above into operation, it will be necessary to provide two semaphore signals at each station. One to be placed a short distance in advance of each platform, for up and down trains respectively. A small box about 8' x 6' will also be wanted at each station in which to place the Block instruments.

The instruments are ready, and no time should be lost in placing the Department in a position to reap the additional advantage of greater safety in working, which the Block system is calculated to afford in the case of our suburban traffic.

The position of each semaphore and box will be pointed out immediately they are ready.

I am very anxious to have the Sydney to Newtown section provided for as soon as possible for the protection of trains more especially coming into this yard.

D.V., 15/8/77.

Approved.—J.H., 17/8/77. Mr. Mason. B.C., 18/8/77.—C.A.G.

I recommend that a tender be obtained from Hudson Bros. for building the boxes.—W.M., 20/8/77. To Commissioner Approved.—J.R., 20/8/77.

Write to Hudson Brothers and ask them to tender—first seeing Mr. Mason as to particulars of what is required.—C.A.G., 21/8/77.

### The Commissioner to Hudson Bros.

Gentlemen,

Department of Public Works, Railway Branch, Sydney, 21 August, 1877.

In order to introduce the Block system on the railway between Sydney and Parramatta, it will be necessary to provide two semaphore signals at each station, and also a small box about 8 feet x 6 feet, in which to place the block instruments at each station; I have therefore the honor to request that you will have the goodness to furnish me with your tender to supply these signals and boxes, after you have waited upon the Engineer for Existing Lines as to particulars of what is required.

Your prompt attention to this matter is requested, as it is urgent.

I have, &c.,

CHAS. A. GOODCHAP,  
Pro Commissioner for Railways.

Mr. Mason. C.A.G., B.C., 21/8/77. Seen.—W.M., 22/8/77.

### The Traffic Manager to Inspector Watson.

In order to introduce the Block system on the suburban line it is necessary that a wire be specially provided for this purpose between Sydney and Parramatta, and I shall be glad if you will give the matter early attention.

This must be quite independent of a wire for talking purposes, which will also be absolutely necessary.

On the lengths between Sydney and Homebush and Parramatta Junction and Parramatta is where the system is most needed and should be introduced first.

D. VERNON, 11/8/77.

Arrangements have been made for erecting a wire for block purposes at once. It will be necessary to decide where the signal-boxes are to be placed, that we may know where to put in shackles for leading in wires; the present alphabetical line will, I presume, be all that is required for speaking purposes. Are these instruments to be placed in the signal boxes or left in the station-masters' offices?—B. WATSON, Inspector. To Traffic Manager.—20/8/77.

Mr. Richardson will point out position of boxes. I have no intention of moving the talking instruments.—D.V., 20/8/77.

I will point out positions.—H. RICHARDSON, 21/8/77. To Traffic Manager.



## APPENDIX G.

## GOVERNMENT RAILWAYS.

## GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.

TRAFFIC INSPECTOR'S REPORT on the state of

Station; Inspected on the                      day of                      187 .  
 (Date of last inspection,                      day of                      187 .)

Station-master  
 Principal Booking Clerk  
 Principal Goods Clerk

Questions.	Answers.
<ol style="list-style-type: none"> <li>1. Are the points and crossings all in good order, and are proper arrangements made for working points and locking them when necessary?</li> <li>2. Are there locks for all the scotches, and appliances to lock on and off rails, and are they properly locked at night? Are there sufficient and efficient scotches? Are vehicles in sidings coupled together and secured by brake when necessary?</li> <li>3. Are the signals for day and night in good order, and kept clean? Are they sufficient and properly arranged for the protection of the station, and are they properly understood and worked by the staff in accordance with Regulations?</li> <li>4. Is there a proper supply of hand signal lamps, flags, and detonating signals at the station? Are they in good working order?</li> <li>5. Are Rules Nos. 71 and 72, section No. 2, in regard to hand and station signals, strictly adhered to during shunting operations?</li> <li>6. Are the screw-couplings, screw-jacks, ratchets, monkey-wrenches, &amp;c., kept clean, oiled, and ready for use? Are there any of these or other material on hand which are unserviceable? Can any of the screw-couplings be spared.</li> <li>7. Are the reserved tail, roof, and side lamps kept in proper order, and ready for use on any emergency? State number of each at station.</li> <li>8. Are there sufficient stationary lamps at night to protect passengers from accident; are they in good repair, and trimmed and cleaned in a proper manner? Are they lighted at proper times?</li> <li>9. Are the oil-tanks, trays, hand and general station lamps, &amp;c., kept clean? In what state is the lamp-room?</li> <li>10. Is the supply of stores sufficient? Can it be reduced? Is there any excess stock on hand? Are all stores used with economy?</li> <li>11. Are the notice boards properly exhibited, and in good order; and are the goods and coaching rate sheets, public time-tables, by-laws, list of penalties, trespass and general notices, properly posted and in conspicuous places?</li> <li>12. Are the working order books in good order, and are all orders properly pasted in? Are these books accessible to all the staff? Give number and date of last order.</li> <li>13. Are all parcels signed for by the consignees in the delivery book? In what state is the book?</li> <li>14. Are all outwards letters and important memoranda copied, and the inwards properly filed? Is a record kept of the dates of receipt and return of minute papers?</li> <li>15. Is the station furniture, &amp;c., in a proper state of repair? Is there sufficient of it; can any be spared; and is it correct according to list at station?</li> <li>16. Are the station buildings and out-offices in good repair both inside and out, and are they kept neat and clean?</li> </ol>	

Questions.	Answers.
17. Is the Station-master's office kept clean and in proper order?	
18. Are the waiting-rooms, water-closets, &c., kept clean, tidy, and free from smell, and are they properly lighted at night?	
19. Are proper disinfectants used for the closets and urinals, and if so, what sort? Is there a supply on hand?	
20. Is the station generally conducted with a view to the comfort of the public, consistent with due economy?	
21. Are the platforms kept clean, and are the lines, drains, &c., free from weeds? Is all refuse carried away clear of the station?	
22. Are the yard-gates and fencing in good repair, and are all gate-fastenings in order?	
23. Is every person on the pay sheet employed for the Commissioner's business only? Are all hands fully employed?	
24. Are any temporary hands employed; if so, why? Can they be dispensed with?	
25. Has the Station-master the names and addresses of all the traffic staff attached to his station?	
26. Are the Station-master and his assistants dressed in a becoming manner? Do those who should wear uniform do so at proper times, and is it clean, sound, and according to Regulation?	
27. Where are the tarpaulins, nets, &c., kept, and are precautions taken to preserve them from injury? How many are there on hand, and can the number be reduced?	
28. Are there sufficient carriage-keys?	
29. Is the locking and unlocking of carriage-doors carried out in a proper manner?	
30. Is the name of the station properly called out on arrival of passenger trains?	
31. Is the ringing of station-bell, warning, as well as starting, carried out as required?	
32. Are the provisions of section No. 4, Rules Nos. 124 to 154, regarding the working of trains, strictly carried out, especially Rules Nos. 144, 146, and 152? Are G. O. Nos. 30 and 49, of 1875, understood and acted up to?	
33. Are all telegrams regarding the working of trains given to and received from the telegraph operator, in writing, as directed in G. O. No. 137, of 1874?	
34. Is the system of telegraphing the arrival and departure of trains back and ahead respectively strictly carried out, and the times recorded in the books provided for the purpose?	
35. Are the rules for working steep gradients (section No. 7, Rules Nos. 327 to 344) so far as they concern stations, strictly adhered to?	
36. What rolling stock is at the station, and is any of it unfit for use? Is there any unnecessary detention, especially with regard to sheep, cattle, and timber trucks? (Check date of arrival with date of leaving in a few cases in register.)	
37. Is proper care taken of coaching stock? Are horse boxes, and cattle and sheep trucks, properly cleaned when unloaded?	
38. Are passengers at refreshment stations warned when time for departure of trains draws near?	
39. What are the arrangements for supplying drinking water for passengers? Is there always sufficient, and is it fresh and good?	
40. Are the platform refreshment vendors (if any) in attendance at train times; are they clean in appearance; and are their wares good and fairly priced?	

Questions.	Answers.
41. Is the refreshment rooin (if any) properly conducted, and does the lessee act up to the terms of his agreement?	
42. Has every servant of the Commissioner a copy of the Rules and Regulations?	
43. State if in your opinion any member of the staff is deficient in capacity for the appointment he fills; and if so, why?	
44. In what state are goods sheds and goods office, and are means supplied for securely locking them up?	
45. Are the appliances for the protection of the goods sheds from fire, in working order, and are they periodically tested, and by whom?	
46. Are the platform weighing machines, weigh-bridges, weights, &c., in good order, and do they weigh correctly? How many are there, and are they sufficient for the work? State the tests applied.	
47. Are all current books up to date, and properly kept, and are old books and records taken care of? Is there sufficient accommodation for records?	
48. Is all unclaimed property duly registered and sent to the proper depôt?	
49. Are consigning notes always received with goods and properly filed? Are details of weightment entered on the back?	
50. Is due exertion used in loading and unloading trucks, and are these duties performed in a proper manner?	
51. Are inwards goods thoroughly checked immediately they are unloaded, in order to ascertain if correct, before any of the consignments are delivered?	
52. Check the loads of a few trucks in both in and out books, and report cases of apparent light loading.	
53. Are all inwards goods signed for by consignees in delivery book, and does delivery porter also sign and enter date of each delivery? (Run through the entries since last visit.)	
54. Are risk notes taken for horses, cattle, &c., when necessary, and are they duly signed and attested?	
55. Are old labels removed from trucks on arrival?	
56. Are the doors of both loaded and empty trucks properly secured before shunting or despatch?	
57. Are the floors of goods vehicles swept, and the door-sills cleaned before loading?	
58. Have steps been taken to remedy the irregularities (if any) noted in Inspector's book during previous visits?	
59. Any complaints at the station, especially from the public, and have you taken any action in regard to them?	

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(PAPERS IN CONNECTION WITH THE SUSPENSION OF THE TRAFFIC MANAGER AND THE RE-CONSTRUCTION OF THE STAFF.)

*Ordered by the Legislative Assembly to be printed, 5 February, 1878.*

[LAID upon the Table of the Legislative Assembly in answer to the Question of the Honorable Member for Orange—No. 6, on the Votes and Proceedings for the 23rd January last.]

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## RAILWAYS.

## No. 1.

The Station-master, Bathurst, to The Traffic Manager, Sydney.

Reports of near approach to collision.

Sir,

Bathurst, 5 November, 1877.

I beg to inform you that the No. 8 up passenger train was 10 minutes late leaving this station to day. It had started to time and just reached the end of the platform when a down goods train was observed approaching from Kelso. The passenger train stopped and put back about 10 yards, to clear the line for the goods train, and before the latter reached Bathurst another goods train was seen following it. I cannot understand why these goods trains were allowed to leave Kelso, as it is in direct opposition to rule 146 of the Book of Rules and Regulations, also to the working time-table of the 1st instant, both of which state that goods trains are to keep clear of passenger trains.

I may add, one of these trains had been waiting at Kelso fully an hour, but no line clear report could be obtained in consequence of telegraph communication being interrupted.

I am, &c.,  
ED. HIGGS.

Inspector Hornidge to The Traffic Manager.

On my return from Orange yesterday, Mr. Higgs informed me that a collision might have occurred between No. 15 down goods and No. 8 up passenger train at 10.9 a.m. yesterday morning, between Bathurst and Kelso, owing to Mr. Pass having started No. 15 down as No. 8 up was leaving Bathurst.

In reply, I informed Mr. Higgs that the blame rested with him for starting No. 8 without a line clear report although No. 15 was overdue.

The facts are as follows:—No. 15 was over two hours late but had arrived at Kelso, and telegraph communication was interrupted. According to the time-table, No. 15 was due at Bathurst before No. 8 up leaves.

Mr. Pass therefore sent No. 15 down on in accordance with No. 4 of working orders for single lines (second paragraph.)

Mr. Higgs points to rule 146 in justification of his action in starting the passenger train; also to the words on the time-table "goods trains are to keep clear of passenger trains," and to No. 16 of working orders. He informed me that he considers that he is perfectly right, and will do the same again under like circumstances.

In the present instance the driver of No. 8 up, after going a few yards, pulled up on seeing the goods train had left Kelso—but the matter had of course been noised about the city, giving rise to remarks and discussion reflecting on the Department.

M. A. HORNIDGE,  
Acting Traffic Inspector,  
6/11/77.

The Station-master, Kelso, to The Traffic Manager.

Sir,

Kelso, 7 November, 1877.

On Monday morning, November 5th, a down special train arrived at Kelso from Rydal, 9.4 a.m. in charge of Guard Forrest, who at once informed me that his train was running entirely under the responsibility of the Station-master at Rydal, in consequence of the No. 15 down goods being delayed. Telegraphic communication being interrupted, and the down special above mentioned being an untimed train running without notice, I decided to shunt her into a siding at Kelso, and await the arrival of the ordinary and regular train, namely the No. 15\* down goods, with a view of acting in accordance with Nos. 3, 4, and 5 rules in working order book for single lines, revised 1st February, 1877, which orders I felt assured I could only act upon as regarded the No. 15 down goods, and then fall back upon working orders Nos. 9 and 10 for the purpose of despatching with safety the untimed special goods to follow the No. 15 down goods. The No. 15 down goods arrived at Kelso at 10.5 a.m., and I despatched her for Bathurst after supplying the guard with a notice in compliance with working order No. 10 at 10.7 a.m., and allowed the special to follow closely to avoid as much delay as possible, and I do not see that I could have exercised better judgment under the circumstances; when the No. 15 down goods had got about midway between Bathurst and Kelso the No. 8 up passenger whistled to start from the former station but did not proceed more than 50 yards before she was pulled up.

Yours obediently,  
S. PASS.

Memorandum to Locomotive Superintendent Scott.

Government Railways, Engineer's Branch,  
Penrith, November 7, 1877.

Sir,

Driver Joseph Bardsley, engine No. 96, with No. 15 down goods on the morning of the 5th, train being late in consequence of accident at Lithgow, reports: That after arrival at Kelso the guard instructed him to put his train into the siding, and to wait there for the up passenger train to pass, and after putting the train partly into the siding he was stopped, and after waiting a few minutes while the guard and Station-master were holding some conversation he received a signal from the guard to proceed on his journey. On arrival at Bathurst he was informed that the up passenger was delayed, and that it had started from Bathurst Station and had to put back in consequence of his train being on the road.

Yours, &c.,  
J. TIPPING.

Engineer for Existing Lines.—J.C., pro W.S., 8/11/77.

Commissioner to see. This is a very serious matter, and a searching investigation ought to be made into the case.—W.M., 8/11/77. Commissioner. Traffic Manager, for report.—J.R., 10/11/77. See my report sent to Commissioner 10/11/77.—D.V., 12/11/77. Commissioner.

Extract

Extract from Driver C. Frost's sheet, engine No. 91, 10.9 a.m. passenger Bathurst to Sydney, 5/11/77.  
Sydney, 6 November, 1877.

At Bathurst I received a signal from Guard Pike in the usual manner. I had proceeded about 100 yards when I observed a goods train coming from Kelso, which was then about the gates, or 100 yards distant from me. I stopped the train, and set back to Bathurst. About 5 minutes after another goods train came in. Delayed 11 minutes.

Mr. Mason. W. Scott, 6/11/77. Forwarded for Commissioner's information.—W.M.  
Seen.—J.R., 7/11/77.

Traffic Manager, B.C., 7/11/77.—L. P. IREDALE, *pro* Secretary. Please see mo. 77/9,342 and 77/9,250 on this matter, already with Commissioner.—J. B. GOOLD, per Manager, 12/11/77.

## No. 2.

### Mr. D. Vernon to The Commissioner.

The enclosed papers\* (reports of Inspector Hornidge and Station-masters, Bathurst and Kelso) disclose \* See No. 1. the following facts, viz., that on the morning of the 5th instant the ordinary up passenger train was started from the Bathurst Station at 10.9 a.m., its usual time for leaving, but had scarcely cleared the platform when a down goods train was perceived approaching from Kelso. The passenger train had to put back about 10 yards, and waited until the arrival of the goods train above mentioned, and of a second goods, which followed it to Bathurst.

Leaving out of consideration for the present the second goods train, we have to deal with the fact of the passenger train having been started from Bathurst for Kelso at or about the same time that a goods train had been started from Kelso for Bathurst. One Station-master or the other must have been guilty of a most serious blunder, and there can be no doubt whatever that the Bathurst Station-master is clearly and solely responsible for the whole thing, but having maintained in opposition to the decision and explanation of his superior officer, Inspector Hornidge, that he would act in the same manner again under similar circumstances, I had no alternative but to suspend Mr. Edward Higgs from duty.

To revert now to the facts of the case: It appears that upon this particular morning the ordinary and regular down goods train, "No. 15 working time-table," due to arrive at Bathurst at 8 a.m., had not reached that station 10.9 a.m. (the usual hour for the up passengers' leaving), having been detained in consequence of an accident to another train. The goods was in fact more than two hours *overdue* according to the working time-table. Rule 152—General Rules and Regulations—states:—"On those portions of the railways where a *single line* only is provided, care must be taken *before any train leaves any station* that there is *no train due in an opposite direction, &c.*"

Working order No. 4 is as follows:—"Where there is telegraphic communication, before any train is allowed to leave a station the Station-master or officer in charge must first ascertain by wire whether line is clear, as required by rule No. 152 of book of Rules and Regulations. In the event of telegraphic communication being wanting or *interrupted*, the order for *starting, running, and crossing*, as laid down in working time-tables, must be strictly adhered to (as required by No. 3 of these working orders), and care must be taken before any train leaves a station that there is no train due in an opposite direction."

No. 3 working orders, referred to and quoted in the above, is as follows:—"It is to be distinctly understood that all trains excepting those specified in rule No. 9 (which can only be worked by telegraph), are to run *strictly in their turn* or order, as laid down in the working time-tables; and *no departure from that order is to be permitted* in the case of any train or engine, excepting as hereinafter provided for."

The provision referred to depends entirely upon *telegraphic communication*, requires *special precautions* to be taken to preclude the possibility of accident, and makes it imperative that a train running out of turn or order shall do so under "line clear report" system.

Now, Mr. Higgs must have known that No. 15 down goods *distinctly pointed out on working table* as an ordinary and regular train, and to be *worked accordingly*, and with a remark, (see "Working Orders"), was *over-due* at his station, and yet in the face of a train over-due, without any arrangement *for crossing*, and in defiance of rule 152 and working orders, which directed him in the absence of telegraphic communication to fall back *upon his working table*, he starts the passenger train.

Rule 146 and the general instruction that goods trains are to work clear of passenger trains: The only plea which Mr. Higgs falls back upon, are nothing to the point. Of course goods trains are to give way to passenger trains, but in the case of the *ordinary* and regular goods trains it must be by *definite arrangements*, but if from interruption to telegraph communication or other cause, no definite arrangements can be made, then a passenger train cannot command the road of a regular goods train.

Rule 152 does not say that care must be taken before any passenger train be started that there is no passenger train due in an opposite direction; but *no train* of any description must be started in the face of any description of train due.

The circular which Mr. Higgs received with revised working orders on 7th March was particular upon this very point. Both circular and working orders plainly enough put an end to any possible misunderstanding on this head which the Rules may have permitted.

Mr. Pass, Station-master, Kelso, without any doubt acted clearly up to his Rules and working orders, and his action forms a perfect contrast to that of the Bathurst Station-master. A special goods arrives at his station (Kelso); not being able to get telegraph communication with Bathurst in strict accordance with working order No. 9, he shunted the special goods until arrival of No. 15 down, which he knew rightly enough would command the road, and by means of which he would be able (in accordance with working orders 9 and 10) to clear the road for the special to Bathurst.

A person so dull of understanding and withal so obstinate as Mr. Higgs has shown himself is by no means a proper or competent person to be in charge of such a station as Bathurst. In the present instance his error is an unpardonable one, and I recommend he be removed to Murrumburrah (now vacant), without loss of salary however.

The

The staff and ticket system is in operation there, and it will not be possible for him to make a similar mistake under it.

There is one end, however, which this serious instance of blundering is calculated to serve: It is a forcible proof of the wisdom of and necessity for the introduction of the much-abused, because little understood, staff and ticket system.

D. VERNON.

### No. 3.

#### Evidence taken at Inquiry.

Commissioner's Office, 14 November, 1877.

*Edward Higgs* states:—I am Railway Station-master at Bathurst, at present under suspension; in reply to Traffic Manager, I have not carried out the working orders issued and revised 1st February, 1877, as by clause 16 nothing is to supersede Commissioner's Rules and Regulations.

*Examined by Mr. Vernon*: I admit I did not carry out working orders; I received a copy on 7th March, 1877, with explanatory circular; it is my duty to carry out your orders as far as possible; it is not impossible to carry out the working orders, but when carried out they clash with the Rules and Regulations; I have known for a long time the contradiction between the working orders and book of Rules and Regulations; I have never brought under your notice that the working orders and Rules and Regulations clashed; I consider working orders clash with rule 146 of book of Rules and Regulations, which requires goods trains to keep clear of passenger trains; the time-table also requires goods trains to keep clear of passenger trains; time-table states that line must be kept clear for any regular or ordinary train, and that no other train must be on the road 15 minutes prior to any ordinary passenger or goods train being due; No. 15 down goods was an ordinary and regular train according to working time-table, but not an advertised ordinary train; I remember receiving your explanatory circular with the working orders; I remember paragraphs 2 and 3, in which you drew special notice of goods trains keeping clear of passenger trains; I know rule 152 of book of Rules and Regulations; I see it prohibits any Station-master starting any train in the face of another being due; No. 15 down goods was due at my station at 8 a.m.; it had not arrived when I started the passenger train; rule 152 makes no exception in favour of passenger trains over goods trains.

*Examined by Mr. Rae*: No. 146 rule I thought was still in existence until Mr. Hornidge told me to the contrary; as far as possible I have been guided by the working orders since I received them.

*Examined by Mr. Mason*: I am under suspension; I was suspended for making a remark that I would do the same to-morrow that I had done to-day; I produce letter informing me of my suspension, dated 7th November, 1877; in case of doubt I would appeal to book of Rules and Regulations; I do not know whether the working orders are issued by the Commissioner; I admit I did not carry out the working orders because they clash with the Rules and Regulations, which I consider my guide; I received a circular; I do not know if it contains anything which clash with the Rules and Regulations; I consider that I have carried out the Traffic Manager's orders as far as possible; I consider working orders clash with rule 146 of book of Rules and Regulations; I received a letter with reference to book of Rules and Regulations, which refers specially to rule 146; I never thought it my duty to point out to the Traffic Manager or Inspector that working orders and book of Rules and Regulations clashed; I was aware that goods trains were late, and were at Kelso station; had I been at Kelso station I would not have started the goods train, but have given right of road to passenger train; I have been employed in the Railway Department as Guard, Traffic Inspector, and Station-master for nearly 22 years; I was not aware at the time the reason goods trains were delayed; I was under the impression that Station-master at Kelso would not start a goods train in face of a passenger train; I consider the passenger train should have precedence of goods train; I have not found any difficulty in working under the book of Rules and Regulations, during the whole of my experience; I was aware the goods train was due two hours before departure of passenger train from Bathurst; in this instance I acted in accordance with rule 146; Mr. Hornidge told me that I was wrong in starting passenger train, and said the old rules were done away with almost since Mr. Vernon took office; I remarked that was strange, seeing that the working orders for single lines alluded particularly to those rules; I am certain Mr. Hornidge told me that they were done away with; I pointed out to Mr. Hornidge the foot-note to working time-tables, stating that goods trains must keep clear of passenger trains; he replied he would not then argue the point with me; he did not give me any instructions in the matter, but said he would have kept the passenger train till all was blue; I would have no difficulty in working under the Rules and Regulations, without those issued by the Traffic Manager on single lines.

*Re-examined by Traffic Manager*: I have never observed any defects in the book of Rules and Regulations; I have never perceived that any one rule clashed with another; I consider rule 146 authorized me to start a passenger train in face of a regular goods train overdue; rule 152 does not allow me to do so; we have telegraphic communication between Bathurst and Kelso, but it was interrupted that morning; rule 152 requires me to get line clear where telegraphic communication exists; I do not know that the book of Rules contains any rule for my guidance in the absence of telegraphic communication. In reply to Traffic Manager's question whether Mr. Higgs considered rule 146 as it stood to have any application to single lines, he says: I do not think there would be any sense in keeping a goods train 10 minutes after a train had passed in the opposite direction; had it been a passenger train overdue I would not have allowed the passenger train to start; I would have detained the passenger train at Bathurst, as the overdue train had right of road.

*Re-examined by Mr. Mason*: I have never found any difficulty on single or double lines to work under the Rules and Regulations, and I don't consider the working orders issued by the Traffic Manager necessary or of any assistance; the lines, in my opinion, could be worked better without than with them.

*Re-examined by Commissioner*: The working orders do supply me with information for my guidance in absence of telegraphic communication which the book of Rules and Regulations do not supply.

*Re-examined by Mr. Mason*: I prefer one set of Rules to two; had there been only one set of Rules there could not have been any mistake; I consider the book of Rules and Regulations sufficient; the book of Rules and Regulations, if properly adhered to, give every information for working either single or double lines.

*Re-examined*

*Re-examined by Mr. Vernon:* The book of Rules do not contain anything with reference to ticket and staff system; I do not refer to your staff and ticket regulations as being unnecessary.

*Examined by Mr. Hornidge:* I am not aware that any order was issued for trains to be telegraphed in and out during the time Mr. Moody was Traffic Manager; prior to working orders being issued the trains were worked in accordance with book of Rules and Regulations and time-table.

EDWARD HIGGS.

*Charles Frost states:* I am an Engine-driver in the service of the Commissioner for Railways.

*Examined by Mr. Higgs:* You told me to be careful in running into Kelso Station, as there was two goods trains there, and they might be foul of the crossing.

*Examined by Mr. Mason:* Guard Pike gave me the usual signal to start from Bathurst Station; the train had not left Kelso when I started; when about 100 yards from the station I saw the goods train had left Kelso; I then put my train back.

*Examined by Commissioner:* The goods train was distant more than  $1\frac{1}{2}$  mile from my train.

CHARLES FROST.

*John Pike states:* I am a Guard in the service of the Commissioner for Railways, and was Guard of train which left Bathurst station on 5th November; I received notice from Station-master to start train; I observed goods train coming from Kelso, as also a second train; Mr. Higgs was in the B van, and called out "red flag"; after train was started, Mr. Higgs told me to go carefully into Kelso station; I knew No. 15 down goods train was due, and had not arrived; I left by Station-master's orders.

*Examined by Traffic Manager:* I remember Kelso was the crossing-place for down passenger and up goods trains; if guard of down passenger, and arriving at Kelso, I would not have left without line clear report had goods train not arrived; I would not under such circumstances accept Station-master's orders without line clear report; I would have relied on working rules laid down.

*Examined by Mr. Mason:* I consider I was justified leaving Bathurst without line clear report.

*Examined by Commissioner:* I saw goods train shunting at Kelso; I do not know what Mr. Higgs was going to Kelso for; I have been nearly seventeen years in the service; I consider rule 146 still in existence.

*Examined by Traffic Manager:* Had I been guard of the goods train at Kelso I would have put the goods train in siding, and left line clear for passenger train; had telegraphic communication not been interrupted, I would through Station-master have found out where passenger train was, and made arrangements to cross passenger train there; had I been guard of passenger train and arrived at Kelso and found goods train not there, I would not under any circumstances have proceeded without line clear report or taken steps to flag the road; had I been guard of goods train timed to cross at Kelso, and telegraphic communication interrupted, and running late, I should have felt warranted under working orders (No. 4) to have proceeded on my journey; if I found a contradiction between the Working Orders and book of Rules and Regulations, I should prefer to act on Rules and Regulations.

*Examined by Mr. Higgs:* If I arrived at a siding, timed to cross a goods train, and found the train not there, I would have walked on and protected passenger-train.

*Examined by Traffic Manager:* I would not have taken train on without protecting her.

J. G. PIKE.

*Marmaduke Arthur Hornidge states:* I am a Station-master and Acting Traffic Inspector on the Western district; I remember having a conversation with Mr. Higgs on the evening of 5 November, 1877; he called me into his office and informed me that there had nearly been a collision during the morning, owing to Mr. Pass and himself having started trains simultaneously from Kelso and Bathurst; after informing me of the circumstances he justified the course he had taken in the matter by referring me to rule 146 and time-table; I said, "Wait a bit; where is your line clear book"; Mr. Higgs handed it to me; I opened the book and said, "You are evidently in the wrong," and read Working Orders Nos. 3 and 4 to him; a discussion then arose, in which Mr. Higgs, Mr. Hamilton, and myself took part, in course of which Mr. Higgs again referred to rule 146, asserting that, according to his reading of the rule, he was perfectly right; I replied that the system of starting trains on spec had been done away with long ago; Mr. Higgs said, "When was it done away with?" I replied, "Soon after Mr. Vernon took charge"; Mr. Higgs then said, "I am sure I am right, and would do the same thing again under similar circumstances"; I remarked, "Well, we will have to see what the Traffic Manager says about it."

*Examined by Mr. Higgs:* You did not ask me if the system of starting trains on spec had been done away with; I did not answer you with reference to rule 146.

*Examined by Mr. Mason:* After conversation I declined to discuss the matter any further; I have been ten years in the Railway Department, and employed from junior clerk to my present position; I have been six years as Station-master, and about 5 months as Acting Traffic Inspector.

*Examined by Traffic Manager:* I have been employed about  $7\frac{1}{2}$  years on the Western Line; I do not consider that rule 152 is sufficiently explicit; further working orders were needed for the purpose of explaining what should be done in case of telegraphic communication being interrupted; it has been said that your working orders clash with the Rule book; if there be any contradiction it appears to me to exist between rules 152 and 146 of Book of Rules and Regulations; our present practice is for goods trains to keep clear of passenger trains, in conformity with rule 146.

*Examined by Mr. Mason:* I have known rules 152 and 146 clash; I have experienced a little difficulty while at Wallerawang Station, and have known goods trains arrive after a passenger train was due; I believe this occurred three times; I think Mr. Gould was Traffic Inspector at the time; it was in consequence of this being brought under the Traffic Manager's notice that led, I presume, to the issuing of Working Orders.

*Examined by Traffic Manager:* Under the circumstances I would not have started the train from Bathurst without line clear report, or sending man up the line with a red flag, and an order to Station-master Kelso to detain goods train until passenger train arrived; I think Station-master Kelso acted in accordance with the working orders.

M. A. HORNIDGE.

John



*John Hamilton* states: I am Station Clerk at Bathurst Station; I have heard Mr. Hornidge's statement, the main portions of which are correct; Mr. Higgs called Mr. Hornidge's attention to rule 146, and Mr. Hornidge stated that those rules had been done away with; Mr. Higgs asked when, as he had never heard of it; Mr. Hornidge replied, "Shortly after Mr. Vernon became Traffic Manager"; I understood Mr. Hornidge referred to the Book of Rules and Regulations *in toto*; I did not hear the word *spec* used; I do not remember Mr. Hornidge saying that the system of starting trains on *spec* had been done away with; I heard everything that took place; Mr. Hornidge asked for the working orders, and Mr. Higgs gave them to him, and Mr. Hornidge read Nos. 3 and 4 to Mr. Higgs; Mr. Higgs then referred him to rule 146 and the working time-table; Mr. Hornidge replied he would not discuss the matter any further with him.

*Examined by Traffic Manager*: Mr. Hornidge said Mr. Higgs was wrong; Mr. Higgs said he was right; I remember Mr. Hornidge saying that he would have kept the train there until all was blue; I remember the mail train being at Bathurst 45 minutes in consequence of not being able to obtain line clear report from Macquarie Plains; there was no train due in a contrary direction, and the up mail had not to cross any train between Bathurst and Macquarie Plains; I drew Mr. Higgs' attention to it next morning; I explained to Mr. Higgs why I detained train, which was because I had not received any reply to my line clear enquiry, and that I had not heard of arrival of up goods train.

*Examined by Mr. Higgs*: There was no train due in a contrary direction.

J. HAMILTON.

*Samuel Pass*, states: I am Railway Station-master at Kelso, in the service of the Commissioner for Railways; I have heard my statement read, which is correct.

*Examined by Commissioner*: When I started goods train I expected her to arrive at Bathurst before the passenger train left; I do not ignore rule 146; circular, which accompanied Working Order, fully explained the bearing of rule 146, and justified me in starting the train; I stated to the Minister at Kelso, after the occurrence, I had made a mistake; on arrival of passenger train at Kelso from Bathurst the engine-driver (Frost) first attacked me by remarking that I had made a pretty mess of it; Guard (Pike) then said that I had made a mistake; Mr. Hamilton came to me on the platform, and said he had given me credit for more caution; I went to Kelso to record my vote, it being polling-day, and had one or two drinks in a social way with a few friends, and not being in the habit of taking drink I was more talkative than usual; I spoke to the Minister, and made the remark that I had made a mistake; I had no argument with the Minister; when I made this remark I was completely unnerved.

*Examined by Commissioner*: The passenger train is due out from Bathurst at 10.9 a.m.; the working orders clearly point out to me that the passenger train had no right to leave Bathurst until arrival of goods train; when I saw that passenger train had left Bathurst the goods was half way there, and my nerves received a considerable shock; rule 146 is undoubtedly still in existence, and I have no idea that the working orders supersede them in any way; I consider that to any one of ordinary intelligence the working orders are so clear that they could not be misconstrued; I have not made any other report than that sent to Traffic Manager.

*Examined by Mr. Mason*: I may have told Mr. George Lee, or some other persons who were about the polling-booth; the foot-note to time-table is explained by the circular to which I have previously referred; I work by the time-table in conjunction with the working orders.

*Examined by Commissioner*: I understand the working orders to be a part and parcel of the Departmental Rules and Regulations; the goods train left Kelso for Bathurst at 10.7 a.m.

*Examined by Traffic Manager*: I had not the slightest idea that the passenger train either would or had any right to leave Bathurst before the arrival of No. 15 down goods train.

*Examined by Commissioner*: If goods train had not left for two or ten hours passenger train had no right to leave; I consider working orders made special provision for this particular emergency, and that no man would think of starting a passenger train without securing the road; I consider I done quite right, and under similar circumstances would do the same thing again, *i.e.*, in starting the train as I did; there was no train due from an opposite direction, but one would be due after arrival of goods train at Bathurst.

*Examined by Mr. Mason*: The train was advertised to leave Bathurst at 10.9 a.m.; I started the goods train from Kelso at 10.7 a.m., but the passenger train was not due to leave Bathurst until arrival of goods train there.

S. PASS.

#### No. 4.

#### Minute of The Commissioner.

AFTER a thorough investigation and a careful consideration of the evidence in this case, I have been led to the conclusion that the Traffic Manager committed an error in suspending the Station-master at Bathurst. I have therefore to direct that Mr. Higgs be reinstated forthwith, and that Mr. Pass be suspended from duty pending the further consideration of the case.—J.R., 15/11/77. The Traffic Manager.

As I consider the carrying out of this decision may seriously imperil the public safety, for which I will not be responsible one moment after putting it into effect, and seeing that I, as the responsible head of the Traffic Branch, have had no opportunity of offering any remarks on the evidence, and that the Commissioner himself in his minute acknowledges the necessity of further inquiry, I respectfully ask the Commissioner to stay his decision in the interest of public safety until the inquiry is completed. Without at present going further into the merits of the case, the Commissioner will doubtless see that by reinstating the officer whom I consider guilty, and suspending the officer whom I have distinctly stated, and still consider to have acted in strict accordance with his instructions, the whole working of the Department must be paralysed.—D.V., 15/11/77. The Commissioner for Railways.

## No. 5.

## Minute of The Commissioner.

AM I to understand that the Traffic Manager declines to carry out my instructions?—J.R., 16/11/77.  
Traffic Manager, B.C., 16/11/77.

The reasons which I gave for asking the Commissioner to stay his decision are such as would render it impossible for me to carry out the Commissioner's instructions, unless, indeed, I were lost to all sense of my responsibility,—so much so, that were an accident to follow in consequence I should be liable, I consider, to a verdict of manslaughter. If, therefore, after this representation of the case, the Commissioner still insists upon his instructions being carried into effect, I can only take it as an intimation that I am relieved from duty, pending the further investigation of the matter before a properly constituted tribunal.—D. VERNON, 16/11/77. The Commissioner for Railways.

As the Traffic Manager refuses to carry out my instructions I have no alternative but to relieve him from his duties. I request therefore that he will hand over all official documents connected with his office to Mr. Carlisle of the Goods Branch, who has been asked to take charge temporarily of the Traffic Branch.—J.R., 17/11/77.

## No. 6.

## The Commissioner to Mr. T. Carlisle.

Sir, Department of Public Works, Railway Branch, Sydney, 17 November, 1877.

Mr. Vernon having been relieved from his duties as Traffic Manager, I have to request that you will take charge of the Traffic Branch until other arrangements are made.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

## No. 7.

## Mr. D. Vernon to The Commissioner.

I HAVE handed over the Department to Mr. Carlisle in accordance with Commissioner's instructions. At the same time I would earnestly solicit the Commissioner to take immediate steps to ensure the public safety. Mr. Higgs has acted contrary to the working rules laid down by me, and, while admitting it, states that he is prepared to do the same again. As the other Station-masters and Railway Officers are acting upon these Rules, and as the non-observance or neglect by one of them must inevitably lead to accident, I deem it my duty, in relinquishing charge, to point out this danger. The Commissioner may rest assured that unless the public safety had been at stake I would have unhesitatingly carried out his instructions.

D. VERNON, 17/11/77.

## No. 8.

## Minute of The Commissioner.

MR. HIGGS declined to carry out the working orders where they were at variance with the established Rules and Regulations approved by the Governor and Executive Council, which should not be affected by any orders issued by the Traffic Manager. As it is obviously impossible for the traffic to be safely worked under two sets of rules at variance with one another, I have, after due consultation, given instructions to have the Supplementary orders cancelled, and such alterations made in the working time-table as will prevent ambiguity, ensure unanimity of action, and give protection to the travelling public.—J.R., 19/11/77.

Mr. Carlisle has received instructions. Send this to him.—B.C., 26/11/77.—C.A.G.

The single line working orders issued by Mr. Vernon have been cancelled, and trains are now being worked in accordance with the Book of Rules and Regulations and the Service time-table.—THOS. CARLISLE, Acting Traffic Manager, 27/11/77. Commissioner.

## No. 9.

## Minute of The Commissioner.

I SUBMIT the papers in this case for the consideration of the Minister. It will be seen that after a careful investigation of the circumstances which led to the suspension by the Traffic Manager of Mr. Higgs, Station-master at Bathurst, I came to the conclusion that Mr. Higgs had acted in accordance with the established Regulations, and that Mr. Pass, Station-master at Kelso, was to blame for starting a goods train from Kelso to Bathurst within two minutes of the time when the passenger train was due to leave Bathurst for Sydney. Mr. Pass in fact, at first acknowledged that he had committed a serious mistake, though he subsequently changed his opinion, explaining that when he made the first statement he was under the influence of drink. I accordingly instructed the Traffic Manager to reinstate Mr. Higgs and suspend Mr. Pass, but as the Traffic Manager refused to carry out my instructions I had no alternative but to relieve him from his duties. Mr. Carlisle has been appointed, temporarily, to take charge of the traffic on the Southern and Western Lines.

The

The evidence taken in this case reveals a state of things which calls for immediate action. In 1869 the Rules and Regulations for the guidance of the Railway officials were carefully revised and approved by the Governor and Executive Council. Under these Regulations the traffic was worked with safety by previous Traffic Managers without alteration, till Mr. Vernon issued a series of working orders, some of which are at variance with the established Regulations, and as it appears by the evidence that some of the officers adhere to the one code, and some to the other, I have, after consultation with the Engineering and Traffic Branches, taken steps to remedy such a dangerous state of things, by withdrawing the working orders, and making such alterations in the working time-table as will, I trust, avoid misconception on the part of the officers, and thus insure the public safety.

JOHN RAE,  
20/11/77.

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No. 10.

Mr. D. Vernon to The Secretary for Public Works.

Hon. Sir,

Burwood, November 20, 1877.

You are doubtless aware of the painful circumstances in which I am placed with regard to my superior officer, the Commissioner for Railways, which leave me no option but to appeal from him to yourself, the Ministerial head of the Department to which I have the honor to belong, and which I now do with every confidence that my case will be impartially considered by you, involving as it does a question of the highest importance, affecting the safety of the travelling public who use our railways.

Without trespassing too much on your valuable time by going into the particular merits of the case—these I leave for the tribunal to investigate which I have the honor to ask may be appointed for that purpose—I may be pardoned for putting, in a few words, the aspect of it before you as between the Commissioner and myself.

It is probably known to you that after I had inquired into the circumstances connected with the recent near approach to a collision near Bathurst, I came unhesitatingly to the conclusion that the fault lay with the Station-master at Bathurst, Mr. Higgs, whom I relieved from duty, pending the Commissioner's decision in the case. An inquiry into the matter was then commenced by Mr. Rae, assisted by Mr. Mason,—the latter, as will be seen by the transcript of the evidence, having taken a principal share in it. During its progress, however, and pending the further inquiry which Mr. Rae states in his minute to me on the subject was to take place, I was directed to reinstate Mr. Higgs, whom I had no difficulty in adjudging at fault, and to suspend Mr. Pass, whom I had exonerated.

Conceiving, however, that by doing this I should inevitably endanger the public safety, Mr. Higgs having stated that he would, under similar circumstances, act in the same way again, his action in this case having been, I contend, the cause of the accident, and must, if persisted in under like circumstances (which might arise at any moment) result in collision, I asked the Commissioner to stay his decision in the interest of public safety until the termination of the inquiry. This, however, he declined to do, and I had therefore no alternative, entertaining the serious view which I did of the matter, but to submit to be relieved of the responsibility of carrying out an order which might be attended with fatal consequences, and ask that the case might be tried before a proper tribunal.

I am only too conscious of the painful position in which I have with the utmost reluctance and an urgent sense of duty placed myself with regard to my superior officer; but I would point to the fact of my being willing to risk my position, the prospects of my family, and my daily bread, as affording some guarantee that I have not lightly taken this step, which endangers them all; and I most respectfully contend that I should not be worthy of the very responsible position I hold as Traffic Manager if I allowed even such considerations to lead me to being a party to a course which I am deeply conscious must endanger public life. The only course now left to me is to humbly request that you will be pleased to appoint a tribunal outside the Railway Department to try the matter at issue between the Commissioner and myself.

It is with unfeigned regret that I have to point out that Mr. Mason, who assisted Mr. Rae, is my most bitter personal opponent, and that I have had to suffer a constant opposition from the engineering branch, as the records of the office will sufficiently testify. I have, therefore, with all due submission to ask that a Board may be appointed to investigate the merits of the case.

I have, &c.,  
D. VERNON.

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Before acting on this document I wish to be favoured with the opinion of Mr. Whitton, the Engineer-in-Chief; and also that of Mr. Mason, Engineer of Existing Lines, with reference to the last paragraph.—E.C., 22/11/77.

Mr. Whitton, for report.—J.R., 22/11/77.

So far as I am personally concerned in the remarks of the Traffic Manager, I emphatically state that I never offered any opposition to him that was not demanded either in the interest of the Department, or for the protection of the public.—J.W., 22/11/77.

With reference to the last paragraph in Mr. Vernon's letter, I have to state, 1st, that I was present at the inquiry by the Commissioner's order; 2nd, that I am not Mr. Vernon's bitter personal opponent; and 3rd, that I have never offered any opposition to Mr. Vernon beyond that which was absolutely necessary to prevent his unwarrantable interference with my department, or to protect the general interests of the Commissioner's Department, or to provide for the public safety.—W.M., 23/11/77. To Commissioner.

## No. 11.

## Minute of The Commissioner.

It is far from my wish to do anything that would deprive Mr. Vernon of employment after so many years of faithful service, but from his statements to me on different occasions I believe that his removal to another office would be congenial to his own feelings and beneficial to the Department. I have long observed with regret, and repeatedly called attention to the antagonism that exists between the Traffic and Engineering Branches. This want of co-operation, so prejudicial in its effects, is not of recent origin. It existed when Mr. Whitton had charge of the Locomotive and Permanent Way Branches, and was the chief cause of his relinquishing these duties. It still exists with undiminished force in spite of all attempts for its removal, and after mature consideration I would recommend, as the best solution of the difficulty, that Mr. Vernon resume his duties as Traffic Auditor, with a salary of £500 per annum, and that Mr. Read be temporarily appointed to the office of Traffic Manager, as Mr. Carlisle will gladly be relieved from its duties. If the Minister approve of this suggestion I believe that it will give general satisfaction, and result in benefit to the Public Service.

JOHN RAE,  
22/11/77.

## No. 12.

## Minute of The Commissioner.

FROM the evidence given by Mr. Hornidge at the recent investigation, with reference to the suspension of Mr. Higgs, and from Mr. Richardson's memo. of 17th inst.,\* to the Traffic Manager, on the same subject, <sup>See Appendix C.</sup> it is evident that these gentlemen are unfit for the positions they occupy as Traffic Inspectors. They both acted on the impression that the orders issued by the Traffic Manager had cancelled the Regulations approved by the Executive Council, in the face of the 16th section, which states "that they are in no way to be considered as superseding any in the Book of Rules sanctioned by the Commissioner for Railways." I therefore recommend that they be informed that their services in the capacity of Inspectors are no longer required; that Mr. Richardson be allowed to return to his former occupation; and that Mr. Hornidge's duties be again confined to those of Station-master. I consider that one Inspector for each line is quite sufficient, and recommend that Mr. Crawford's duties as Inspector be extended over the whole of the Southern Line, and that Mr. E. Higgs, who formerly acted in a similar capacity, be appointed as Inspector of the whole Western Line. As the number of Inspectors will thus be reduced, and their duties and responsibilities increased, I advise that their salaries be raised to £350 each per annum.

JOHN RAE,  
22/11/77.

Approved.—E.C., 23/11/77.

## No. 13.

## Minute of Mr. Secretary Combes.

## The Case of the Traffic Manager.

HAVING anxiously considered the whole of the circumstances of this most painful case, I feel that I have but one duty to discharge. The course of conduct pursued by Mr. Vernon appears to be utterly indefensible. He will be called on further to show cause why he should not be removed from the office of Traffic Manager. I approve of the recommendations contained in the minute of the Commissioner for Railways. I shall, of course, defer dealing with Mr. Vernon's case till he has shown cause.

E.C., 23/11/77.

Mr. Vernon to see and return for further action.—J.R., 23/11/77.

Seen. I will submit my statement on an early date.—D. VERNON, 24/11/77.

## No. 14.

## The Acting Traffic Manager to The Commissioner.

I HAVE now the honor to report that your instructions with reference to the appointments of Mr. Higgs as Inspector of the Western Line from Parramatta Junction to Orange, and of Mr. Crawford as Inspector of the Southern Line from Parramatta Junction to Cootamundra, have been carried into effect. Mr. A. Hornidge, the present Acting Inspector of the Western Line, returns to his duties as Station-master at Parramatta, and Mr. Roberts to Cootamundra.

Mr. H. Richardson has resumed his appointment as Chief Clerk to the Traffic Manager, and the services of Mr. Elliott, who has recently been officiating in that capacity, may now be dispensed with.

I await your instructions regarding him.

THOS. CARLISLE,  
Acting Traffic Manager,  
24/11/77.

As Mr. Elliott's services are no longer required, I recommend that they be dispensed with, and that a month's salary be paid to him.—J.R., 26/11/77. Approved.—E.C., 26/11/77. Write a letter to him.—C.A.G., 26/11/77. Mr. Elliott informed.—26/11/77. Acting Traffic Manager, B.C.—C.A.G., 26/11/77. The Secretary.—T. CARLISLE, per H. Richardson, 27/11/77.

Mr. T. F. Elliott to The Acting Traffic Manager.

Sir, Traffic Manager's Office, Redfern Station, Sydney, 26 November, 1877.

Having been removed from my position of Chief Clerk in this Office, I shall be obliged by your letting me know the reason why, and how the Commissioner intends disposing of my services.

Yours, &c.,

THOS. F. ELLIOTT.

Forwarded to the Commissioner.—THOS. CARLISLE, 26/11/77.

The Commissioner for Railways to Mr. T. Elliott.

Sir, Department of Public Works, Sydney, 26 November, 1877.

I have the honor to inform you, that in consequence of the reorganization of the Traffic Manager's Staff, your services in the Traffic Manager's Office are no longer required.

The Secretary for Public Works has been pleased to approve of your receiving one month's pay.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

#### No. 15.

Mr. D. Vernon to The Secretary for Public Works.

Sir, 1 December, 1877.

I have respectfully to ask your indulgence of a few days further time in replying to your minute calling upon me to show cause why I should not be removed from my office.

My reply shall be sent in about the middle of the coming week, and

I have, &c.,

D. VERNON.

#### No. 16.

Mr. D. Vernon to The Secretary for Public Works.

Sir, 30 November, 1877.

I do myself the honor to acknowledge the receipt of your minute of the 23rd instant, on the Commissioner's recommendation of the 22nd, respecting my suspension, in which you call upon me to show cause why I should not be removed from my position as Traffic Manager.

Before entering upon my defence, I may perhaps be allowed to express my sense of the painful position in which I am placed with regard to my superior officer the Commissioner for Railways. It was only after the most earnest, though fruitless, endeavour on my part to induce him to continue and terminate the inquiry before he took action in the case, that I felt called upon virtually to ask for my suspension, that I might be relieved of the responsibility of carrying out an order which I conscientiously believed would endanger the public safety. If I have done wrong in this, I beg to express my most sincere regret, nothing being further from my intention than to be guilty of the slightest act of insubordination to Mr. Rae, whom as my superior officer I hold in the highest respect; and I trust that if even now, in defending my action, and in adducing evidence to show that the Commissioner's conclusions in this case were wrong, I should seemingly write with discourtesy, I shall be acquitted of any intentional disrespect, for nothing can possibly be further from my desire than that.

I need not now go further into the history of this case than to refer to the facts which occurred immediately after the inquiry. I naturally expected that the Commissioner would have consulted me on the evidence adduced and procured my views on the matter, and indeed this appears to have been at first his intention, as he arranged that I should wait upon him at his office on the morning after the inquiry, but when I called upon him by virtue of this appointment I found him engaged with Mr. Whitton and Mr. Mason, and word was brought to me "that I was not wanted." Shortly after this I received the Commissioner's decision, which I must confess took me completely by surprise, and as he stated that the inquiry was not completed, I asked him respectfully to stay his action until I could be heard on the merits of the case. I do not think that seeing the Commissioner had over and over again, orally and in writing, informed me that he held me solely responsible for the public safety, it was too much to expect to be heard on a subject affecting the management of the traffic; but my respectful remonstrances were met with the harsh inquiry, whether he was to understand that the Traffic Manager declined to carry out his instructions.

Seeing that to do so, without some provision being made for an alteration in existing arrangements (in the face of Mr. Higgs's statement that he would act in defiance of the working orders, while all the other station-masters were observing them) could lead only to a catastrophe, I asked in effect to be relieved, and the Commissioner, still without endeavouring to ascertain in what way the public safety would be affected, relieved me from duty.

In relinquishing charge I felt that the public safety was far above any personal consideration or indignity offered to me, and I again pointed out and begged the Commissioner to take immediate steps to obviate the danger which must necessarily ensue from his upholding and sanctioning a course of action on the part of a station-master, which no one pretended to deny was contrary to working orders still in force. The Commissioner thereupon saw the danger, I presume, and, after consultation with the "Engineering and Traffic Branches," gave such directions as it was considered would meet the case. Had the Commissioner pursued this course with me I should not have been driven into my present painful position, but his refusal to confer with me left me no other course to take than the one I adopted.

And now as regards these "working orders" which are said to be at variance with the Rules and Regulations, I positively deny that there is any variance whatever. The working orders are only an enforcement of the rules and supplementary to them, giving more detailed directions and additional instructions, all of which are most essential to the safe working of the traffic. I have looked in vain to see if it were anywhere stated wherein the alleged variation lies, but it is nowhere pointed out by the Commissioner.

The only information on this point which I can gather is from the evidence of Mr. Station-master Higgs, who puts forward rule 146 as the one with which the working orders clash. This rule requires that

that "goods, special, and ballast trains are not to be on the road within 15 minutes of the time an ordinary advertised train is due, but must shunt at least 15 minutes before and wait for 10 minutes after the advertised train has passed, &c." Rule 147, following, further says: "Wherever there is a siding of sufficient length to contain the train it shall not be shunted from one main line to the other, but shall be placed in the siding. Passing by the fact that the working orders, which are based on rule 152, refer to *single* lines and to trains travelling in opposite directions, and therefore cannot be said to clash with this rule 146, which applies evidently to a *double* road and to trains travelling in the *same* direction (for there would be no sense, as Mr. Higgs himself confesses in his evidence, in requiring a goods train to wait 10 minutes in the case of a passenger train which had passed in a *contrary* direction), I am quite prepared to admit that a rule based on a similar principle is as necessary on a single line as on a double one. Goods trains must always give precedence to passenger trains.

But then it must not be forgotten that no railway, especially a single line, can be safely worked, except on some system in the light of which all such rules must be interpreted.

A railway may be worked by a "telegraph system of line clear message," or by the "staff and ticket system," or by the "absolute block system," but under each and all of these the same rule will be found: "goods trains must keep clear of passenger trains."

Nevertheless if, by reason of a goods train breaking down or being delayed, a *line clear message*, or its equivalent, under the first, or the *staff* under the second, or a *clear section* under the third of these systems, *cannot be obtained*, no passenger train *can travel*.

Now the established rules clearly imply (see 152) that the system on which our single lines are to be worked, is to be a "telegraph system of line clear message," for wherever, according to 152, "there is telegraphic communication the station-master, before allowing any train to leave his station, must ascertain by telegraph from the next station that the line is clear."

It is not very clearly laid down what is to be done in the *absence* of telegraph communication, but the implication is that *the order in which trains are due to run* is to be strictly observed, and (as the first part of rule 152 reads) "on those portions of the railways where a *single line* only is provided, care must be taken before *any train* leaves *any station*, that *there is no train due* in an opposite direction." Either this is the intention, or the Book of Rules makes *no provision whatever* for the absence of, or interruption to, telegraph communication.

The established rules therefore require that *all trains* shall be worked by telegraph line clear message, and when that cannot be done, that trains shall be run only in their order; when therefore rule 146 requires *goods trains to keep clear of passenger trains*, it by no means absolves them from the ordinary rules and conditions of working. A goods train must still work by "line clear message," and if through loss of time or accident it should be unable to make its usual crossing stations then arrangements must be made by telegraph (clear and distinct however, for the change of crossing-places is a most important matter) for the goods train to cross elsewhere, so as to avoid delaying the passenger train as required by rule 146. Should, however, a goods train be delayed and telegraphic communication be interrupted at the same time, then there is no other course to be followed but for the goods train to preserve the order laid down in the service time-table, and it must proceed on its journey and make its appointed crossing stations.

A passenger train in like manner must travel by "line clear message," as prescribed by the established rules (see 152), but when telegraphic communication fails, it also must fall back upon the order laid down in the service table. It must not under such circumstances travel out of turn—certainly not without any assurance that the road is clear, and in the face of a train due in the contrary direction, as was the case at Bathurst the other day.

(I may here remark that in 1869 there was no such thing as a general service time-table showing the relative order in which all goods and passenger trains were to run and be crossed.)

So that rule 146, which directs goods trains to keep clear of passenger trains, by no means absolves them from doing so, in accordance with the system laid down for the working of trains generally; nor does rule 146 preclude the idea of emergencies obviously certain to arise, in which a goods train must unavoidably cause delay to a passenger train, which fact alone is sufficient to prove the absurdity of regarding the rule as a general authority for the despatch of passenger trains, without any regard to goods trains due in a contrary direction.

To sum up my preceding remarks bearing on rule 146, I have shown that—

1. The established rules require that trains generally shall be worked by a telegraph system of line clear message.
2. That the established rules either make no provision for the absence of telegraphic communication, or they require, in such a case, that trains shall fall back upon the order laid down in time-table, and run only *as due*.
3. That rule 146 by no means absolves any train from working in strict accordance with the foregoing provisions; that it evidently does not contemplate or provide for emergencies certain to arise, and in which a passenger train may necessarily have to be delayed for a goods train (emergencies which are provided for by special and *other* rules); and that therefore
4. No contradiction is necessarily involved between rule 146 and other established rules which require, as we have seen, that *trains generally* shall work by a telegraph system, or (telegraph communication failing) fall back upon the order laid down in working time-tables.

Now, coming to the working orders: If anyone will take the trouble to read them it will be seen that what I have shown to be required by the established rules in regard to the working of trains is *exactly the same* as the working orders prescribe, only they do it with greater clearness and precision; and, therefore, if there is no contradiction involved between rule 146 and the established rules none can be involved between the same rule and the *working orders*.

It may be urged that the strictness with which (*e.g.*, clause 3) the working orders require that trains should keep to the order laid down for them on the working tables is scarcely consistent with a rule such as 146, which states that goods trains are to keep clear of passenger trains.

In the first place I may say that it would be hard to see the necessity for having a working table, or for laying down any order at all, if such is not to be observed; but a close examination of the working tables will show that in their compilation rule 146 has been most strictly complied with. In *every instance*

*instance* of a goods train crossing a passenger train it will be seen that the former is timed to arrive fifteen minutes, or more, before the latter is due to leave. But clause 3 of working orders does not bind trains *unconditionally* to run in turn ; it makes a distinct exception and reference to a subsequent working order, which makes provision for *that order being changed* when circumstances render it necessary. As a matter of fact, it is a daily occurrence for our goods trains to work clear of passenger trains. The comparative punctuality of our main line passenger trains, considering the number of good trains which day and night have to be worked over our lines, could never otherwise be secured. Theoretically and practically, rule 146 is most strictly complied with in *working orders, working time-tables*, and in *working practice*. I again positively deny that the working orders are at variance with the Rules and Regulations.

I now desire to state that these working orders are essentially necessary for the guidance of the officers in working the traffic on our single lines, more especially upon those portions where we have not the "staff and ticket system" in operation.

In my minute of 23/1/77, relative to the desirability of adopting a safer system, and of being furnished with additional telegraphic appliances for working our single lines, I briefly alluded to the fact that the Book of Regulations furnished for the conduct of these railways contained, strange to say, no provision in the shape of a system for the working of single lines, there being only a few general rules for the guidance of the officers in performing this most important and responsible of their duties. It became absolutely necessary to reduce our practice to something like shape and system by the issue of a few clear and concise instructions for the guidance of the officers and men in cases where the Rules were not sufficiently definite, or were altogether silent.

I have no hesitation whatever in saying that the Book of Rules does not meet the wants of the case ; and, assuming our lines to be subject to the control and inspection of the Board of Trade, unless the established Rules were supplemented by special Regulations for working single lines the railways would be closed immediately. The inspecting officers of such Board would insist upon the single lines being worked upon some well-defined system ; if a telegraph system, then something analogous to the Working Orders would be required ; if the staff and ticket system (which I am confident they would advocate), then they would require the present Regulations, which I have recently succeeded in obtaining authority to introduce.

As to the *sufficiency of the present book of Rules alone*, without the working orders, and without the staff and ticket Regulations, and without the Rules for working the absolute block system (which I have ready to submit for approval in anticipation of the arrival of the instruments which have been ordered), nothing would gratify me more than for a copy of each to be sent to the Board of Trade, and the whole question submitted for the decision of its officers. I should willingly stake my position in the Civil Service on the *result*. I know that they would say that the Book of Rules is wholly insufficient, and the lines would not be under safe working unless by the adoption of the system I have introduced.

But to return to the question of the necessity for the working orders. Let them be carefully read ; and where is one that can be dispensed with ?

We have had accidents and narrow escapes from accidents for want of them, and it is impossible to understand by what process of reasoning the Commissioner has arrived at the decision to *cancel* them.

I will now endeavour to point out some of the results which must follow from their cancellation, and some of the consequences which must also result from such action as that of Mr. Higgs having been upheld and sanctioned.

A perusal of this gentleman's evidence will be sufficient, I think, to show that his whole mind is in a state of perfect confusion upon the matter of reading and interpreting railway rules, and that he is quite unfit to hold a position, the responsibilities of which in any way concern public life and safety.

He confesses to have been well aware for some time previously of the contradiction which he believed to exist between the Rules and working orders, and yet never considered it his duty to bring it under the notice of any superior officer, although he must have known the serious consequences which such a discrepancy might involve. No ; he waits until a narrow escape from accident reveals to his superior officer that he (Mr. Higgs) does not understand the rules he is attempting to administer.

In his uncertainty, real or pretended, he did not exhibit even the common sense to choose the *safe* course.

He admits that while he thought rule 146 justified him in starting the passenger train he not only acted in violation of working orders, but in violation of rule 152.

His action in starting a passenger train without a line clear message, and in the face of a regular train due in a contrary direction, was, however, as clear a breach of the *Rules* as it was of the working orders, for both require that in such a case the order laid down in working time-table should be observed, and Mr. Higgs knew perfectly well that he was starting his train *out of order*.

If rule 146 be an authority for dispatching passenger trains in the absence of telegraphic communication, and in the face of a goods train due in an opposite direction, we have the following anomaly—*e. g.*, telegraphic communication being available, a goods train is telegraphed out from Tarana on time to Macquarie Plains. On the road, from the state of the weather and the rails, the goods loses time, and when 2 miles from the latter station the time has elapsed at which a passenger train is due to leave Macquarie Plains for Tarana. The passenger train cannot, however, be started (see rule 152) without a line clear message, and this Tarana is not in a position to give until the goods train has arrived at Macquarie Plains—the passenger train must therefore wait for the goods train.

On the other hand telegraphic communication being interrupted between these two stations the goods train, say, leaves Tarana to time just the same, loses time from the same cause, finds itself in the same circumstances—only in this case the passenger train will be started from Macquarie Plains on the assumption that the goods train is clear, whereas it is in precisely the same place as before, and the two trains must meet on the road. Assuming them to do this, if not disabled, the passenger train must put back to Macquarie Plains and has gained nothing. So that when telegraphic communication is available the passenger train must *necessarily be detained for the goods train*, as per rule 152 ; but when telegraphic communication is *not* available, rule 146, according to the Commissioner's interpretation, requires the passenger train to be *started* to meet the goods train, run the risk of a dangerous collision, and in the end gain nothing, for more time has been lost than if it had remained where it was until the goods

goods arrived. Such a practice, I repeat, is not only destitute of any authority in the established rules, intelligently read, but is in direct opposition to them, and it is, moreover, a useless and most dangerous practice against which the Working Orders were specially directed.

I might mention numbers of emergencies, which are not possibilities merely, but such cases as I have known repeatedly to occur, and which now will be *full of danger* from the withdrawal of the working orders.

Furthermore, if the practice of starting a passenger train, in the absence of telegraphic communication, and in the face of a goods train due in the contrary direction is to be upheld, rule 152, which is clearly against such a thing being done, will require alteration. Rule 148 will also require amendment for it only provides for a passenger train not being delayed in the case of a special train or engine, but omits all mention of *goods* trains. And again, some additional instructions or rule ought to be supplied for the guidance of guards and drivers, who may find themselves with a goods train in the circumstance I have referred as occurring between Tarana and Macquarie Plains—and so I might continue, and go on to show that instead of safety and efficiency having been promoted, or agreement and uniformity of rules and practice secured, or misconception having been provided against, the very opposite of all these things has been the result of the action which has been approved and taken by the Commissioner, throughout this whole case. The upholding of Mr. Higgs' action, and sanctioning such an interpretation of rule 146, and cancelling the working orders has made room for nothing but anomaly, doubt, contradiction, and danger.

I have, I think, now sufficiently explained the object and the necessity for the working orders. I have shown that they do not in any way clash with the Rules and Regulations; that on the contrary they support them; and I think I have also sufficiently demonstrated that the interpretation which the Commissioner seeks to place upon the rules, and the practice he would develop from it must necessarily end in disaster; but suppose I am in error in my views and arguments (and if so I err with all the principal managers of English lines, if their evidence before the Royal Commission is to be depended upon), still I claim to have acted upon the Commissioner's authority.

I have read and re-read the Commissioner's minute of the 20th inst., in which he says:—"The evidence taken in this case reveals a state of things which calls for immediate action. In 1869 the Rules and Regulations for the guidance of the railway officials were carefully revised and approved by the Governor and Executive Council. Under these regulations the traffic was worked with safety by previous Traffic Managers without alteration, till Mr. Vernon issued a series of working orders, some of which are at variance with the established regulations, &c.," and I am at a loss to understand its bearing: The Commissioner apparently forgets that the orders were required to meet a state of things which did not exist in 1869, and that in condemning my working orders he has condemned his own action. The Commissioner wrote to me (and the papers are now in his office) to the effect that he was anxious that a more perfect system of working on a single line should be adopted, and I was called upon to forward for the Commissioner's consideration any amendments in existing rules which in my experience of the traffic I had found to be desirable.

Pending a more complete revision I forwarded to Mr. Rae the *working orders*, and the following is his minute thereon.—"*I have carefully perused these working orders for single lines, I see nothing objectionable in them, and as the Traffic Manager, who is responsible for the proper conduct of the traffic, considers them necessary I approve of their coming into force.*"—J. R., 12/5/77. See Appendix A.

And across the copy of the working orders submitted the Commissioner further wrote.—  
Approved, J.R.

Further comment from me I respectfully submit is unnecessary. I leave my case with every confidence in your hands, merely adding, that if you will grant me the independent inquiry I have asked for, I shall be better able to demonstrate than I can in a written statement the correctness of my action since first taking charge of the Traffic Branch; and furthermore, that the onus of the want of co-operation between the Engineering and Traffic Branches does not rest on my shoulders. I can solemnly aver that the opposition and entire want of co-operation which I have experienced at the hands of the Engineering Branch have almost invariably been in matters where impelled by a sense of duty I have had occasion to suggest measures for the public safety, or to apply for accommodation to meet the increasing exigencies of the passenger and goods traffic.

I have, &c.,  
D. VERNON.

## No. 17.

### Minute of The Commissioner.

HAVING perused Mr. Vernon's statement in reply to the Minister's minute of 23rd ultimo, I see nothing to alter the opinion I had formed that his removal from the office of Traffic Manager would be beneficial to the department. It is not my intention to follow him through the whole of his remarks, the burden of which is an endeavour to show that the withdrawal of the "working orders" will endanger the public safety, and that these working orders, which were sanctioned by the Commissioner, are not at variance with the established Regulations approved by the Governor and Executive Council.

With reference to endangering the public safety, when I became aware of three cases of railway See Appendix H. mismanagement occurring on the same day, and when I learned for the first time that one officer acted on the established Regulations, and another in opposition to them, on the assumption that he was carrying out the working orders, I considered it was high time to take steps to secure the public safety; I, accordingly, at the Minister's suggestion, held an enquiry at which I was assisted by Mr. Mason and Mr. Vernon, and after consultation with Mr. Whitton and Mr. Mason, whose long and varied experience in railway matters, renders them best able to form a correct judgment in the matter, I had no difficulty in arriving at the conclusion that the wrong man had been suspended; under these circumstances I instructed the Traffic Manager to reinstate Mr. Higgs, and suspend Mr. Pass, and as the Traffic Manager refused to carry out my instructions I had no alternative but to relieve him from his duties as Traffic Manager.

That the "working orders" were considered by some officers to be at variance with the established Regulations will appear from the evidence at the investigation, and from the statement of Mr. Richardson, Inspector, that he had acted under the impression that these working orders cancelled the previous practice.

Mr.



Mr. Vernon appears to lay great stress on the Commissioner's seeing nothing objectionable in the working orders. I had no difficulty in approving of these orders which were stated to be merely explanatory, and one of which expressly provides that they are in no way to be considered as superseding any in the book of Rules sanctioned by the Commissioner; but as soon as I discovered that they were capable of being misinterpreted I at once took steps to remedy such a dangerous state of things. I did not act on my own responsibility, but under the advice of the chief officers in the Engineering and Traffic branches, and with the sanction of the Minister, I ordered the working orders to be withdrawn so as to leave but one code of Rules for the guidance of our officers, and thus make the best provision for working the Traffic with safety.

I consider that Mr. Vernon's inability or unwillingness to work amicably with the officers in the engineering branch, his repeated acts of insubordination, and his persistent attempts to ignore the authority of the Commissioner, of which I have often had occasion to complain, are sufficient to satisfy me that his removal from the office of Traffic Manager is necessary for the proper conduct of the department.

As it has been industriously circulated that the action which has been taken in this case will be attended with danger, although I am satisfied that the very reverse will be the result, I recommend that the opinion of Mr. Whitton, Engineer-in-Chief for Railways, be requested on the subject, as I believe it will remove the false impressions that have been propagated, and satisfy the public that the alterations which have been made, instead of being attended with danger, were absolutely necessary to secure the safety of the travelling public.

7 December, 1877.

JOHN RAE.

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No. 18.

Minute of The Secretary for Public Works.

I WOULD like the Engineer-in-Chief to report for my information on traffic management generally, and carefully to consider Mr. Vernon's statement in reply to my minute calling upon him to show cause why he should not be removed from the office of Traffic Manager.

E.C., 7/12/77.

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No. 19.

The Engineer-in-Chief to The Secretary for Public Works.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 10 December, 1877.

*Subject*:—Mr. Vernon and the Management of the Traffic Branch.

In compliance with the Minister's request, I have carefully read over the papers in connection with this matter, and have no hesitation whatever in stating that Mr. Higgs, the Station-master at Bathurst, acted in accordance with the Rules and Regulations published on the authority of the Governor and the Executive Council for the working of the Railways.

Rule No. 146 states that goods trains must in all cases keep clear of passenger trains, but in direct opposition to this regulation the Station-master at Kelso, Mr. Pass, despatched a goods train from his station when he knew that if the passenger train started from Bathurst at its proper time, and in accordance with the Regulations just referred to, these trains must meet on the single line.

The Station-master at Bathurst, Mr. Higgs, and the Station-master at Kelso, Mr. Pass, both say they were acting in accordance with their instructions.

Mr. Higgs considered that he was right in acting upon the original Regulations, and Mr. Pass considered that he was right in acting upon the supplementary orders issued by the Traffic Manager.

Thus two officers to whom the lives of the public were entrusted were acting upon directly opposite instructions.

The goods train, which was permitted to start from Kelso, so as to meet the passenger train, was more than two hours late; and as goods trains must always keep out of the way of passenger trains, there can be no doubt that Mr. Pass should have detained the goods train at Kelso until the arrival of the passenger train from Bathurst. How the Traffic Manager can approve of the action of Mr. Pass in doing everything in his power to produce a collision, I am at a loss to understand; but it is quite clear, from the evidence taken at the inquiry, that the Regulations and working orders issued to the station clerks and inspectors, were very differently interpreted by them, and to such an extent that the safety of the public was greatly endangered, while such conflicting orders remained in operation.

I took upon myself the responsibility of advising the Commissioner to withdraw the working orders issued by the Traffic Manager, as the original Regulations require no explanatory instructions to ensure the safe working of the traffic.

With reference to the traffic management generally on the S. and W. lines, I regret to say that it has always been most unsatisfactory, the officers appointed having been, almost without an exception, lamentably ignorant of the duties they were called upon to discharge.

The office of Traffic Manager is one of so much importance that I advise the Minister to send to England for a properly qualified person to take charge of the Traffic Branch of the Railways in this Colony.

JOHN WHITTON.

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No. 20.

Minute of Mr. Secretary Combes.

Department of Public Works, Sydney, 10 December, 1877.

I HAVE taken a very deep interest in this case, have anxiously read and considered the whole of the papers, and have required and obtained repeated personal explanations from various officers of the Department, from whom I conceived it to be my duty to obtain the fullest information. I have arrived at the conclusion that the preservation of anything like due subordination in the Public Service and the interests

interests of the public alike imperatively require that the important functions of Traffic Manager should no longer be left in the hands of Mr. Vernon. There is certainly no Department in the Public Service, and there is probably no office in that Department in which the absolute necessity of immediate and implicit obedience to the orders of a superior officer is so intimately identified with the safety of human life and the protection of valuable public property as is that of the Traffic Manager of our Railways. To permit direct acts of disobedience, questionings of authority, offensive reflections upon superiors, proposals to appeal to individuals or bodies outside the Department, to pass without disapproval and punishment, would be in the Department to encourage a state of insubordination which would make the practical administration of our railways by the Commissioner an absurdity, and sooner or later would necessarily lead to some fearful accident on our lines. Were I remaining in office I should have felt no difficulty in removing Mr. Vernon from his office. As it is I feel myself precluded from taking any step in a matter of such importance. I would, however, press upon the attention of my successor Mr. Whitton's report, and ask him to carefully consider the suggestions and advice of the highest officer we have, and certainly the best authority in the country on all railway matters. This, together with the reports of other old and valued officers, all go to prove that the re-instatement of Mr. Vernon would be utterly subversive of discipline, and would go far to demoralize the entire Department.

E.C., 10/12/77.

## No. 21.

### Minute of Mr. Secretary Sutherland.

The Case of Mr. Vernon, Traffic Manager.

TO-DAY is the earliest opportunity afforded me of reading these voluminous papers, which require great care and discrimination to enable me to judge the value of the evidence on which the Minutes of the Commissioner are founded, and the strong recommendation of my predecessor, who made the inquiry, but left the responsibility of action to me.

I observe that several of the papers have not been recorded in the books, and that two papers connected with it are missing from the case. I refer to the papers bearing the Commissioner's authority for the issue of the working orders, and the case of Mr. Richardson, Traffic Inspector.

Before dealing with the case I shall require all unrecorded papers to be passed properly through the books. I think there are reasons for regret that this usual course was not followed at the time the various papers were written, and I require all papers on the case put together. See Appendices  
A and C.

The Commissioner will please see that this is done at once.

JOHN SUTHERLAND,

January 1, 1878.

Unrecorded:—No. 1, Mr. Rae's minute\* of 15th November, recommending that the whole of the Rules and Regulations be reduced into one code. No. 2, Mr. Vernon's explanation of his conduct, dated Nov. 30, marked received 5th Dec., /77. No. 3, the Commissioner's Report thereon, dated 7th Dec., /77. No. 4, Mr. Whitton's Report thereon, dated 10 Dec., 1877. No. 5, my predecessor's minute, dated 10th Dec., /77. \*See Appendix  
B.

Papers referred to now herewith, and others asked for in my minute of 6/12/77.—J.R., 2/1/78.

## No. 22.

### Minute of Mr. Secretary Sutherland.

The case of Mr. Vernon, Traffic Manager, and questions of Railway Working arising therefrom.

IN attention to my minute of the 31st ultimo, all the papers in this case, now properly recorded, have been placed before me, and I have given them a very close and earnest consideration.

As I am unable to agree with the conclusions arrived at by my predecessor in this matter, and which are so strongly and decisively urged in his minute of the 10th ultimo, which he was pleased to leave for my information and guidance, I feel it incumbent upon me, in giving my decision, to go very fully into the whole case, and to afford the reasons upon which my conclusions are based.

I must confess that had I been new to office, and consequently unacquainted with the technicalities of Railway Management, I should perhaps have accepted the decision of my predecessor as the safest solution of the difficulty; but having been Minister for Works under two Administrations for five years, over two of which I was also Commissioner for Railways, and having had opportunities, which I profited by, of understanding many of the details of the management of our Railways, I felt that I was under special obligations to inquire into and deal with the case, and more especially so as the Rules and Regulations, the construction of which has led to the complication, were made by me while I was Commissioner for Railways in 1869, and bear my signature.

I may here say that there are no systems liable to change which are so impermanent as the systems of working Railways; these are continually changing—not necessarily because they are faulty when made, but because the circumstances of the traffic change, and fresh Rules and Regulations must be made to meet those changes. The Regulations therefore of 1869, which were ample to meet the state of things then existing, might be and probably have been found (by the opening up of fresh extensions, the development of traffic, necessitating the running of many more trains, and from many other causes) to require to be supplemented and amended. I was not surprised therefore to find that the Rules and Regulations made by me in 1869 had been supplemented by the issue of working orders, and by the adoption of the Train Staff and Ticket System on some portions of the line. I find that both these supplements to the Rules have been brought into operation under the authority of the Commissioner for Railways, and that the officers on the day when the irregularity in the running of trains between Bathurst and Kelso took place were working the traffic under the Rules and Regulations so supplemented.

According to the working time-table, the fixed place for crossing No. 8 up passenger and No. 15 down goods train is George's Plains, 6 miles beyond Bathurst; the line between that place and Bathurst was being worked on the Staff and Ticket system; no difficulty was experienced, when the goods train was found

found to be late, in sending the staff to George's Plains to bring on the passenger train as far as Bathurst where the system ended; to proceed beyond Bathurst the passenger train had to depend upon the working provided under the Rules and Regulations of 1869 as supplemented by the working orders.

The Rules affecting the running between Bathurst and Kelso were—rule 146, rule 152, and working orders Nos. 3, 4, 5, 6, as under.

*Line to be kept clear for Passenger Trains.*

146. It is to be distinctly understood by Station-masters, Guards, and persons in charge of trains, that goods, special, or ballast trains, are not to be on the road within fifteen minutes of the time an advertised ordinary train is due, but goods and ballast trains must shunt at least fifteen minutes before an advertised train is due, and wait for ten minutes after the advertised train has passed; and before shunting, care must be taken that signals are made in one or both directions, as the case may require.

*Signalling Trains on Single Lines.*

152. On those portions of the railways where a single line only is provided, care must be taken, before any train leave any station, that there is no train due in an opposite direction; and where there is telegraphic communication, the station-master, before allowing any train to leave his station, must ascertain by telegraph from the next station in advance that the line is clear.

*Working Orders.*

3. It is to be distinctly understood that all trains (excepting those specified in rule No. 9, which can only be worked by telegraph) are to run strictly in their turn or order, as laid down in the working time-tables; and no departure from that order is to be permitted in the case of any train or engine, excepting as hereinafter provided for.
4. Where there is telegraphic communication, before any train is allowed to leave a station the Station-master or officer-in-charge must first ascertain by wire whether line is clear, as required by rule No. 152 of Book of Rules and Regulations.
- In the event of telegraphic communication being wanted or interrupted, the order for starting, running, and crossing, as laid down in working time-tables, must be strictly adhered to (as required by No. 3 of these working orders), and "care must be taken before any train leaves a station that there is no train due in an opposite direction."
5. When trains, either passenger or goods, are appointed and shown on a working time-table to meet or cross at a particular station or siding, the train first arriving at such appointed crossing-place is on no account to leave until the train or trains from the opposite direction have arrived, excepting in cases mentioned and provided for in No. 6 of these working orders.
6. When circumstances render it necessary or in the highest degree expedient, that trains should cross at other than the appointed crossing-place, and one train has to proceed beyond the usual crossing-point—thus running contrary to the order of working laid down in working time-table—special precautions must be taken so as to preclude the possibility of misunderstanding or accident. On no account must any train be allowed to depart from an appointed crossing station prior to the arrival of the train or trains which it is timed to cross there unless the guard has in his possession a line clear report from the telegraph station in advance, distinctly stating how far the train is to proceed, and countersigned by the officer-in-charge of such regular crossing-place. The same rule must be observed at any and every telegraph station which may possibly intervene between the regular crossing station and the station or siding at which a late train is to be crossed. No such station must be left until the guard has a line clear report from the station in advance, countersigned by the officer of the station his train is then at. As therefore in such circumstances no train can proceed beyond an appointed crossing-place without the authority of the stations in advance, the officers-in-charge of these will have it entirely under their own control, and the responsibility of crossing the trains safely will therefore devolve upon them.

*Circular sent with Working Orders.*

Our principal orders for the working of single lines have recently been collected and printed, and being now all brought together in a convenient sized pamphlet can be readily referred to, and will in this form prove of great service to Traffic Inspectors, Station-masters, and others, to assist and guide them in the management and running of trains. These Rules, revised up to the 1st instant, are now being re-issued with this Circular.

Referring to the rule and practice of goods trains keeping clear of passenger trains, I wish to draw the particular attention of Station-masters and Guards to Nos. 5 and 6 of these Orders. From these it will be seen that when an ordinary goods train cannot arrive to time at a station where it is appointed and shown on the working time-table to cross a passenger train, arrangements can be made (see No. 6) to alter the crossing-place so that the goods may work clear of the passenger train and prevent its being delayed. When, however, no clear arrangement, as required by rule 6, can be made for the alteration of the crossing-place of ordinary and regular trains, owing to the interruption of telegraphic communication or other cause, then, *whether it be two passenger trains or two goods trains or a passenger and a goods trains* that are timed to cross, neither train must leave its usual and appointed crossing-place before the arrival of the other. (See No. 5.)

It has been stated that these rules and working orders clash, but I fail to see that this is the case. The argument in support of this view appears to be that rule 146 requires goods trains to keep clear of passenger trains, and that working order circular provides that under certain circumstances the goods train is to have the right of road. Now, it is very clear, as pointed out by the Traffic Manager, that rule 146 has reference more to *following* trains than to *meeting* trains, and to double than to single line working; and this is confirmed by the fact that rule 152 shows what is to be done in the case of trains due in *opposite* directions. It is true that even on single lines goods trains should be run so that preference is given to the passenger train; but this should be secured, and was secured on the occasion

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in question, by properly defined working time-tables, showing where meeting trains are to cross each other, and the working orders properly provide for the course to be taken when the fixed crossing-places have to be altered. I see that in the compilation of the working time-table attention has been given to provisions of rule 146;—in the times there laid down goods trains are so run that they are made to give way to passenger trains, and it is only in cases of emergency when goods trains are not running to time, and when telegraphic communication is interrupted, that goods trains detain passenger trains. I have no hesitation in expressing my opinion that this is the system which best provides for the safety of the running; and while it is not contrary to the Rules and Regulations as left by me, as will be seen when rule 146 and rule 152 are read together—it is clearly and explicitly defined in working orders.

Under these circumstances what was, and what should have been the conduct of Mr. Higgs, the Station-master at Bathurst? He knew the goods train was two hours late, and that without some arrangement with Kelso, in the absence of telegraphic communication, he could not send on the passenger train from Bathurst. Rule 152 of the book of Rules expressly tells him that, with a single line and a train due in the opposite direction—as was the goods train—he could not without first ascertaining that line was clear start his train. Working Order No. 4 is even more definite; and Mr. Higgs, in starting his train, acted not only in defiance of the working order, which he admits in his evidence, but also in defiance of rule 152, which he also admits.

I have been much astonished to find that neither the Commissioner nor Mr. Whitton, in their reports in this case, refer in any way to this disregard by Mr. Higgs of rule 152, and in failing to grasp this fact they have failed in comprehending the real merits of the case.

In my opinion, neither Mr. Higgs nor Mr. Pass (though the latter acted in close accordance with his instructions in starting the goods trains) evinced that intelligence and zeal which might reasonably have been expected of them. The goods train was two hours late, and telegraphic communication between Bathurst and Kelso was interrupted. As the two stations were so close to each other these officers should by personal conference have made proper and safe arrangements for bringing on the passenger train from Bathurst. Mr. Higgs had made arrangements under the staff system for bringing on the train from George's Plains to Bathurst, and he should not have sent it a yard further without previously making arrangements for having the line clear. No such arrangement having been made, I have no hesitation in recording my decision that Mr. Pass, under the Rules and working orders was fully justified in starting the goods train, and that Mr. Higgs was as clearly wrong in starting the passenger train. Mr. Whitton, I am aware from his report on this matter, is of a contrary opinion; and I am invited by Mr. Combes, in his minute, to accept Mr. Whitton's opinion, "as the highest authority in the Colony on all matters affecting Railways." If this were a question of an engineering nature—if it were some question requiring special professional talent to discriminate and decide it—I do not know that I could do better than follow the advice offered me, but being a question of traffic management, in connection with which Mr. Whitton has had no special experience, I do not consider that in preferring my own judgment in this matter, supported as it is, as I shall be prepared presently to show, by the best authorities in England on Railway traffic *management* and the rules which should be observed in conducting it, that I am in any way depreciating or undervaluing the best advice which Mr. Whitton, in his special province of Engineer "in the laying out and construction of lines," can afford.

Mr. Whitton in his report says that the Rules and Regulations of 1869 contain all that is necessary for the working of these lines, and he consequently recommended that the working orders should be cancelled—(I find that the Commissioner has carried out this recommendation). It is to be presumed that as the Rules of 1869 do not contain any provision for working the single lines on the staff and ticket system, that these Regulations, which have been approved and are in operation on some of the lines, are to be abolished also, and that the block system, for the introduction of which on the suburban lines the necessary instruments have been imported, must be abandoned, the Rules of 1869 being destitute of any Regulations for working the same.

I have already shown that the working orders do not in any way clash with the Rules of 1869, but supplement, explain, and enforce them.

In working the traffic upon a single line of railway, the most important object to secure is the safe crossing and passing of trains; upon this matter the Rules and Regulations should be full and clear; the working orders (now abolished) make them so. It is obvious that from accident, unpunctuality, the necessity for extra trains, &c., the appointed places for trains to cross, as laid down in the working time-table, cannot always be observed, and that at times they will require to be changed, and in this necessity for the changing of crossing-places lies a source of danger which is peculiar to single line working. To show the importance attached by Railway authorities to the change of crossing stations, and to confirm what I have said as to the necessity for clear and adequate instructions, such as the working orders contain, I will make the following references:—

Quoting from the Minutes of Evidence taken before the "Royal Commission on Railway Accidents," whose exhaustive Report (presented to both Houses of Parliament in England in February last) reached this Colony a few weeks since,—

Question 2,182-3. Captain Tyler would not entrust the power to change crossing-places to Station-masters at all.

Question 21,785-6. Mr. A. Christison, General Superintendent, North-eastern System, says that he keeps the power of dealing with crossing-places entirely in his own hands, and would not allow a Station-master to change them under any circumstances.

Question 39,504-5. Mr. W. Lawford, who was appointed by the Commission to investigate and report upon the Continental system, states that in Switzerland, where with but one exception the lines are all single, they work by telegraph and time-table—and that in the case of trains crossing, whichever train comes in first must wait for the other. It appears also from the evidence that similar precautions are taken on the single lines in France, Germany, and Belgium.

Mr. J. E. Cotton, General Manager of the Belfast and Northern Counties Railway, gives very interesting evidence. It would appear that during the sitting of the Commission, when evidence was being taken as to the best method of working single lines, Mr. Cotton wrote a letter to the *Times*, advocating his system of working, which he stated had been so safe that for twenty years no accident of importance had taken place on the lines under his management.

The system is so close to that adopted on these lines under Mr. Vernon's management as to be almost identical.

On Mr. Cotton's line goods trains are made to give way to passenger trains, but under the provisions of *working time-tables and working orders* he says: We work our line partially on the staff system and partially on the system of *fixed meeting places*, combined with telegraphic arrangements. On some portions of the line they are combined with the staff system (that is staff and telegraph), and on other portions they have no staff at all; but they have *fixed meeting places*, and trains must adhere to the crossing-places appointed in the working time-table. The only departure is when a train is at least 20 minutes late, when the guard has the power of making telegraphic arrangements for bringing his train on, but without this "he must not move"; the arrangement for the actual passing places is very seldom departed from, unless there is some very serious delay. The crossing-places are seldom changed; "if there is any departure at all, the whole thing is reported to me, and I see every departure from the ordinary arrangement."

In the "General Report to the Board of Trade upon Railway Accidents during the year 1875," by the Chief Inspecting Officer, Capt. Tyler, appear the following observations, p. 24:—

"The danger peculiar to the working of single lines is that of mistakes in arranging for altering the crossing or passing places of trains when they are not running with regularity according to the published working time-tables; and it is to the avoidance as far as possible of all risks of such mistakes that attention should, in the principles and details of all systems and regulations for single line working, be directed."

In the "Report of the Court of Inquiry into the circumstances attending the collision on the Somerset and Dorset Railway," dated 7th September, 1876, the following remarks are made by the same distinguished authority, under head of

*"Single Line Working."*

"The dangers peculiar to single line working are precisely those connected with alterations in the crossing-places of trains. As long as trains are running in accordance with properly-arranged time-tables, there is no risk of their meeting one another in collision. When it becomes necessary, in consequence of unpunctuality or of extra trains being started, to alter crossing-places or to provide for fresh crossings, then the dangers commence, against which it is the object of Regulations efficiently to provide."

Now, it was to provide for this necessity of crossing-places, and to guard against the dangers connected with it, that the "working orders" were evidently framed, and are so valuable, and I am convinced that it was most unwise to cancel them.

Not only however have the working orders been cancelled, but the Regulations for working under the Train Staff and Ticket System are, I find, to be withdrawn. This system more effectually than any other, without any exception, provides against the danger of collision from trains meeting each other. I find that the introduction of this system was warmly opposed by the Engineering Department, and that its withdrawal, notwithstanding that it has been found to work admirably, has been decided upon at the instance of the officers of that department. I have before me now two papers containing observations by the Engineer for Existing Lines which clearly prove to me that he has failed to understand the system which he has so strongly opposed. There is one principle of this system upon which the whole is based—viz., that "the tangible and visible representation of the right of the train to be on the line—viz., the staff, or its substitute, the ticket—shall be in the possession of the man who controls the motive power,—the Engine driver;" and yet I find Mr. Mason urging that this authority for running the train should be placed in the possession of the Guard of the train. A moment's consideration will show the anomaly which such a change would create.

The other paper discloses that by mistake the Station-master at Blacktown despatched a train to Parramatta with the staff when he had two trains to follow—of course the first two trains should have been sent with tickets, and the last train with the Staff. The result of the error was to temporarily block the line for the two trains left at Blacktown before an engine could be despatched from Parramatta with the staff to again open the line for "up trains." If an instance were wanted to illustrate the safety of this system of working I do not think a better one could be found, and yet Mr. Mason's commentary upon the case is "This shows the Staff and Ticket System is a failure."

It is very painful to me to have to refer in this way to valued officers of the department whose services have been so beneficial in the performance of the duties for which they were appointed; but I have been *challenged*, as it were, by the Commissioner's Report in this case, and by my predecessor's minute, to defer to the opinion of the engineers on a question of traffic management, in connection with which they have had no practical experience; and as I find I am unable to do so, I must give my reasons for differing from their conclusions.

My opinion of the value of the Train Staff and Ticket System is based upon observation of its working on some portions of our single lines; and I find that while the Royal Commission and the English Board of Trade highly approve the system, and the latter have succeeded in getting it introduced on nearly all the single lines of England, the following are the opinions of drivers, guards, Station-masters, Traffic-managers, and others whose practical experience of traffic management and the rules for its governance enable them to speak with authority. In the evidence taken before the Royal Commission the following testimony will be found:—

*Drivers—James and John Kear*, Glasgow and South Western Railway; the former, twenty-three years service, fifteen of which driving; the latter twenty years service, fourteen of which driving.

25,253-5. Whole of their single roads worked with the staff; never experienced any irregularity; a very safe system if properly worked up to.

25,975. Ran with confidence under it.

*John Morley*, driver, sixteen years with passenger trains, Great Eastern Railway.

41,498. Works on those portions of the lines which are single on the staff and ticket system principally.

41,500. Thinks it is the safest system of any.

*Mr. T. Humphries*, Station-master, London and North-western Railway.

3,183. Does not consider the use of electric telegraph and electric signals sufficient without the staff, which is a guide to driver, guard, Station-master, and every one concerned.

32,024. Considers that the traffic of a single line can be worked thoroughly and without difficulty under the train staff and ticket system with the telegraph.

M.

*M. J. Mitchell*, Northern Railway.

36,330. Is sure that better time has been kept since introduction of train staff system.

Considers the system a great improvement, and there is no fear of an accident now.

*Mr. J. C. Smith*, Engineer Way and Works, Dublin, Wicklow, and Wexford Railway.

35,537. The system adopted on single, is the train staff.

33,541-2. If block system were introduced upon the double road, would keep the staff system for the single, as it more effectually prevents collision upon a single line than the block system does—suggests a plan by which the train staff system could be made to secure an interval of space between trains following as well as meeting. Where the block system has failed, has been in protecting trains running in opposite directions.

*Mr. J. Price*, Chief Engineer of Midland, Great Western Railway, Ireland.

36,913. Single lines are worked with the staff and ticket, and under no circumstances are the rules ever broken.

*Mr. Hanbury*, Inspector, Locomotive Department of the Midland Co., England.

12,389. Considers the train staff to be very necessary on a single line, and the safest system that can be adopted.

12,394. Where telegraph system may be improperly used the staff system cannot fail.

12,399-1. From his experience as regards working of locomotives there is no difficulty in working it, and it is most decidedly to be preferred.

*Mr. A. Christison*, General Superintendent of Passenger Department, North-eastern system, England.

21,776-7. All their passenger single lines are worked by staff and ticket system, which he considers the safest system of the whole.

21,789-1. No difficulty whatever experienced in working under it.

*G. E. Ilberry, Esq.*, Traffic Manager, Great Southern and Western Railway, Ireland, for 29 years.

37,442-3. The staff and ticket system is adopted on the single line, and adhered to strictly in the case of all passing-places of trains.

37,448. *Captn. Tyler* brought the system under his notice, and he thought it so superior to the former that it was at once adopted.

37,456. So satisfied with it that he would not wish to change from it.

37,464-5. Never had an accident under it, and had experienced less delay under it.

*Henry Oakley, Esq.*, General Manager, Great Northern Railway, England (for 25 years):—

33,067. All single lines are worked on the staff and ticket system—decidedly the safest plan of working. The addition of the telegraph would be an advantage.

33,076. The staff is the best security a driver can have.

33,110. The train staff system is the safest he knows; in long lengths of single line he would add the telegraph.

*George Findlay, Esq.*, Chief Traffic Manager of the London and North-western Railway—1,308 miles double, and 342 miles of single line.

31,259. Their rule was almost universal to work the single lines upon the staff system.

31,278. Considered it desirable in case of long single lines, such as they possessed in Wales, to have the telegraph as an auxiliary.

31,288. Would prefer, in working a long single line, to work a continuation of the staff and the telegraph. If the telegraph system had to be fallen back upon, would surround it with such additional precautions as to make it a matter of absolute certainty.

31,291. Did not know of any condition of things which would make it impracticable to work the train staff system on a single line.

31,297. The safest plan of working is that of train staff and telegraph combined.

31,303. Either a line clear ticket or the staff would have prevented the Thorpe accident.

31,305. The very condition of things points out that single line working, unless properly guarded, is attended with more difficulty and risk than double line working.

*Col. Folland*—Referring to single line working—

461.—The most common mode which had been adopted during the last two years had been the train staff and ticket system.

465.—Thought that this system was good for preventing collisions between trains running in opposite directions.

469-1.—Would certainly suggest a combination of the train staff and block telegraph system, which he had frequently done, and it had frequently been adopted.

*Col. Rich* (from his Report dated 24th January, 1877, on collision which occurred between Dunadry and Antrim):—"But I would strongly urge upon the Directors of the Company the desirability of working all portions of their single line under the Train Staff Regulations, which have for a very long time been recommended by the Board of Trade. The train staff should be used to prevent trains meeting on the single portion of their lines of railway, and it should be supplemented with the block telegraph, to prevent one train overtaking a train in advance \* \* \* the combined forgetfulness of these men distinctly proves, in my opinion, how unsafe and uncertain the telegraph is for working a single line of railway, unless the Regulations are all based on the principle of the necessary presence with each train of some tangible and visible representation which cannot be in two places at the same time. The train staff system is the cheapest and most convenient form in which this principle can be carried out."

*Captn. Tyler* (from Report dated 7th September, 1876, on the Radstock accident):—"It has long been observed that the block telegraph system, so valuable on double lines of railway to prevent following engines or trains from overtaking and coming into collision with one another, is not equally to be relied upon in single line working to prevent collisions between meeting trains, and the experience obtained from time to time in this respect has led to the introduction and employment of the train staff."

Again, from his evidence before the Royal Commission, at 2,340, speaking of the *train staff system*, he says:—

"It did away with the danger of altering the crossing-places and working by telegraph only, and we required it to be adopted."

Lastly,

Lastly, I will give a quotation from the Report of the Commissioners, dated February, 1877, part 4, respecting the powers of the Board of Trade:—

“The Board of Trade maintains, for instance, that no railway is complete which has not a double line of rails. A single line, therefore, is held to be essentially imperfect, and to require, in order to ensure safety in the conveyance of passengers, to be supplemented by some system of working which will obviate the danger of trains meeting. Accordingly, the Board requires as a condition, precedent to the opening of a single line, that the Company shall forward a certificate under seal, signed by the Chairman and Secretary, pledging the Company to adopt one of certain specified and approved modes of working. Par. 120. We concur, moreover, in the view taken by the Board of Trade, that a single line of railway can be worked with safety only where a special plan of working is adopted.”

And yet this system of working by train, staff, and ticket—on single lines—commended, upheld, insisted upon, as it is by all railway authorities, from the lowest to the highest, in the United Kingdom, is, I find, condemned at the instance of officers who, in my opinion, however high their qualifications may be and undoubtedly are in their own special province, have not had that practical experience of traffic management which would entitle them to decide authoritatively on the question.

And now, as regards the following paragraph in Mr. Whitton's Report:—

“With reference to the traffic management generally on the South and West Lines, I regret to say that it has always been most unsatisfactory, the officers appointed having been almost without an exception lamentably ignorant of the duties they were called upon to discharge.”

This indictment of the management it will be seen is very general in its terms; but the “unsatisfactory management” is in Mr. Whitton's opinion due to the ignorance of the officers employed. I am not prepared to admit however that the traffic officers are ignorant of their duties—nor do the records of railway transactions show that the management has been so unsatisfactory as Mr. Whitton represents. In those particulars in which it has proved to be unsatisfactory the traffic officers may not be blameable. Any complaints that have been made by the public have been due, I believe, rather to the absence of appliances for working the traffic than to any mismanagement of the traffic itself. The facilities, for instance, for conducting the live stock traffic have been very deficient; the want of trucks for the conveyance of sheep and cattle has been largely felt, and the papers on the subject of the accommodation afforded at the various stations, to and from which live stock is sent, show clearly that necessary improvements have been tardily carried out. The insufficiency of accommodation at the Newtown siding has been another great evil; I know that lines of loaded trucks, sometimes to the number of eighty or ninety, have been left standing idle on the Sydney yard waiting to be sent to Newtown to be unloaded, but the siding there has been so full that no more trucks could be taken. The traffic officers represented this matter time after time; and at length, notwithstanding the advice to the contrary of Mr. Whitton, additional land was purchased at Newtown, to afford increased accommodation; but although the land was obtained, and directions given to put in additional sidings, the work to this day has not been carried out. The delay of trucks still continues, and the solution of the difficulty appears to be to charge the traffic officers with ignorant management.

Before I left office—in fact in July, 1874—the Traffic Managers, at my request, sent in their estimate of rolling-stock that would be required in the following five years; and when received they were sent to the Engineer Department for the specifications; but it was not till two years afterwards that any serious attempt was made to get this rolling-stock. The specification for the carriages (and then only an instalment) was not furnished for nearly three years, and the traffic officers have found the greatest difficulty in meeting the demand for truck and carriage accommodation.

Many of the inconveniences which the public have complained of in the conduct of the traffic have resulted from this cause. In dealing with charges of this character, I bring to the consideration of the question my own knowledge of the circumstances.

The Commissioner for Railways does not share evidently the opinion of Mr. Whitton as to the incompetency of the traffic officers, as will be seen from the following extracts of his Reports on Railway management from 1872 to 1876.

In the Commissioner's Report 1872 to 1875, page 40, the following will be found:—Casualties—“The casualties have been few and slight, owing to the vigilance and zeal with which the officers in the various branches of the department carry out their responsible duties.”

And, at page 42, after contrasting the working of the New South Railways with those of the United Kingdom, he says:—

“These significant facts are sufficient to show the economy of our Railway management, and the care and vigilance of the officers in all branches of the Railway Department; while comparative freedom from serious accidents must give assurance to the public that transport by our Railways is not only the swiftest but the safest of all methods of locomotion.”

In his Report, 1876, he again says,—page 30—“Our comparatively light bill of mortality last year (1876) speaks favourably for the careful management of our officers.”

It has been a very unpleasant duty to make the preceding observations in connection with the charge of mismanagement of the traffic, but it appeared to me to be absolutely necessary, in fully and fairly considering and determining the merits of the case, that I should not allow the sweeping statement which Mr. Whitton has made to remain uncontradicted, believing as I do that he is mistaken in the views he has expressed, and feeling it incumbent upon myself to protect those officers who in my opinion are wrongly accused, and for the appointment of some of whom I am responsible.

I think that I have dealt with all the questions which have arisen in connection with the suspension of Mr. Vernon, and can now come to the consideration of his conduct in declining to carry out the Commissioner's directions in regard to the reinstatement of Mr. Higgs and the suspension of Mr. Pass. I can have no difficulty, of course, in deciding at once that in this Mr. Vernon committed a very grave mistake. He urges in extenuation that his conduct was not due to a spirit of insubordination, but to a sense that if he were to follow the direction given to him the safety of the public might be affected. No consciousness on the part of the Traffic Manager that the decision of the Commissioner was wrong could justify his refusal to obey his instructions. I can quite recognize and appreciate the difficulty as regards the construction of the Rules and Regulations which the decision placed the Traffic Manager in, and he should have sought by personal conference with the Commissioner to obviate and

and remove as far as possible the anomaly which the decision created. When he found however that the Commissioner adhered to his decision he had no alternative but to carry it out, and in declining to do so Mr. Vernon could not but expect that his immediate suspension from office would follow. At the same time I must express my opinion that the Traffic Manager should have been consulted and conferred with previous to any decision being given; and I think the Commissioner, in declining to see Mr. Vernon, who was the officer specially concerned in the decision, and who at all events up to that time had not, as far as I can see, exceeded his duty, or had placed himself in a position precluding him from consultation, did not contribute to a satisfactory solution of the difficulty. That it was a difficulty there cannot be a question, directly it was decided, however erroneously, that the working orders, *which were approved by the Commissioner*, and were adopted *at his instance*, clashed with the Rules and Regulations. If the Traffic Manager in compiling these working orders, and the Commissioner "in carefully perusing them and seeing nothing to object to in them," as I find he states, did not observe that they clashed with the Rules—how could a Station-master, whose duty it was to carry out the Rules and Regulations, supplemented by the Working Orders, be punished for not seeing that they clashed? This was a difficulty which required the co-operation of the officers, especially of the Traffic Manager, to meet and overcome; and I think the Commissioner should not have excluded that officer from consultation in the matter. Nothing, however, as I have before said, could justify the Traffic Manager in declining to carry out the instructions given to him by the Commissioner; and while a confirmation of the suspension and removal from his appointment might, under all the circumstances of the case, be a punishment in excess of the offence committed, I am clearly of opinion that the conduct of Mr. Vernon, in this particular instance, is deserving of the severest censure.

In dealing with this case, I have become painfully acquainted with the existence of a great feeling of antagonism between the officers of the Engineering Department and those of the Traffic Department—more especially between Mr. Mason, the Engineer for Existing Lines, and Mr. Vernon. The feud—for it amounts to that—appears to have grown up from old causes of dispute—which have been allowed to remain unexplained and unsettled; and nothing, it appears to me, has been done to bring about a better state of feeling between these two responsible officers, who it is essential in the discharge of their respective duties should act with harmony and in concert. How this state of things has grown up, and who is chiefly responsible for its existence, are questions which cannot now be decided. I must deal with the case as I find it, and apply such remedies as will offer a fair expectation that in future this disunion will cease. To this end an immediate reconstruction of the staff will be necessary, and in a separate paper I shall submit to Cabinet my views and proposals.

For the present then, and in view only of the immediate question affecting the action of the officers in connection with the case at Bathurst, I decide that Mr. Vernon, the Traffic Manager, be severely censured, and that his suspension be removed.

That the suspension of Mr. Pass, Station-master at Kelso, be removed.

As regards Mr. Higgs, his case has already been decided; and, though I cannot concur in the opinion that the conduct of this officer was correct, I will respect the decision of my predecessor in his case.

Mr. Higgs's continuance, therefore, in his position of Traffic Inspector—to which office my predecessor promoted him when he was reinstated, after his suspension by the Traffic Manager—will be dependent upon the manner in which he carries out the duties of that position.

As Mr. Secretary Combes has decided, on the representation of the Commissioner that two Traffic Inspectors for the Southern and Western Lines are sufficient, and as he has appointed Mr. Higgs to the vacant Inspectorship on the Western Line—Mr. Crawford retaining his position as Inspector for the South—I desire to give this arrangement a fair trial. I am unable therefore to do otherwise at present than concur in the decision that Mr. Richardson, who was Traffic Inspector for the lines between Sydney and Picton and Penrith, and Mr. Hornidge, who was acting as Inspector of the Western Line, resume the positions they formerly held—Mr. Richardson as First Clerk in the Traffic Manager's Office, and Mr. Hornidge as Station-master. In justice, however, to these officers, I must express my belief that no action of theirs or opinion given by them in connection with this case, displayed in any sense incapacity for the position they were then holding, and I am satisfied with the explanation given by Mr. Richardson, in his report of 7/12/77, as to the proper construction to be placed upon his statement that the working orders corrected a former irregular practice which the Rules and Regulations did not authorize or sanction, viz., the starting of passenger trains when a train in the opposite direction was due, without first ascertaining by telegraph that the line was clear to the next station. See Nos. 12 & 13.

The Rules and Regulations of 1869, signed by me, are clear upon this point. If a practice had grown up of ignoring rule 152, it was time that practice—stated in the evidence to be "the practice of starting a train on spec."—was abandoned; and the "working orders" effectually put a stop to the practice, and provided more fully than the Rules did for the observance of the principle of working established thereby. Rule 146 requires goods trains to keep clear of passenger trains; but surely no one was reasonable in supposing that the method by which they were to keep clear would remain undefined. Working time-tables for the information of the employes were of course requisite, as they are on every Railway, showing where the trains are to cross each other, and it is in the compilation of these tables that effect is given to rule 146. When the crossing-places are fixed, the trains are run in accordance with the working table; if it become necessary to deviate from the table, then fresh arrangements are made, and in making them attention is again given to rule 146, and the goods train is made to give way to the passenger train. It is only on those exceptional occasions (as was the case between Bathurst and Kelso) when, by the interruption of telegraph communication, no arrangements can be made, that the crossing-places originally fixed are to be observed, and the passenger train, as required by rule 152, must not be started till line is clear. See Appendix C.

This is the system which the Rules of 1869 provide for; it is the system adopted on single lines worked as ours are in the United Kingdom and elsewhere, as I have already shown by the authorities I have quoted; and the "working orders" issued by Mr. Vernon, with the Commissioner's consent and approval, do not in any sense contradict or clash with the Rules, but merely define more clearly the practice to be observed thereunder.

JOHN SUTHERLAND.

January 8th, 1878.



## No. 23.

## Minute of Mr. Secretary Sutherland on the Reconstruction of the Staff of the Railway Department.

My colleagues are, I believe, aware that my predecessor left undealt with the case of Mr. Vernon the Traffic Manager, whom he had suspended from office for declining to carry out certain directions given to him by the Commissioner, which reversed the action Mr. Vernon had taken in connection with an irregularity in the running of trains between Bathurst and Kelso on the 5th November last, and which resulted in two trains (running in opposite directions) being on the same section of line at the same time.

I need not here go further into the case, than to say that I have been unable to agree with the terms of a minute which, indicating the course which my predecessor would have taken, he left for my information and guidance; and that for the reasons given in a separate minute on the subject, and on the terms therein stated, I have directed that the suspension of Mr. Vernon as Traffic Manager be removed.

In dealing, however, with the case, I have become painfully aware of the existence of a great spirit of antagonism between the officers of the Engineering Branch and those of the Traffic Branch, more especially between Mr. Mason and Mr. Vernon; and I think there is good reason for believing that the effect of this hostility has been detrimental, not only to the most effective administration of the business of the department—for to that extent it would necessarily have influence—but in a larger and more serious degree to its usefulness in providing the required accommodation and appliances for the proper conduct of the traffic, and for ensuring to the public the best return possible for the capital that has been invested in the railways, not alone as regards interest upon the money expended, but by affording those reasonable conveniences and facilities which the public has a right to expect.

Mr. Vernon, I believe, possesses very high qualifications for the position of Traffic Manager, and he has been to a large extent successful in the administration of the important and oftentimes harassing and difficult duties of that office. In the face, however, of the circumstances which the inquiry I have made has revealed to me, I feel convinced that so long as Mr. Mason and Mr. Vernon remain in their present relative positions the effective administration of the business of the traffic will be impeded by their inability or unwillingness to act together.

The office of Secretary of Railways is now vacant, and the salary is the same as that appropriated for the office of Traffic Manager. I propose, therefore, to make Mr. Vernon Secretary of Railways, and so meet the difficulty of the case in this respect.

I have given much consideration to the question of providing for the management of the traffic by the appointment of some one to the office who possesses in an eminent degree the qualifications required for the proper conduct of its duties. Without undervaluing our present staff of officers, who, trained up in the department, and with the experience they have acquired of the traffic, compare favourably for competency and zeal in the discharge of their duties with railway staffs generally,—I think that under all the circumstances of the case, and to provide for the more harmonious conduct of the business, the Government should send to England to secure the services of an experienced Traffic Manager, whose duties would not be limited to the superintendence of the management of the South and West Lines, but would include the Northern Lines also, which are now being very largely extended. No time, I think, should be lost in carrying out this proposal; and, for the purpose of securing the services of a first-class man, I recommend that the salary of the office be fixed at £800 a year.

*Locomotive and Permanent Way Branches.*

The opening up for traffic of fresh extensions of our railway, and the consequent increase in the work to be done, have made it necessary, in my opinion, that these two branches, which are now under the charge of Mr. Mason as Engineer for Existing Lines, should be divided, and that a separate head should be appointed to each branch. The duties of Mr. Mason, previous to his being appointed to his present position, were confined to the superintendence of the ways and works on the Southern and Western Lines; and as he is more intimately acquainted with the requirements of this department of engineering than with those required in the conduct of the Locomotive Department, I propose that when the arrangements are perfected Mr. Mason be relieved of the latter duties.

There are now 600 miles of railway open for traffic, the capital invested in which is close upon £8,000,000; and when the authorized extensions now in progress are completed, there will be nearly 1,000 miles of railway in different parts of the Colony to be maintained in working order. The supervision of this work, and the providing of additional accommodation, which the necessities of the traffic from time to time demand, will occupy the undivided attention and abilities of one officer; and provision should be made for the appointment of another officer to take charge of the Locomotive Department.

There is, perhaps, no branch of the Railway Department which requires more careful and constant supervision than that which embraces the management of the rolling stock. On its supply and working order, its adequacy, efficiency, and control, depend, to a very large extent, the successful conduct of the traffic.

The Colony has now invested in rolling stock and machinery no less a sum than £1,009,550, and large additions are made, or should be made, annually, to meet the growing wants of the traffic.

During last Session, Parliament voted a sum of £240,000 for additional rolling stock for our railways. In addition to the sum invested in the purchase of stock, an annual expenditure varying from £150,000 to £180,000 takes place in the payment of wages to the staff employed in working the engine power and in the maintenance of the rolling stock. The absence of efficient and economical management may make a difference of from £20,000 to £30,000 a year to the expenditure; and on this point I may observe that I have failed to understand why, while the working expenses of our railways per train mile bear favourable comparison with the like expenditure on the Victorian Railways in the traffic and Permanent Way Branches, the comparison is so unfavourable in the Locomotive branch. The wages paid in Victoria to the railway workmen are higher, if anything, than those paid to our workmen; and the cost of fuel in Victoria is 100 per cent. dearer than its cost to us, and yet, per train mile run, the cost of locomotive working in Victoria is lower than it is in New South Wales. I think the solution of the problem will be found in the fact that the supervision of this branch of the department has not been so adequate as it is requisite it should be, owing probably to other pressing and perhaps more congenial duties occupying the attention of the Engineer, to the exclusion of this not less important one.

I recommend to my colleagues that the services of an engineer accustomed to the management of Railway Locomotive Departments be obtained from England, to take charge of this branch of the department here, and to design and superintend the construction of the rolling stock required. The salary I recommend to be offered is £1,000 a year.

If the proposals made in this paper be adopted, I think a fair expectation will be afforded of a vigorous and satisfactory administration of the Railway Department.

January 10, 1878.

JOHN SUTHERLAND.

The Cabinet concur with the proposals herein contained.—J.S.F., January 11, 1878.

## APPENDIX

### A.

#### Amendments to Rules.

##### MINUTE PAPER.

REFERRING to the question of the Rules for regulating the traffic, and to the Commissioner's recent Minute, that he is anxious that a more perfect system of working trains on single lines should be adopted, I beg to suggest that the Traffic Manager be requested to forward for consideration any amendments in the existing Rules which, in his experience of the traffic, he has found to be desirable.

C.A.G., 1/2/77.

Approved.—J.R., 1/2/77. Traffic Manager.—C.A.G., B.C., 2/2/77.

This matter shall receive the earliest attention I can give to it, but I am not prepared to deal with it at present from pressure of other work; meantime, I may state that the *necessities* of the case have been met by working orders which I have issued from time to time, and the principal of which I have recently collected and issued in pamphlet form.\* When I have time I may propose to embrace some of these in the General Rules and Regulations (which I will submit with a few necessary amendments, &c.), and the remainder, with additions, it may perhaps be advisable to issue in a separate book as "particular working orders for Traffic Department, &c."—D.V., 28/3/77. To Commissioner.

\*I enclose a copy herewith.—D.V.

I have carefully perused these working orders for single lines. I see nothing objectionable in them, and as the Traffic Manager—who is responsible for the proper conduct of the traffic—considers them necessary, I approve of their coming into force.—J.R., 12/5/77. Traffic Manager to see.—C.A.G., B.C., 12/5/77. Seen.—D.V., 15/5/77. Secretary.

### B.

#### Reducing Rules into one Code.

##### MINUTE of The Commissioner.

As it appears from the evidence taken yesterday at the investigation with reference to the mismanagement at Bathurst, that the established Regulations, approved by the Governor and Executive Council, and the working orders recently issued, are at variance, or are differently interpreted by different officers, no time should be lost in reducing the whole of the Rules and Regulations into one code. I recommend therefore that they be referred to the Engineer-in-Chief, the Engineer for Existing Lines, and the Acting Traffic Manager, for such alterations as may be considered necessary to prevent the possibility of misunderstanding them for the future, and thus insure the safety of the public.

J.R., 15/11/77.

Approved.—E.C., 16/11/77.

### C.

#### Case of Inspector Richardson.

##### Inspector Richardson to The Traffic Manager.

I HAVE heard that a collision nearly occurred at Bathurst a few days ago, in consequence of one Station-master starting a train (goods) in what he considered the proper order as directed by working orders issued by you in February last, and another Station-master starting a train in an opposite direction (a passenger train) under a previous practice, and what he considered he was authorized in doing under the book of General Rules. As I have been all along under the impression these working orders cancelled the previous practice, I have been working under them, and as it is certain that both of the Station-masters above referred to could not have acted correctly, I should be glad to be informed as soon as possible which of the two acted improperly, as a similar case of misunderstanding may crop up in my district at any moment, and if one Station-master acts under one system, and another under another system, a collision must inevitably follow.

H. RICHARDSON,

17/11/77.

Forwarded for perusal of the Commissioner and instructions on the matter.—THO. CARLISLE, Act. T.M., 20/11/77. The Commissioner for Railways.

It is to be regretted that an officer in the responsible position of Traffic Inspector should have been so ignorant of his duties as to act under the impression that the working orders of the Traffic Manager cancelled the book of Regulations approved by the Governor and Executive Council. He must have known that the 16th section of these orders expressly states that these working orders are in no way to be considered as suspending any in the book of Rules sanctioned by the Commissioner. But as Mr. Richardson appears still to be in doubt which system of Rules is to be followed, he may be informed that the working orders have been withdrawn, and that there is now only one code of Regulations for the guidance of the officers, viz., the Rules sanctioned by the Executive.—J.R., 20/11/77. Inspector Richardson to note.—T. CARLISLE, Acting Traffic Manager, per T. ELLIOTT, 23/11/77.

I

I have noted the Commissioner's minute of the 20th November, but in justice to myself I wish to be allowed to make the following explanation. I regret I did not make myself more clearly understood in my memo. of the 17/11/77. I did not mean to say that the working orders cancelled the Rules approved of by Executive Council, as order No. 16 states that they are to be read as part of the same. I considered the orders cancelled the previous practice; I allude to the practice of starting passenger trains on a single line, without first ascertaining whether line was clear or not, and that this practice had been found to be contrary to the Rules of the Executive Council, from the fact of the orders issued to me by my superior officer (and which I was bound to obey) forbidding it, and I was given to understand at the time the orders were issued that they had been approved of by the Commissioner for Railways. At the time I wrote to the Traffic Manager, viz., 17/11/77, there was considerable doubt amongst the officers and men of the department as to who had acted correctly in the Bathurst case, and I think I should have failed in my duty had I not have asked the question, considering that the same question might have been put to me by the officers and men then under my charge; and had I have given a decision contrary to the instructions given me by my superior officer I should have considered myself guilty of disobedience of orders. During the twelve years I have been in the Railway service I have given its Rules, &c., my most careful attention, and endeavoured to the best of my ability to carry them out in their integrity.—H. RICHARDSON, 7/12/77, Acting Traffic Manager. Secretary.—THOS. CARLISLE, 7/12/77.

## D.

## Testimonial of confidence in Mr. Vernon.

E. Webb, Esq., to The Honorable E. Combes, M.P.

Hon. Sir,

I received the enclosed this morning, and now enclose it for your information; I also enclose a memorandum from E. Webb & Co., by which you will see that I cannot consistently have anything to do with this movement.

Yours, &c.,  
E. WEBB.

[Enclosures.]

Dear Sir,

Sydney, 21 November, 1877.

As the friends and admirers of Mr. Donald Vernon, "Railway Traffic Manager," think a testimonial of their confidence in his official capacity, and respect for him personally, will be of service, if presented to the Honorable Edward Combes, M.P., "Minister for Works," during the inquiry now pending, I forward you the enclosed, urging your kindly endeavours to get signatures thereto.

See Appendix E.

I am, &c.,  
J. R. BUBB.

(Traffic Enquiry.)

To the Honorable E. Combes, Esq., M.P., Minister for Works, Sydney,—

Hon. Sir,

Western Warehouse, Bathurst, 23 November, 1877.

Our Mr. Webb has received from J. R. Bubb, Esq., the copy of a petition to you with a request to obtain signatures to the same for the purpose of being presented to you during the "inquiry now pending."

We feel with Mr. Webb that the action of the Traffic Manager's friends amounts to an attempt to coerce or influence the gentlemen now conducting the inquiry, and this we earnestly protest against, as we have had many just causes of complaint against the Traffic Department of the Western Railway, and we venture to think it is quite time a searching inquiry be instituted, and the management of the traffic, both goods and passenger, put on a more satisfactory footing.

We are not in a position to say whose fault it is that the traffic both of goods and passengers has been so thoroughly mismanaged; therefore decline to do anything that may have the effect of stifling inquiry.

We have, &c.,  
E. WEBB & CO.

## E.

## Testimonial of confidence in Mr. Vernon.

Messrs. Davis, Pope, and Rolin, to the Secretary for Public Works.

Sir,

Sydney, 27 November, 1877.

We have the honor with this, to present to you a testimonial signed by (866) eight hundred and sixty-six railway travellers, expressive of their confidence in and respect for Mr. Donald Vernon, Railway Traffic Manager, and trust it may meet with your favourable consideration.

We have, &c.,  
G. C. DAVIS, Homebush.  
JOHN POPE, Ashfield.  
THOS. B. ROLIN, Burwood.

[Enclosure.]

Sir,

Sydney, 26 November, 1877.

We, the undersigned, residents along the Railway line, and others, beg respectfully to express to you that the suspension of Mr. Donald Vernon, Traffic Manager of the Great Southern and Western Railways, is viewed by us with feelings of the deepest regret, and we take an early opportunity of giving our testimony to the fact that, by unwearied exertions, Mr. Vernon has managed the Traffic Department, with its ever-increasing responsibilities, in such a manner as to call forth our admiration.

We

We would respectfully invite your attention to the perfect safety to travellers which has resulted from his care and forethought.

Without going into the merits of the case now under your consideration, and which is obviously out of our province, we have the honor to wait upon you only to express our entire confidence in the past management of Mr. Vernon.

We therefore venture most respectfully to hope that you will, with all due consideration for the Public Service, reinstate him.

We have, &c.,

JAMES MULLINS, J.P.  
JOHN TAYLOR, Parramatta,  
And 864 others.

## F.

### Case of Station-master Pass.

The Commissioner for Railways to Mr. S. Pass.

Sir,

Department of Public Works, Railway Branch, November 27, 1877.

Referring to the inquiry which took place relative to the running of trains between Kelso and Bathurst on the 5th instant, in connection with which you have been suspended, I have the honor, by direction of the Secretary for Public Works, to call upon you to show cause why you should not be removed from the position of Railway Station-master,—First, for your non-compliance with rule 146, which provides that goods trains are to shunt clear of passenger trains; and, secondly, for being under the influence of intoxicating drinks on the day the occurrence took place, as admitted by you at the inquiry.

I have, &c.,

JOHN RAE,  
Commissioner for Railways.

Mr. S. Pass to The Commissioner for Railways.

Sir,

Parramatta Station, November 28, 1877.

I beg to acknowledge receipt of your letter, dated November 27, M.P. No. 77/7928; and I have to request that you will furnish me with any documents or evidence in which it is stated that I was under the influence of intoxicating drinks, as stated in your letter, so that I may have an opportunity of rebutting the charges; and on receipt of the papers I will reply to them as a whole.

I have, &c.,

S. PASS.

If no answer be received from Mr. Pass on or before Monday next, I shall take steps in this case.—J.R., 1/12/77. Acting Traffic Manager, B.C., 1/12/77.—C.A.G. Mr. Pass to see Commissioner's remarks.—T. CARLISLE, per H. Richardson, 3/12/77.

I note the Commissioner's remarks, and have handed the answer to the Acting Traffic Manager this day, to be forwarded to the Commissioner.—S. PASS, 3/12/77.

Mr. Pass' reply to Commissioner duly received in this office on the afternoon of the 3rd December.—T. CARLISLE, per H. Richardson, Acting Traffic Manager. The Secretary, 4/12/77.

Mr. S. Pass to The Commissioner for Railways.

Sir,

Parramatta, December 3, 1877.

I beg to state, in reply to your letter dated November 27, M.P., 77/7928, and your remarks on correspondence numbered 77/8082, dated November 28th,—

Firstly.—I beg respectfully to inform you that in starting the goods train on the morning of the 5th, I was strictly carrying out orders and instructions given to me by my superior officer, whom I am bound to obey by your Regulations, and by disobeying such orders and instructions I rendered myself liable to immediate suspension and ultimate dismissal. The Traffic Manager being my immediate superior officer approved of the course I adopted in the running of trains on the 5th as the proper one, and I think this should exonerate me from all blame of any kind. In reference to your second charge, I must respectfully submit that I made no such admission, viz., to the effect that I was under the "influence of intoxicating drink"; all that I stated at the investigation on the subject was given to you voluntarily by me, and what I really did say was, that "some time after the occurrence of the trains took place I had permission to go to the polling booth and record my vote, and while there, 'out of business hours,' I took two drinks with friends in a social way, and I felt it necessary to do so, feeling at the time unnerved, resulting from what had occurred between the trains." I beg respectfully to remind you of your question "Were you intoxicated?" I replied "undoubtedly not." You then asked me "Did you take any drink any time that morning before the occurrence?" I replied "No, I had not tasted drink any time that morning until after the occurrence, and only then during my own hours and off the premises."

I may mention that I am most particular in the matter of drink on the premises, and never allow the use of it on the station, as my staff can testify to my having repeatedly cautioned them that I would not permit it to be used on the premises.

I have, &c.,

S. PASS.

The reply of Mr. Pass is not satisfactory. He denies that he was under the influence of drink, though he admitted he had two drinks with friends in a social way, which made him more talkative than usual; and this admission was not made voluntarily as he asserts, but was elicited in answer to my inquiry—how he could reconcile two such conflicting statements as he had made? The subsequent approval of the Traffic Manager cannot be accepted as an excuse for his acting in violation of the established Regulations, and though I have no wish to act harshly with any officers of the department, I consider it necessary for the public safety to take measures for putting a stop to all acts of carelessness. In this case, taking all the circumstances into account, I advise that Mr. Pass be disrated for the period of six months.—J.R., 7/12/77.

For the information of my successor I may say I should (had I remained in office) have carried out the Commissioner's recommendation, as Mr. Pass's conduct is wholly inexplicable.—E.C., 10/12/77.

In my minute, dealing with the whole question, I have afforded the reasons for differing from my predecessor's views in regard to Mr. Pass's conduct; he acted in close accordance with instructions. I think the charge of inebriety is strained. I have directed that his suspension be at once removed.—JOHN SUTHERLAND.

Acting Traffic Manager, B.C., 15/1/78.—C.A.G.

Mr. Pass informed of Minister's decision. He resumed duty yesterday.—J. B. GOULD, Secretary, *pro* Manager, 18/1/78.

## G.

### Case of Mr. A. Richardson, Storekeeper.

Mr. A. Richardson to The Commissioner for Railways.

\* Similar to Appendix D.

THE fact of these documents\* being sent to me for explanation leads me to judge that I have acted wrongly, but I can assure the Commissioner and the Minister for Works that the sole motive by which I have been actuated has been the desire to procure for my old friend and brother officer, Mr. Vernon, as lenient a consideration of his case as possible; and as the documents disown any expression of opinion upon the merits of the case, and consist simply of a testimonial in Mr. Vernon's favour, without a single sentiment of disrespect either to the Commissioner or the Minister, I confess that it did not occur to me that I was doing wrong. Had I thought otherwise, I should have abstained from any connection with the business; while, had I wilfully intended to do what I considered to be wrong, common sense would hardly have dictated a line of conduct in which there has not been the slightest attempt at secrecy. I trust that the zeal and integrity which I have displayed in the service of the Government for many years, and the ready manner in which I have carried out all instructions, will be sufficient to satisfy the Minister for Works that my action, although, doubtless, ill-advised, has been the result of warmth of feeling, and with no desire to create insubordination, or in any way to prejudice the best interests of the department, which it has always been my first consideration to further to the utmost of my ability.

I may add, that the circular which bears my signature did not emanate from my pen, and, further, that no officer of the department has combined with me in the matter.

In conclusion, I beg to express the deepest regret if my action has been in any way offensive to the Commissioner or the Minister, and to reassure them that nothing was further from my intentions.

A. RICHARDSON, 24/11/77.

This is only another instance of the insubordination which I have had occasion to complain of as too prevalent in the department. It must be subversive of proper discipline for a subordinate officer to issue printed circulars bearing his own signature, and inviting his brother officers and the public to prejudge the case between the Commissioner and the Traffic Manager, and endeavour to influence the decision of the Minister. I never questioned the ability and zeal of the Storekeeper, and as far as I am personally concerned I accept the expression of his regret for the impropriety of his conduct. Without further comment I submit his explanation for the consideration of the Minister.—J.R., 3/12/77.

I leave this matter for my successor, who will not fail to perceive that Mr. Richardson's action with reference to the suspension of Mr. Vernon implies insubordination, and should be dealt with accordingly.—E.C.

I agree with the Minute of my predecessor, that Mr. Richardson's action *implies* insubordination, but I do not think that insubordination was the motive of his action. His conduct was very improper, but I think the expressions of his regret for that impropriety may be accepted. If, however, Mr. Richardson wishes to retain the confidence of the head of his Department, that can only be secured by strict attention to his own duties, which if not left to others to perform will be found ample to employ his time.—JOHN SUTHERLAND, 5/1/78.

Mr. Richardson, B.C., 15/1/78.—C.A.G.

Seen.—I am obliged to the Minister for the construction he has placed upon my conduct, which is the true one; and I can assure him that it will be my earnest endeavour in the future as it has been in the past, by a strict and zealous attention to the duties of the branch of which I have the honor to be in charge, to merit the confidence and approval of both the Commissioner for Railways and the Honorable Secretary for Public Works.—A.R., 21/1/78. To the Commissioner.

## H.

### Accidents.

MINUTE of Mr. Secretary Combes.

WILL the Commissioner ascertain what has been done with reference to the accident which occurred at Lithgow, also the accidents at the Redfern Station, and at Liverpool?

E.C., 24/11/77.

Acting Traffic Manager, for report.—J.R., 24/11/77.

Reports of the Sydney and Liverpool accidents attached. The Lithgow report will follow.—THOS. CARLISLE, Actg. T.M., 29/11/77.

Now herewith.—J.R.

MINUTE

## MINUTE of The Commissioner.

ENQUIRIES have been held in each of these cases and the evidence is herewith. From this it appears that the accident at the Sydney Station was caused by the gross ignorance of Assistant-pointsman Sharp, but foreman carriage-shunter Free was almost equally to blame for entrusting such a responsible duty to an incompetent man. Assistant-guard Simpson was alone responsible for the accident at Lithgow Valley, and Guard Carson for the accident at Collingwood Branch. To put a stop to such cases of gross negligence, resulting in considerable damage to property and danger to human life, I feel called upon to recommend that Sharp, Simpson, and Carson be dismissed, and that Free be disrated.

J.R., 13/12/77.

## MINUTE of Mr. Secretary Combes.

IN my opinion my successor should carry this recommendation out.

E.C., 14/12/77.

## MINUTE of Mr. Secretary Sutherland.

*Subject:* Accidents at Lithgow, 4th November, 1877. Redfern Station, 5th November, 1877, and at Liverpool, 9th November, 1877.

I FIND that in a Minute, dated the 13th December, 1877, the Commissioner recommends that of the men in fault in these cases, Simpson for Lithgow accident, Sharp for Redfern accident, and Carson for Liverpool accident, be dismissed, and that Foreman Shunter Free for Redfern accident be disrated. My predecessor in a Minute, dated 14th December, 1877, says "in my opinion my successor should carry the recommendation out."

It appears to me however, that in writing these Minutes, both the Commissioner and the Minister must have forgotten the action already taken, for I see on reference to the papers that Simpson was dismissed by the Commissioner on the 4th December last, and Sharp on the 5th December; Foreman Free was at the same time fined 40s. for his part in the accident at Redfern.

I do not see how I can dismiss men already dismissed, nor reopen Free's case for the purpose of increasing the punishment inflicted upon him.

The only case undealt with is that of Carson's for Liverpool accident. The Acting Traffic Manager recommends, on the 29th November, 1877, that he be disrated and wages reduced 1s. a day. The Commissioner it would appear approved this at first but erased the word "approved," and asked the question "Is this his first offence?" Carson's history in the Department is then given, by which it appears that he has been six years in the service as porter at Petersham, Sydney, and Parramatta Junction, and finally as Assistant Guard, and that his name for the whole period does not appear in the offence book. It appeared to me singular that whereas the Commissioner was about adopting on the 4th December the recommendation of the Acting Traffic Manager in this case, he should, on the 13th December, having in the interval been furnished with reasons (if previous good conduct is to influence decisions in such cases) for the exercise of lenity, recommend the extreme punishment of dismissal. This apparent inconsistency and the excellent character borne by Carson induced me to look closely into the case, and I rise from a careful perusal of the papers with the conviction that though Carson is to blame he is not alone to blame, but that the engine driver either for want of preliminary care in first ascertaining his load, or afterwards by over-estimating the power of his engine to control the load, contributed in a large degree to the accident.

Carson it appears to me is to blame for attaching to the train, unnecessarily, six trucks, which were not required at Collingwood, and which he should have attached to the up train on the return of the engine to Liverpool; beyond this there is no satisfactory evidence of his culpability. He states that he dropped the breaks of the trucks, and where there were pins he used them; three parts of the breaks were pinned down. The enginemen state that the breaks were dropped with the exception of one, but that only one break was pinned. Both statements may be true, the guard may have pinned the breaks down, and when the enginemen examined them *after* the accident, the pins may have been absent. It must be remembered that the collision was a very severe one, and a sudden jerk (in this case it smashed the tender) would knock the pins out. At all events the only evidence opposed to the guard's statement is that of the enginemen, who, if they could not have shown the guard to be in fault, must have accepted the whole responsibility of the accident.

Now it appears that the engine employed was the new American engine which was out on trial; it had never been down the Collingwood Branch before, and this branch is difficult to work, being on a gradient of some severity. Surely, under these circumstances, the driver should have been most careful in ascertaining what his load was before starting, but by his own evidence it appears that he was altogether ignorant on the point. The guard says he was not asked the number of trucks; the driver says he asked him, and he replied "he thought six." After we had started I again asked him, and he said "I do not know how many is on." It was clearly the duty of the engine-driver to have ascertained his load in a more definite way than this.

The train started with fifteen loaded trucks, the driver says "very cautiously," but when half-way down the engine was overpowered. I think there is reason for believing that the train was not taken cautiously down. We have it on record that this engine is a very powerful one, able, it is asserted, to do as much as or more work than any English built engine on our lines. Now there is evidence that (on a wet morning even) one of the ordinary engines has taken down this branch twenty-four loaded trucks with safety, and twenty loaded trucks have been taken down it without an engine at all, but with the aid only of a large break-van.

Under all these circumstances I am forced to the conclusion that in the investigation of this case a failure in arriving at the true facts has been exhibited, and I think Mr. Mason should take an early opportunity of ascertaining what the load really is that this engine, when being driven cautiously, can take down the Collingwood Branch.

Even

Even with the view of Carson's culpability, taken by the Commissioner, I do not think that the Department would be wise in its own interest to take the extreme step of dismissing him. The man has been six years in our employment, and has never before committed a mistake. Mr. Carlisle says he will make a good railway man. It is not sound policy, nor conducive to safety to dismiss men for a first offence if a less penalty can serve, because men with railway experience are not so easily procured, and by dismissal the Department loses the practical knowledge which it may have taken the man years to attain.

I think that Carson's case will be met by my approving of the recommendation of the Acting Traffic Manager, viz., that he be disrated, and fined a shilling a day, say for six months.

JOHN SUTHERLAND,  
Jan. 10th, 1878.

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAYS.

(INSTRUCTIONS ISSUED TO ACTING TRAFFIC MANAGER RESPECTING LINE-CLEAR REPORTS.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.**[Laid upon Table in accordance with promise made in answer to question 8, Votes No. 46, 22 March, 1878.]*

RETURN of copies of Papers showing the instructions issued by the Acting Traffic Manager, after the Working Orders were withdrawn, that the Line-clear Reports were to be observed as formerly. Laid upon the Table of the Honorable Legislative Assembly, in accordance with the answer given to the Honorable Member for Northumberland, on 22nd March, 1878.

## SCHEDULE.

NO.	PAGE.
1. Answer to question in Legislative Assembly. The Secretary for Public Works, promising to lay papers on Table. 22 March, 1878 .....	2
2. Telegrams from Acting Traffic Manager to Inspector Higgs and Station-master, Wallerawang, instructing them to continue to enter line-clear messages in books as usual. 27 November, 1877 .....	2
3. Telegrams from Acting Traffic Manager to Inspector Higgs, and Station-masters, Blue Mountains, Katoomba, Mount Victoria, and Clarence Siding, stating Telegraph Inspector reported some stations were not obtaining line-clear report for every train, as per Rule 152. 1 December, 1877.....	2
4. Telegram, in reply, from Station-master, Mount Victoria, to Acting Traffic Manager, stating line-clear messages were not required for all trains—Rule 152. 1 December, 1877 .....	2
„ Telegram from Station-master, Blue Mountains, to Acting Traffic Manager, stating he was not obtaining line-clear reports for all trains, and did not think it was required. 1 December, 1877.....	2
„ Telegram from Clarence Siding to Acting Traffic Manager, saying line-clear reports would be obtained as before. 1 December, 1877.....	2
5. Memo. from Traffic Manager to Station-master, Mount Victoria, asking for report as to his not complying with Rule 152. 12 January, 1878.....	2
6. Memo. from Telegraph Operator Fitzgerald, Mount Victoria, in reply, stating that he only obtained line-clear reports in special cases, and did not consider them necessary for all trains. 13 January, 1878 .....	3
7. Letter from Station-master J. R. Thomson, Mount Victoria, to same effect. 23 January, 1878.....	3
8. Minute from Traffic Manager, requesting to know from Mr. Thomson whether he obtained line-clear report before allowing any train to leave his station. 29 January, 1878 .....	3
„ Mr. Thomson's reply. 31 January, 1878.....	3



## RAILWAYS.

## No. 1.

## Answer to Question in Legislative Assembly.

(8.) Mr. Carlisle, Acting Traffic Manager:—Mr. Hungerford asked the Secretary for Public Works, pursuant to Notice,—Did Mr. Carlisle, Acting Traffic Manager, after the Working Orders were withdrawn, issue instructions that the Line-clear Reports were to be observed as formerly; and if so, will the Government lay the papers referring to the matter upon the Table of the House?

*Mr. Burns* answered,—It appears that Mr. Carlisle made some inquiry as to whether Rule 152 was being observed, Mr. Watson, the Telegraph Line Inspector, having informed him that some of the Station-masters were not complying with it. Inspector Higgs was instructed to see to the matter; and Station-masters at Mount Victoria, Blue Mountains, Katoomba, and Clarence Siding were also telegraphed to by Mr. Carlisle. Some correspondence was carried on from that date (1st December) till 29th January on the subject, but nothing definite appears to have been arranged. I will lay copies of the papers upon the Table.

## No. 2.

## Telegrams instructing Traffic Inspector and Station-master.

Telegram from Acting Traffic Manager to Mr. Higgs, Bathurst.

LINE-CLEAR messages are to be entered in the books as usual.  
Time received, 12:50; time sent, 2:50; date, 27/11/77.

Telegram from Acting Traffic Manager to Station-master, Wallerawang.

LINE-CLEAR messages are to be entered in books as usual.  
Time received, 12:50; time sent, 1:30; date, 27/11/77.

## No. 3.

## Acting Traffic Manager to Inspector and Station-masters.

Telegram from Acting Traffic Manager to Mr. Inspector Higgs, Bathurst.

MR. WATSON informs me that some of the Station-masters are not complying with instructions in Rule 152, that is,—before any train leaves the station it must be ascertained the line is clear. Please see to this, and reply.

Time received, 12; time sent, 12:15; date, 1/12/77.

Telegram from Acting Traffic Manager to Station-masters, Mount Victoria, Blue Mountains, Katoomba, Clarence Siding.

MR. WATSON informs me that you do not obtain Line-clear messages for all trains, in accordance with instructions (see Rule 152). Reply.

Time received, 12; time sent, 12:10 and 12:47; date, 1/12/77.

## No. 4.

## Station-masters to Acting Traffic Manager.

Telegram from Station-master, Mount Victoria, to Acting Traffic Manager.

RULE 152 only refers to obtaining line-clear messages when trains are due in an opposite direction—  
otherwise.

1 Dec. 1:35.

S.R.

Telegram from Station-master, Blue Mountains, to Traffic Manager.

MR. WATSON asked me if I gave line-clear, and I told him I had not since the Service Time-table was altered, nor am I asked for it, as I did not think it was required unless trains were running out of time.

1 December, 1877. 3:15

S.R.

Telegram from Clarence Siding to Traffic Manager.

WILL enter line-clear in books as heretofore.

1/12/77. 3:20

S.R.

## No. 5.

## Traffic Manager to Station-master, Mount Victoria.

MR. INSPECTOR WATSON informs me that you are not complying with the instructions under Rule 152 with reference to signalling trains. As this is a most important rule, it must be attended to at once. Let me have your report by return.

THOS. CARLISLE, 12/1/78.

No. 6.

No. 6.

Memo. from Telegraph Operator, Mount Victoria.

Mount Victoria, 13 January, 1878.

With reference to the above, I beg to state that the departure of all trains is telegraphed from this station, and, when necessary, line-clear obtained (that is, for special trains and trains running out of time) ; by my reading that is all that is required by Rule 152.

When trains are running to time I do not see that line-clear is required, nor is there any provision for it in the above rule, except when trains are *due in an opposite direction*. As regards the safe working of trains, I will see that no accident happens.

Please let me know if my reading of the above rule is correct.

Yours obediently,  
M. J. FITZGERALD.

Traffic Manager, Redfern.

Mr. Higgs to inquire and report on this matter, as I do not understand the exceptions-referred to by the Station-master, Mount Victoria.—THOS. CARLISLE, 16/1/78.  
Bathurst.

Mr. Thomson will please report on this matter as to the reading of the *latter* part of Rule 152, as mentioned in this minute.—ED. HIGGS, T. Inspector, 22/1/78.  
Mount Victoria.

Report attached.—JOHN R. THOMSON, 23/1/78.  
Inspector Higgs.

No. 7.

Station-master, Mount Victoria, to Traffic Manager.

Sir, Mount Victoria, 23 January, 1878.

With reference to minute paper attached, requesting me to explain the reading of Rule 152, I have the honor to inform you that the rule referred to clearly shows the necessity for obtaining line-clear when trains are due in an opposite direction. If the first part of the rule was taken away from the latter I maintain that no train could leave without line-clear, but the first and second part of the rule is one, and should be read as such. As an illustration of unnecessary work in writing inwards and outwards line-clear messages, I would respectfully draw your attention to the following :—Asking line-clear for No. 8 up passenger train running to time, and failing to get line-clear, to detain that train. I should like to know what train could leave Katoomba in the face of the up passenger running to time without first obtaining line-clear under special order. I think this should prove to your satisfaction that trains are worked safely under this rule, which I consider to be a most important one, and, if properly understood and acted up to, there would be no fear of any accident occurring on the single lines. All trains are telegraphed out, and line-clear obtained for any train, when necessary, under Rule 152.

There was a previous record on this matter, but which I noticed had not been made a minute of, and which I reported upon last month, giving the same reading as I have given now.

Yours obediently,  
JOHN R. THOMSON.

Mr. Thomson's explanation herewith.—ED. HIGGS, T. Inspector, 25/1/78. To Manager.

No. 8.

Traffic Manager to Station-master, Mount Victoria.

MR. THOMSON'S reading of the rule is not required. I merely wish to know whether Mr. Thomson "ascertains by telegraph from the next station in advance that the *line is clear before allowing any train to leave his station,*" that is, when the telegraph is in working order.

THOS. CARLISLE,  
29/1/78.

Yes ; as per instructions contained in Rule 152.—JOHN R. THOMSON, 31/1/78.  
Traffic Manager.



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

REFRESHMENT-ROOM AT RAILWAY STATION,  
SINGLETON.

(CORRESPONDENCE, &amp;c.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 2nd April, 1878, That there be laid upon the Table of this House,—

“Copies of all Correspondence, Minutes, and other Documents, in reference to the leasing of the Refreshment-room at the Railway Station, Singleton, and amount of all tenders for the last four years.”

(*Mr. McElhone, on behalf of Mr. Bowman.*)

## SCHEDULE.

NO.	PAGE.
1. Letter from Mr. T. B. Rubie, offering £60 per annum for the room. 20 January, 1875 .....	2
2. Letter to Mr. J. P. Quinn, asking him if he were prepared to abide by his tender of 1873, and pay £70 per annum. 12 February, 1875 .....	2
3. Telegram from Mr. J. P. Quinn, agreeing to abide by tender, if required, and asking for copy of conditions. 16 February, 1875 .....	2
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## REFRESHMENT-ROOM AT RAILWAY STATION, SINGLETON.

## No. 1.

## Mr. T. B. Rubie to The Commissioner.

Sir,

George-street, Singleton, 20 January, 1875.

There is a portion of the railway premises at Singleton occupied as a restaurant, for which the restaurateur pays £13 per annum.

Allow me to ask whether the Government would be offended with the person who might offer £60 per annum for the same premises.

If it be regarded in anywise as an intrusion to do so, or an impertinent interference with the *statu quo* of the present lessee, then I beg to be considered as declining to interfere.

I have, &amp;c.,

THOMAS B. RUBIE.

P.S.—I am not in the trade but simply wish to re-let.

The present lessee of the rooms at Singleton is paying 5s. a week—£13 a year as stated; his name is J. P. Quinn.

Singleton was included in the refreshment stations advertised for lease. The offers received were from J. P. Quinn, £70 a year; J. Maguire, £50 8s. a year; Helen Russell, £52 a year, with right of selling spirits—£30 a year otherwise. Nothing was done as regards Singleton Station, and Quinn has remained in possession at 5s. a week. As the question of the rent has now been raised, and £60 offered for the room as it now stands, I think Quinn should be called upon to pay the amount at which he tendered, viz., £70 a year.—C.A.G., 27/1/75.

Ask him if he is prepared to abide by his tender.—J.R., 10/2/75.

## No. 2.

## The Commissioner to Mr. J. P. Quinn.

Sir,

Department of Public Works, Railway Branch, Sydney, 12 February, 1875.

An offer having been received to lease the refreshment-room now occupied by you at the Singleton Station, I have the honor to request that you will be good enough to inform me at your earliest convenience whether you are prepared to abide by your tender of date 10th October, 1873, offering to pay the sum of £70 per annum for the use of the premises in question?

I have, &amp;c.,

JOHN RAE,

Commissioner for Railways.

## No. 3.

## Telegram from Mr. J. P. Quinn to The Commissioner.

Singleton, 16 February, 1875.

My tender will stand good if alteration is necessary; promised by late Minister no change whilst giving satisfaction; please forward copy of condition under which tender was sent in.

See Mr. Rubie's offer to give £60 a year. It was in the interest of Mr. Quinn, the present holder, that the proposal was made that he should enter upon new arrangements in accordance with his tender.—C.A.G.

Has copy of conditions been forwarded?—J.R., 3/3/75. Copy forwarded, 4/3/75.

## No. 4.

## The Commissioner to Mr. J. P. Quinn.

Sir,

Department of Public Works, Railway Branch, 4 March, 1875.

In accordance with the request contained in your telegram of the 16th ultimo, I enclose herein copy of the conditions to be observed when tendering to rent the refreshment-room at the Singleton Railway Station.

I have, &amp;c.,

JOHN RAE,

Commissioner for Railways.

## [Enclosure to No. 4.]

New South Wales Railways—Tender for Refreshment-rooms.

To the Commissioner for Railways.

I do hereby propose to rent the several refreshment-rooms mentioned underneath, in accordance with the terms and conditions hereto annexed, at the following rates, namely:—

Great North Line—The Singleton Station ..... £5 16s. 8d.

And in case this tender, or any portion of it, be accepted, I do hereby undertake to execute a counterpart lease for due performance of same, in accordance with the aforesaid terms and conditions.

Dated this 10th day of October, 1873.

JAMES P. QUINN,

Railway Refreshment-room,  
Singleton Station.  
New

## New South Wales Railways.

THE Commissioner for Railways invites tenders for renting the refreshment-rooms on the Great Southern, Western, and Northern Lines, viz. :—

South. Sydney. Mittagong.	West. Penrith. Mount Victoria.	North. Singleton.
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The rooms to be occupied can be seen by intending tenderers.

Tenders will be received for each station separately, or for all together,

The term will be from the 1st November, 1873, until the 31st December, 1876.

The highest or any tender will not necessarily be accepted.

Tenderers will be required to transmit with their tender, as a deposit, a receipt from the Treasury for an amount equal to 10 per cent. on the amount of the rent for twelve calendar months. Such deposit, in the case of the tenders accepted, to be held by the Commissioner as security for the due fulfilment of the conditions hereinafter mentioned, and to be absolutely forfeited in the event of a breach of any such conditions; or if the tenderer refuses to carry out or abide by his tender when accepted.

Unsuccessful tenderers will have the amounts deposited by them returned.

A lease of the premises successfully tendered for will be executed by the Commissioner; such lease to contain the following conditions, and all necessary, proper, and usual covenants and provisions; and the lessee will have to execute a counterpart thereof.

The following are the Conditions of Lease :—

1. The rooms to be occupied will be fitted up by the Commissioner with bar and all fixtures, and shall in all other respects be furnished by the lessee in a suitable manner, to the satisfaction of the Commissioner.
2. The lessee shall pay the rent in advance to the Station-master each calendar month.
3. The lessee shall have no right of claim for compensation against the Commissioner, if the number of trains be reduced, or if any alteration of time-table be made lessening the number of trains stopping at any particular station.
4. The rooms shall be kept clean and in good repair by the lessee during possession.
5. The rooms shall be kept open and refreshments supplied to all passengers requiring the same who may arrive or depart by any of the trains during the day or night.
6. All servants, or other persons employed by the lessee, shall be subject to the Railway By-laws, and shall be approved of by the Commissioner, who may insist on the dismissal of any servant if he thinks fit.
7. The lessee shall provide the best description and quality of refreshments at fair and reasonable prices, to be approved of by the Commissioner, and shall exhibit in each refreshment-room a list of refreshments obtainable and the prices of same, and shall keep any kind of refreshment which the Commissioner for Railways may from time to time direct.
8. Hot tea and coffee to be ready at all times while the rooms are open; also sandwiches, chops, steaks, soups, and cold meat. ~~The lessee will be bound to keep a sufficient quantity of suitable spirituous and fermented liquors~~ and other refreshments, and the lessee must supply the same at reasonable prices. He must also have in readiness for the through trains, for passengers who may wish to take their refreshment in the carriage, small baskets, each holding an assorted cold lunch and dessert for one—with all conveniences for eating same. These baskets, &c., will be collected at the termini, and returned to the lessee free of charge. In all other respects the lessee will be required to use his best endeavours to meet the convenience and accommodation of the public, and to keep and conduct the rooms in a proper and orderly manner.
9. Gas or other lights must be provided by the lessee at his own cost.
10. The lessee will have to pay for the carriage of all goods and stores he may require to be conveyed over the railway for the various stations, at the rates charged to the public. No "free passes" will be granted to any agent or servant of the lessee, but the lessee himself will be allowed a free pass over the line upon which his refreshment-room is situated.
11. The lessee shall not assign or transfer his lease, or underlet the rooms or any part thereof, without the consent of the Commissioner in writing under his seal.
12. The Commissioner will have the power of determining the lease at any time on giving one calendar month's notice in writing to the lessee.
13. The lessee shall not be liable for any Municipal rate.
14. In the event of the rent being unpaid for seven days after the same shall have become due, or in the event of any of the lessee's covenants not being complied with, or if the lessee shall become or be adjudged bankrupt or insolvent, or shall assign his estate for the benefit of his creditors, the lease shall be forfeited, and the Commissioner for Railways, by his agents or officers, shall have the power, without any demand, to enter and take possession of the premises, and every person to expel therefrom in like manner as a Sheriff might do under a writ of *habere facias possessionem*. And in the case of any action being brought in respect of such entry, the Commissioner or his agent may plead leave and license, and the lease shall be conclusive evidence of such leave and license.

## No. 5.

## Mr. J. P. Quinn to The Commissioner.

Sir,

Sydney, 15 March, 1875.

Referring to your letter, furnishing me at my request with a copy of the conditions under which the refreshment-room at Singleton is to be leased, I have the honor to state that I am prepared to abide by my tender which I sent in some months ago for the lease of the room in question, with the following alteration :—The rent to be £60 a-year instead of £70, so long as I am not permitted to sell spirituous and fermented liquors. If this privilege is accorded to me I will pay the higher rate at any time during the currency of my lease.

The lease to be for five years—to take effect from the time the improvements are completed.

I enclose a cheque for £6 as security for the due observance of the conditions in terms thereof.

I have, &c.,

JAMES P. QUINN.

I recommend the acceptance of this tender. Quinn has hitherto given great satisfaction to the public.—J.R., 16/3/75.

Approved.—J.L., 6/4/75.

This is accepted on the terms stated in letter from him of 15th March, 1875.—J.R.

Write to Mr. Quinn, accepting his tender.—C.A.G., 19/4/75.

## No. 6.

The Commissioner to Mr. J. P. Quinn.

Sir,

Department of Public Works, Railway Branch, 24 April, 1875.

In reference to your letter of the 15th ultimo, I have the honor to inform you that your amended tender to lease the refreshment-room at the Singleton Railway Station for five years, at £60 per annum, is accepted.

The rent will commence from the time the additions to be made by the Commissioner are completed, and will have to be paid monthly, in advance, to the Station-master, as provided in the specification.

I have to refer you to the Crown Solicitor for the purpose of executing the required agreement, which will be in terms of the conditions of lease.

I have, &amp;c.,

JOHN RAE,

Commissioner for Railways.

## No. 7.

## Minutes of The Commissioner and Engineers.

THE rooms at Singleton to be fitted up similar to the rooms at Mittagong and Mount Victoria, *i.e.*, a kitchen to be provided and a cooking-stove put in. The rent will commence from the date these additions are completed.—J.R., B.C., 28/4/75. Mr. Whitton.

Mr. Bewick to carry out in accordance with the views of the lessee, and charge the cost to working expenses, schedule G.—J.W., *per* W.H.Q., 6 May, 1875. To be returned.

The parcel-room, which adjoins the refreshment-room, can be converted into a kitchen by making a parcels-room of the lamp-room, and erecting a small lamp-room at the south end of the building. It will, also, I think, be necessary to make an opening in the partition-wall, and put in a door between the proposed kitchen and refreshment-room. If the Engineer-in-Chief approves of this arrangement I will have it carried out at once.—G.B., 12/5/75.

Commissioner.—J.W., *per* W.H.Q., 14 May, 1875.

Approved.—J.R., 26/5/75. Mr. Whitton, B.C.

Mr. Bewick,—To be returned.—W.H.Q., 27/5/77.

The parcel-room has been fitted up as a kitchen, and handed over to the lessee. The erection of the lamp-room is in hand, and will be completed in a few days.—G.B., 2/7/75.

Commissioner.—J.W., *per* W.H.Q., 6/7/75.

## No. 8.

## Minutes between The Commissioner and Traffic Manager.

Government Railways.—Minute Paper.

*Refreshment-room at Singleton.*

MR. WHITTON reports that the alterations required have been made.

Mr. Quinn now becomes the lessee for five years, at a rental of £60 a year, payable monthly in advance to Station-master.

The rent will be payable from 1st instant.

Mr. Higgs to instruct Station-master to collect regularly.—C.A.G., B.C., 8/7/75.

The lessee objects to pay the increased rental. He states that the room is not fitted up in accordance with verbal arrangements made with the Commissioner. Mr. Bewick declines doing anything else unless he has further instructions in the matter.

I am informed that the counter requires some alterations to suit the views of the lessee.

J. HIGGS, 17/7/75.

## No. 9.

Mr. J. P. Quinn to The Commissioner.

Sir,

Sydney, 16 July, 1875.

Having received notice from Mr. Verden, the Station-master at Singleton, that my room was completed and that the increased rent would take effect from the 1st instant, I beg respectfully to state that the alterations, as set forth in the condition of lease, have not up to the present time been done as per printed form. I have no wish to interfere with instructions given to collect the rent.

I beg to state that I have paid the old rent to the 12th instant, and would pray that the new rent of £60 per annum be not enforced until the requisite alterations are completed.

A stove has been set and a door-way made to connect the kitchen with refreshment-room. No bar or fixtures have been made, although measurements were taken; there is an old parcels counter which I have used since I have been in the room, which would be now unsuitable under the new arrangements, being too high, and taking up too much room. A proper bar and fixtures are necessary to make the room complete.

It is my wish to act in every way to your satisfaction, and carry out my duties in a suitable manner. I am prepared to sign the lease when required, and would beg that everything may be completed as soon as convenient.

I have, &amp;c.,

JAMES P. QUINN.

No. 10.

## No. 10.

## Minutes of The Commissioner and Engineers.

SEE conditions of lease herewith.

The Commissioner is to fit up the rooms with bar and all fixtures; this latter includes necessary shelving, &c. Until this be done the Commissioner cannot demand rent.—C.A.G., 19/7/75.

Let the work be carried out as agreed upon.—J.R., 20/7/75. Mr. Whitton, B.C.

I know of no expenditure more unwise or unnecessary than the fitting up of these refreshment-rooms. The Singleton station is entirely spoilt in trying to provide refreshments for a very unsympathising travelling public. Sydney station has been rendered extremely inconvenient after spending hundreds of pounds—in fact throwing hundreds of pounds away. I have throughout opposed this wasteful expenditure, and I very much doubt whether I am justified in certifying amounts for these alterations without the express instructions of the Minister. The rooms so far as my observation has extended are conducted in a most unsatisfactory manner, and with the present short lines are perfectly unnecessary.

Refreshment-rooms will no doubt be required at Bathurst, Goulburn, and Murrurundi, but they should be kept by the Commissioner without the intervention of a contractor.

An agreement having been made in this case I will forward the papers to Mr. Bewick.

J.W., 23/7/75.

Mr. Bewick, to be returned.—W.H.Q., 24/7/75.

I have put this work in hand.—G.B., 2/8/75.

Commissioner.—J.W., per W.H.Q., 10/8/75.

End of month—to ascertain if work has been completed with a view to the collection of rent.—C.A.G., 13/8/75.

Mr. Quodling.—C.A.G., B.C., 14/9/75. Mr. Bewick,—To be returned.

This work has been completed to the satisfaction, I believe, of the lessee.—G.B., 16/9/75.

Commissioner.—J.W., per W.H.Q., 20/9/75.

## No. 11.

## Minutes between The Commissioner, Traffic Manager, and Traffic Auditor.

See 75-4,598 herewith. Mr. Bewick states on 16/9/75: "This work has been completed to the satisfaction, I believe, of the lessee." Mr. Higgs will now see that the increased rent is collected say from this date.—C.A.G., 20/9/75. Noted.—J. HIGGS, 21/9/75. Traffic Auditor.—B.C., C.A.G. Mr. Seale to note.—W.V.R., 24/9/75. Noted.—JOHN SEALE, 25/9/75. The Secretary.—W.V.R., 27/9/75.





1877-8.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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SIDINGS AND PLATFORMS ON RAILWAY LINES.

(RETURN SHOWING PARTICULARS OF.)

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*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

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RETURN showing when the Siding and Platform at Campbellfields, and when all Sidings and Platforms were subsequently erected on the Western, Southern, and Northern Lines, at whose request and expense each was made; together with a Return of the Goods and Passenger Traffic from each of the same,—

Laid upon the Table of the Legislative Assembly in pursuance of the answer to Question No. 1, on Votes and Proceedings of 5th July, 1877.

(*Mr. Sutherland.*)

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## RETURN of Sidings and Platforms made on the Western, Southern, and Northern Lines since May, 1874, to 5th July, 1877.

Name.	Date of opening.	At whose request.	At whose Expense.	Earnings from Coaching.	Earnings from Goods Traffic.	Total Earnings.	Remarks.
<b>GREAT WESTERN LINE.</b>				£ s. d.	£ s. d.	£ s. d.	
Cross Roads Siding, Penrith	Nov., 1875...	Cook & Dempsey .....	Commissioner's. Expense on applicants giving bond that traffic should be 300 tons weekly for 3 years.	.....	1,504 19 8	1,504 19 8	
Vale of Clwydd Siding	July, 1874...	Vale of Clwydd Coal Co. ...	Vale of Clwydd Coal Cos. ....	.....	10,062 19 10	10,062 19 10	
Want's Platform	Dec., 1874...	C. Smith, R. C. Want, and John Lucas.	Commissioner's .....	.....	.....	.....	Not kept separate.
The Valley Platform	May, 1875...	Hon. G. Eagar.....	Do. ....	0 7 6	90 1 8	90 9 2	The passenger traffic for this platform is included with other platforms; until recently there was no rate to it; there are no tickets to it now.
Faulconbridge do.	Mar., 1877...	Traffic Manager .....	Do. ....	22 1 6	55 3 8	77 5 2	Tickets to this platform were first issued in April, 1877; previously the coaching traffic to this place was included with other stations.
Numantia do.	Oct., 1876...	Sir Jas. Martin.....	Do. ....	111 13 11	143 3 0	254 16 11	Do. do. do.
Lindon do.	Aug., 1874...	Mr. D. Fletcher .....	Do. ....	15 16 6	29 18 1	45 14 7	No passenger traffic shows to this place; it is included with other stations; until recently there was no rate to it.
Mount Wilson do.	April, 1875...	Petition from Inhabitants ...	Do. ....	62 16 8	637 12 11	700 9 7	
Eskbank	June, 1874...	Do. ....	Do. ....	1,036 17 3	.....	1,036 17 3	
Lithgow	June, 1877...	Do. ....	Do. ....	.....	.....	.....	This platform's traffic since it has been open has shown with Eskbank and Bowenfells.
<b>GREAT SOUTHERN LINE.</b>							
Croydon Platform	Aug., 1874...	Do. ....	Do. ....	1,390 15 6	.....	1,390 15 6	Previous to Nov., 1876, the traffic to Croydon showed with Ashfield and Burwood.
Redmyre do.	July, 1876...	Do. ....	Do. ....	5 18 8	.....	5 18 8	This is traffic from Redmyre; the traffic to Redmyre shows with Homebush and Burwood.
Guildford do.	April, 1876...	Do. ....	Do. ....	66 10 7	62 7 2	128 17 9	
Campbellfields do.	May, 1874...	Commandant, Volunteers ...	Do. ....	656 16 1	.....	.....	Coaching includes £213, revenue at encampment in May, 1874.
Do. Siding	Nov., 1875...	Mr. Scanlan .....	Mr. Scanlan's, except cost of rails	.....	1,361 18 10	2,018 14 11	
Morrice's do.	April, 1875...	Mr. J. Morrice.....	Commissioner's expense on Mr. Morrice giving bond £500 that there should be 500 tons for 5 years, or he would pay cost of putting in and taking out siding.	.....	1,300 14 10	1,300 14 10	
A. & R. Amos' do.	June, 1876...	Amos' .....	Commissioner's expense on applicants giving bond that revenue should be £2,000 a year for 5 years.	.....	7,920 12 7	7,920 12 7	
<b>GREAT NORTHERN LINE.</b>							
Whittingham's Siding	Feb., 1877...	Hy. Noad .....	Commissioner's. Applicant contributing £60, and guaranteeing traffic of £20 per month for 18 months.	.....	179 4 5	179 4 5	

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SUPPLY OF COAL FOR RAILWAY PURPOSES.

(TENDERS FOR THE YEAR 1877.)

*Ordered by the Legislative Assembly to be printed, 22nd January, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 24th July, 1877, That there be laid upon the Table of this House,—

“Copies of all Tenders received, with the names of the persons who tendered, for the Supply of Coal for Engine purposes, for the year 1877; together with the reports of the Officers who made the usual tests, and any Correspondence which may have taken place on the subject.”

(*Mr. Davies, on behalf of Mr. Lackey.*)

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SUPPLY OF COAL FOR RAILWAY PURPOSES FOR 1877.

No. 1.

The Manager, Bowenfels Coal Mining and Copper Smelting Company, to  
The Commissioner for Railways.

Bowenfels Coal Mining and Copper Smelting Company (Limited),  
Sydney, 23 November, 1876.

Sir, Tenders having been gazetted for the supply of engine coal for the year 1877, and as we intend to compete for the contract, we would respectfully request that you would take samples,—the quality of our coal being vastly improved.

We have no doubt that you would see the injustice of classing our coal according to the sample sent in 1875.

I have, &c.,  
W. H. BOGIE,  
Manager.

Refer him to specification. No coal is excluded. Samples will be received.—C.A.G., 28/11/76.  
W. H. Bogie, 30/11/76. Mr. Mason.—C.A.G., B.C., 30/11/76. Commissioner.—W.M., 2/12/76.

No. 2.

The Commissioner for Railways to The Manager, Bowenfels Coal Mining and  
Copper Smelting Company.

Sir, Department of Public Works, Railway Branch, 30 November, 1876.

In reference to your letter of the 23rd instant, asking permission to forward samples of the Bowenfels Company's coal with a view to tendering for the supply of engine coal for 1877, I have the honor to refer you to the specification, by which you will see that no coal is excluded. Samples from your Company will be received.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

No. 3.

Nott, Ward, & Co. to The Commissioner for Railways.

Dear Sir, Sydney, 25 November, 1876.

We purpose tendering for the supply of engine coal for G.N. Railway for 1877; we have the same pits that Pearse & Nott supplied the railway from during 1875, and purpose supplying you with coal from those pits. Will it be necessary for us to send in a sample? Will call on Monday for an answer.

Yours truly,  
NOTT, WARD, & CO.

The specification for supply of coal is now on view at my office, whence all particulars can be obtained.—W.M., 25/11/76. Commn. Inform. Sample of 10 tons required.—J.R., 27/11/76.  
Informed verbally.—27/11/76.

No. 4.

The Under Secretary for Public Works to The Commissioner for Railways.

Sir, Department of Public Works, Sydney, 5 December, 1876.

The tenders, eleven in number, for the work specified in the margin, are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct, for submission to the Minister.

I have, &c.,  
JOHN RAE.

[Enclosure 1 in No. 4.]

Mr. T. Wilton to The Commissioner for Railways.

Sir, 305, George-street, Sydney, 4 December, 1876.

On behalf of the Lithgow Valley Colliery Company, I beg to tender for the supply of Western coal required for engines on the Southern, Western, and Richmond Railways during the year 1877, to be delivered at the Company's siding in trucks according to the specification, at four shillings and sixpence (4s. 6d.) per ton.

I have, &c.,  
THOMAS WILTON.

MEMO.—In the event of my tender being accepted, I beg to give the names of Messrs. John Busby and Edward Gell (of Bathurst), as sureties in terms of the specification for the due performance of the Contract.

[Enclosure 2 in No. 4.]

The Manager, Vale of Clwydd Coal Mining Company, to The Commissioner for Railways.

TENDERS for supply of Engine Coal for the Great Southern, Western, and Richmond Railways, for the year 1877.

Sir, 4, Park-street, Sydney, 4 December, 1876.

In accordance with notice in the *Government Gazette*, I beg, on behalf of the Vale of Clwydd Coal Mining Company, to tender for the supply of the above coal in terms of specification, at five shillings and threepence per ton, delivered at the Company's siding.

I have, &c.,  
HENRY FAIRFAX,  
Manager.

MEMORANDUM.—

MEMORANDUM.—In the event of this tender being accepted, we the undersigned agree to be answerable for the due performance of the contract, and undertake that we will severally execute and deliver a bond to Her Majesty in a penal sum of one-tenth of the gross amount of the contract for securing such performance.

THOMAS SAYWELL.  
THOS. S. HUTCHINSON.

[Enclosure 3 in No. 4.]

Mr. W. Pitt to The Commissioner for Railways.

Eskbank Colliery, 1 December, 1876.

I, THE undersigned, do hereby tender for the supply of engine coal for the Southern, Western, and Richmond Railways for the year 1877, at the rate of (5s. 11d.) five shillings and elevenpence per ton in trucks in the Eskbank siding, and to deposit cash to the amount of the bond, or find sureties as may be required by the Commissioner for Railways.

WILLIAM PITT,  
Eskbank Colliery, Eskbank.

[Enclosure 4 in No. 4.]

Mr. T. Brown to The Commissioner for Railways.

Tender for Engine Coal.

Eskbank, 1 December, 1876.

I, THE undersigned, do hereby tender for the supply of engine coal on the Southern, Western, and Richmond Railways for the year 1877, at the rate of (5s. 6d.) five shillings and sixpence per ton, delivered in trucks at my siding at Eskbank; either to find sureties, or make a cash deposit, as may be required by the Commissioner for Railways.

THOMAS BROWN.

[Enclosure 5 in No. 4.]

The Manager, Bowenfels Coal Mining and Copper Smelting Company, to The Commissioner for Railways.

Bowenfels Coal Mining and Copper Smelting Company (Limited),

Offices, 84, King-street, Sydney, 4 December, 1876.

Sir,

On behalf of this Company I have the honor to tender for the supply of engine coal from Bowenfels, delivered at the coal sidings there, for the year 1877, at the undermentioned price, viz., four shillings and tenpence half-penny per ton; and beg to refer you to A. Thompson, Esq., J.P., 196, Pitt-street, and J. A. Lucas, Esq., Camperdown, who will become bondsmen, and execute the bond when called upon.

I have, &c.,  
W. H. BOGIE,  
Manager.

[Enclosure 6 in No. 4.]

The Proprietors, Alnwick Coal Mines, to The Commissioner for Railways.

Sir,

Sydney, 128, Elizabeth-street, 5 December, 1876.

We beg to tender for the supply of coal to the Great Northern, Southern, and Western Railways, as follows, viz. :—

Delivered in owner's trucks in Maitland .....	9s. per ton.
Delivered in owner's trucks in Newcastle .....	9s. 6d. per ton.
Delivered by "steam collier" on the Wharf in Darling Harbour .....	14s. 6d. per ton.

Messrs. William Hargraves, of the Pyrmont Foundry, and Frederick Charles Curlewis, of Hermsley, Geelong, Victoria, will become sureties with our Mr. Lucius O'Brien for the due performance of the contract. The coal to be supplied is that of the "Four-mile Creek" seam, now being worked by us at our mines.

We are, &c.,  
L. O'BRIEN & COMPANY,  
Proprietors, Alnwick Coal Mines.

[Enclosure 7 in No. 4.]

The Agents, Wollongong Colliery, to The Commissioner for Railways.

Tender for supply of engine coal for S.W. and R. Railways.

Sir,

Agency of the Wollongong Collieries, Sydney, 5 December, 1876.

In reference to your advertisement for the supply of coals (engine) for 1877,—We hereby tender to supply you with the quantities required of the best screened Wollongong coal, according to the specification of conditions which we have seen—at the rate of 14s. per ton.

We have, &c.,  
J. WARD & Co.,  
Agents, Wollongong Colliery.

In the event of the above tender being accepted, we offer as sureties for same the names of James Osborne, Esq., of Wollongong, William Speer, Esq., of Sydney.—J.W. & Co.

[Enclosure 8 in No. 4.]

The Secretary, Waratah Coal Company, to The Secretary for Public Works.

Tender for supply of engine coal to the Southern, Western, and Richmond Railways.

Sir,

Waratah Coal Company, Sydney, 5 December, 1876.

On behalf of the Waratah Coal Company I hereby beg to tender for the supply of Newcastle engine coal required during the year 1877 for the Southern, Western, and Richmond Railways at the following rate, viz. :—(17s.) seventeen shillings per ton of 2,240 lbs., delivered in the usual way, at the Government Wharf, Darling Harbour. The wharfage, if any, to be paid by the Government.

I have, &c.,  
D. N. JOUBERT,  
Secretary.

WE the undersigned hereby agree to be answerable for the due performance of the Contract, in the event of the within tender being accepted, and we undertake in that event that we will severally execute and deliver at the office of the Crown Solicitor in Sydney, within fourteen days from the usual notification of acceptance, a bond to Her Majesty in the penal sum of three hundred pounds (£300), for securing such performance,—

CH. SMITH.  
SAM. DICKINSON.  
Sydney, 5 December, 1876.

D. N. JOUBERT,  
Secretary, Waratah Coal Company.

[Enclosure

## [Enclosure 9 in No. 4.]

E. Vickery, Esq., to The Commissioner for Railways.

Tender for engine coal, G.S.W., and R. Railways.

Sir,

116, Pitt-street, Sydney, 5 December, 1876.  
 Having reference to your invitation for tenders in the *Gazette* of the 14th ultimo, for engine coal for 1877, for the Southern, Western, and Richmond Railways, I have the honor to offer to supply best screened coal from the new pit at Greta, as required, delivered on the wharf, Darling Harbour, for the sum of sixteen shillings and sixpence (16s. 6d.) per ton of 2,240 lbs. To be supplied in terms of specification. Attention is particularly called to the superior quality of the Greta coal from the new pit, and the Engineer-in-Chief of Existing Lines, as well as the foreman of Locomotives, are respectfully invited to inspect the coal in the mine; the seam is large and of uniform character. This pit is supplied with the best and most modern appliances, so that the coal must be thoroughly screened.

The coal from this pit is used for steam purposes, and while it produces no clinker is a remarkably clean coal, and burns to a white ash, of which it leaves an unusually small percentage.

According to Government analysis, as published in the Annual Report of the Department of Mines, the Greta coal is superior in quality to the noted Newcastle mines.

I have, &amp;c.,

E. VICKERY.

I beg to name as sureties:—John Elley Begg, Esq., J.P., Olive Bank, Glenmore; Gustavus J. Waterhouse, of Waverley.

## [Enclosure 10 in No. 4.]

The Secretary, Newcastle Wallsend Coal Company, to The Secretary for Public Works.

Sir,

Newcastle Wallsend Coal Company, Sydney, 5 December, 1876.

I beg to tender on behalf of this Company, in terms of specification, for the supply of engine coal for the Great Southern, Western, and Richmond Railways, for the year 1877, at the rate of (18s. 4d.) eighteen shillings and four pence net per ton.

Should any reduction take place in this Company's selling price at Newcastle during such supply, the Company will make a reduction of a like amount in the above price.

I beg to name Messrs. F. H. Dangar and M. Metcalfe, as sureties for the due performance of the contract.

I have, &amp;c.,

F. W. BINNEY.

Secretary.

## [Enclosure 11 in No. 4.]

Sydney, 5 December, 1877.

Tender for the supply of engine coal for the Great Southern, Western, and Richmond Railways for the year 1877. I beg to tender for the supply of the abovenamed lines, in terms of specification, exhibited to tenderers in the Railway Department, with coal from the New Lambton Colliery, Newcastle, at the rate of 17s. 6d. stg. per ton.

WM. SUMMERBELL.

Memo.—The New Lambton is a portion of the same seam as that lately worked by the Waratah Colliery, whose property it adjoins.

## No. 5.

The Under Secretary for Public Works to The Commissioner for Railways.

Sir,

Department of Public Works, Sydney, 5 December, 1876.

The tenders, seven in number, for the work specified in the margin, are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct, for submission to the Minister.

I have, &amp;c.,

JOHN RAE.

Engine coals,  
1877, Great  
Northern Rail-  
way.

## [Enclosure 1 in No. 5.]

The Secretary, Newcastle Wallsend Coal Company, to The Secretary for Public Works.

Sir,

Newcastle Wallsend Coal Company, Sydney, 5 December, 1876.

I beg to tender on behalf of this Company, in terms of specification, for the supply of engine coal for the Great Northern Railway, for the year 1877, at the rate of (14s.) fourteen shillings nett per ton.

Should any reduction take place in this Company's selling price at Newcastle during such supply, the Company will make a reduction of a like amount in the above price.

I beg to name Messrs. F. H. Dangar and M. Metcalfe as sureties for the due performance of the contract.

I have, &amp;c.,

F. W. BINNEY,

Secretary.

## [Enclosure 2 in No. 5.]

The Secretary, Waratah Coal Company, to The Secretary for Public Works.

Tender for the supply of engine coal to the Great Northern Railway.

Sir,

Waratah Coal Company, Sydney, 5 December, 1876.

On behalf of the Waratah Coal Company, I hereby beg to tender for the supply of Newcastle engine coal, required during the year 1877 for the Great Northern Railway, at the following rate, viz.:

(13/6) Thirteen shillings and sixpence per ton of 2,240 lbs., delivered in the usual way at Newcastle, or at the junction of the Waratah Coal Company's and Great Northern Railways.

I have, &amp;c.,

D. N. JOUBERT,

Secretary.

We, the undersigned, hereby agree to be answerable for the due performance of the contract, in event of the within tender being accepted, and we undertake, in that event, that we will severally execute and deliver at the office of the Crown Solicitor in Sydney, within fourteen days from the usual notification of acceptance a bond to Her Majesty, in the penal sum of (£300) three hundred pounds sterling, for securing such performance.

CH. SMITH.

SAM. DICKINSON.

D. N. JOUBERT,

Secretary, Waratah Coal Company.

Sydney, 5th December, 1876.

[Enclosure



## [Enclosure 3 in No. 5.]

Nott, Ward, &amp; Co. to The Commissioner for Railways.

Sir, West Maitland, 4 December, 1876.  
 We beg to tender to supply the G. N. Railway with engine coal for the year 1877; we would be willing to take the contract for the 10,000 tons, or for the coal required, north of East Maitland, at nine shillings and three pence (9/3) per ton, delivered in trucks at East Maitland.  
 Should our tender be accepted, we would offer as our sureties for the due performance of our contract, Messrs. Isaac Gorrick and Mr. Samuel Baker, both of West Maitland.

Yours truly,  
 NOTT, WARD, & CO.

## [Enclosure 4 in No. 5.]

Mr. E. Vickery to The Commissioner for Railways.  
 Tender for Engine Coal for Great Northern Railway.

Sir, Pitt-street, Sydney, 5 December, 1876.  
 Pursuant to advertisement in the *Government Gazette*, calling for tenders for engine coal for 1877 for the Great Northern Railway, I have the honor to offer best screened coal from the Greta new pit in the quantities required, delivered from the Greta trucks on to the coal stage, at Honeysuckle Point, at twelve shillings (12s.) per ton of 2,240 lbs., to be supplied in terms of specification.

I beg to name as sureties—John Elly Begg, Esq., J.P., Glenmore; Gustavus J. Waterhouse, Esq., Waverley.

I have, &c.,  
 E. VICKERY.

P.S.—I also offer to supply similar coal into the Commissioners' trucks at Greta at 9s. 8d. per ton of 2,240 lbs., or I will supply it in Greta trucks at nine shillings and ten pence (9s. 10d.) per ton of 2,240 lbs., leaving the Railway Department to do the traction anywhere along the line where they may require the coal.

Particular attention is called to the superior quality of Greta coal from the new pit, which is 260 feet deeper than the pit formerly worked. The seam is large and of uniform character. The Engineer-in-Chief is respectfully invited to inspect, or have inspected, the coal seam being worked.

The pit is supplied with the best and most modern appliances, and no coal can be sent away without being properly screened.

The coal from the new pit produces no clinker, is remarkably clean, and burns to a white ash, of which it leaves an unusually small per centage.

By the published Government analysis in the annual report of the Department of Mines, it will be seen that the Greta coal is superior in quality to that from the other Newcastle mines.

E. VICKERY.

## [Enclosure 5 in No. 5.]

Mr. J. Mitchell to The Secretary for Public Works.

Sir, Dunmore, East Maitland, 5 December, 1876.  
 I hereby tender to supply the G. N. Railway, north of East Maitland, for the year 1877, with best screened coal, according to specification from my mine at Four-mile Creek, at the rate of 11s. 9d. per ton of 2,240 lbs., the said coal to be delivered into Government trucks at East Maitland Station, as required.

I propose as my sureties,—Joseph Pearse, Esq., Dunmore; James Price, Esq., East Maitland.

Yours, &c.,  
 JOHN MITCHELL

## [Enclosure 6 in No. 5.]

MEMO.—Messrs. L. O'Brien and Company Tenders: Coal from "Four-mile Creek Seam;" delivered in owners' trucks Maitland, at 9s. per ton; delivered in owners' trucks, Newcastle, at 9s. 6d. per ton.  
 See tender in Schedule for engine coals, Great Northern Railway of even date.

G.H.,  
 5/12/76.

## [Enclosure 7 in No. 5.]

Sydney, 5 December, 1876.

Tender for the supply of engine coal for the Great Northern Railway, for the year 1877.

I BEG to tender for the supply of the abovesaid line, in terms of specification exhibited to tenderers in the Railway Department, with coal from the New Lambton Colliery, Newcastle, at the rate of 13s. 1d. sterling per ton.

WM. SUMMERBELL.

Memo.—The "New Lambton" is a portion of the same seam as that lately worked by the "Waratah" colliery, whose property it adjoins.

## No. 6.

## Memorandum from The Engineer for Existing Lines to Mr. T. Brown.

Government Railways, Existing Lines, Engineer's Branch, 13 December, 1876.

REFERRING to your Tender for supplying coal for the Great Southern, Western, and Richmond Railways, I beg to inform you that it is my intention to test the quality of that which you propose to supply.

I will therefore feel obliged if you will inform me from which pit or mine you propose to supply it, and also to authorize me or anyone on my behalf to intercept in transit any coal which you may be sending to the Sydney Market for the purpose of testing its quality.

For WILLIAM MASON,  
 R.J.S.

Similar letters sent to—

Mr. Thomas Wilton.

Mr. Bogie, Manager, Bowenfels Coal Mining Company.

Mr. Henry Fairfax, Manager, Vale of Clwydd Coal Mining Company.

Mr. Pitt.

Government

Government Railways, Existing Lines, Engineer's Branch, 14 December, 1876.

REFERRING to your Tender for supplying coal for the Great Northern Railway, I beg to inform you that it is my intention to test the quality of that which you propose to supply.

I shall therefore feel obliged if you will inform me from which pit or mine you propose to supply it, and also to authorize me or any one on my behalf to intercept in transit any coal which you may be sending to market for the purpose of testing its quality.

Pro WILLIAM MASON,  
R.J.S.

Similar letters to—

Mr. D. N. Joubert, Secretary, Waratah Coal Company.  
Mr. F. W. Binney, Newcastle Wallsend Coal Company.  
Messrs. L. O'Brien & Company.  
Messrs. Nott, Ward, & Company.  
Mr. E. Vickery.  
Mr. John Mitchell.  
Mr. William Summerbell.

### No. 7.

#### Memo. from The Engineer for Existing Lines to The Locomotive Superintendent.

Government Railways, Existing Lines, Engineer's Branch, 15 December, 1876.

THE following companies have consented to their coals being intercepted in transit, with the view of testing the quality in accordance with verbal instructions of the Engineer for Existing Lines, viz. :—

Vale of Clwydd.  
Eskbank, Mr. Pitt's Mine.  
Do Mr. Brown's Mine.  
Lithgow Valley.  
Newcastle Wallsend Co.

Communications from the above Companies herewith, which please do not lose sight of.—R.J.S.  
Mr. Webster to carry out as previously instructed.—W. SCOTT, 15/12/76.

[Enclosure 1 in No. 7.]

The Manager, Vale of Clwydd Coal Mine, to The Engineer for Existing Lines.

Sir,

In reply to your memo. of yesterday's date (No. 76/760) I beg to inform you that the mine I propose supplying from for engine supply, Great Southern, Western, and Richmond Railways, is the Vale of Clwydd Co's. Mine, Lithgow.

As requested, I hand you herein a memo., authorizing you or your appointee to intercept in transit any coal from the above mine, for the purpose of testing its quality.

I have, &c.,  
HENRY FAIRFAX,  
Manager.

Sydney, 14 December, 1876.

I HEREBY authorize and empower William Mason, Esq., Engineer for Existing Lines of Railways, or any person acting on his behalf, to intercept, in transit, and use for testing purposes any coal from the Vale of Clywdd Company's Mine, Lithgow.

HENRY FAIRFAX,  
Manager.

[Enclosure 2 in No. 7.]

Mr. W. Pitt to The Engineer for Existing Lines.

Sir,

I do myself the honor to acknowledge the receipt of your letter of yesterday's date, referring to my tender for the supply of engine coal for the Southern, Western, and Richmond Railways, and in reply beg to inform you should my tender be accepted, I propose to take the coals from the Eskbank Colliery, from which pit I am at present supplying engine coal. And I hereby authorize you, or any one you may appoint, to intercept any truck or trucks of coal I am sending for engine purposes.

I have, &c.,  
WILLIAM PITT.

Eskbank, 14 December, 1876.

[Enclosure 3 in No. 7.]

Mr. T. Browne to The Engineer for Existing Lines.

Sir,

I do myself the honor to acknowledge receipt of your letter of yesterday's date, referring to my tender for the supply of engine coal for the Southern, Western, and Richmond Railways, and in reply beg to inform you that should I get the contract the coal will be supplied from my own mine, Eskbank Colliery, from which the present contract is supplied, and I hereby authorize you, or anyone you may appoint, to intercept any truck or trucks of my coal for the purpose of testing quality.

I have, &c.,  
THOMAS BROWNE.

[Enclosure 4 in No. 7.]

Mr. T. Wilton to The Engineer for Existing Lines.

Sir,

I have the honor to acknowledge receipt of your memorandum of the 13th instant, referring to my tender for the supply of coal for the Great Northern, Western, and Richmond Railways, informing me that it is your intention to test the quality of the coal I propose to supply, asking from which pit or mine I propose to furnish such supply, and requesting me to authorize you, or any one on your behalf, to intercept in transit any coal I may be sending to the Sydney market for the purpose of testing its quality. In reply, I beg to say that it is my intention to supply the coal for the contract from the Lithgow Valley Colliery, and I have much pleasure in authorizing you to intercept in transit, or at the pit's mouth, or adit, any coal you may choose to select for the purpose of testing its quality.

I have, &c.,  
THOMAS WILTON.

[Enclosure

[Enclosure 5 in No. 7.]

The Secretary, Newcastle Wallsend Coal Company, to The Engineer for Existing Lines.

Sir, Newcastle Wallsend Coal Co., Sydney, 15 December, 1876.  
I am in receipt of your memorandum (76-770), of 14th instant, in reference to this Company's tender for the supply of coal for the Great Northern Railway.  
In reply thereto I beg to inform you that the coal is intended to be supplied from the Company's B pit.  
As requested, I authorize you, or anyone on your behalf, to intercept in transit any coal which the Company may be sending to market for the purpose of testing its quality.

I am, &c.,  
F. W. BINNEY,  
Secretary.

Mr. Boag.—W.M., per R.J.S., 27/12/76. Returned.—THOS. BOAG, 24/1/77.

No. 8.

Engineer for Existing Lines to The Locomotive Foreman, Great Northern Railway.

Government Railways, Existing Lines, Engineer's Branch, 18 December, 1876.

The undermentioned have consented to have the coals, which they tender to supply tested. (See communications from them herewith):—

Mr. William Summerbell, New Lambton.  
Messrs. Nott, Ward, & Co.  
Mr. John Mitchell, Four-mile Creek.  
Messrs. Jos. Ward & Co., Wollongong.  
Mr. E. Vickery, Greta New Pit.  
Mr. J. Bogie, Bowenfels Coal Company.  
Mr. L. O'Brien, Four-mile Creek.

[Enclosure 1 in No. 8.]

Mr. W. Summerbell to The Engineer for Existing Lines.

Sir, Sydney, 18 December, 1876.  
In answer to your memorandum of 14th instant, I have to inform you that I purpose to supply the Government Railways with coals from the New Lambton Pit, Newcastle, should my tender be accepted.  
I enclose you order on Mr. J. C. Dibbs of Newcastle for any New Lambton coals you may require for the purpose of testing their quality.

Yours truly,  
WM. SUMMERBELL.

Mr. W. Summerbell to The Manager, New Lambton Coal Co.

Dear Sir, Sydney, 18 December, 1876.  
Please deliver to Wm. Mason, Esq., on his order, any coals from the New Lambton Mine that he may require for the purpose of testing their quality for supply of the Great Northern Railway contract.

Yours truly,  
WM. SUMMERBELL.

[Enclosure 2 in No. 8 is mislaid.]

[Enclosure 3 in No. 8.]

Mr. J. Mitchell to The Engineer for Existing Lines.

Sir, Dunmore, East Maitland, 16 December, 1876.  
I am in receipt of yours of the 14th, and in reply beg to say I intend to supply from Ingaree Mine, Four-mile Creek, near East Maitland, and will be glad to load under your inspection, or any one you may appoint, any number of loads of coal for testing for the railway, as it comes from the pit's mouth. I send a large quantity of unscreened coal, and the coal I intend to supply the Great Northern Railway with will be specially screened through a screen the width specified in the specification.

Kindly let me know when the party will be up, and I will meet him at East Maitland Station, and convey him to the mine for the purpose of inspecting loading and transit.

Yours, &c.,  
JOHN MITCHELL.

Mr. Boag.—W.M., 18/12/76. Seen, and returned.—TH. BOAG, 28/12/76.

[Enclosure 4 in No. 8.]

The Agents, Wollongong Colliery, to The Engineer for Existing Lines.

Sir, Agency of the Wollongong Collieries, Sydney, 16 December, 1876.  
In reply to your memo. of 14th instant, we beg to inform you that we will supply the coals for contract for the Great Southern and Western Railway from the Wollongong Collieries.

We cannot give you a general order to intercept cargoes, because it would interfere with their special destinations, but as we have nearly always cargoes in port we will deliver the quantity you require as a sample within twenty-four hours notice at any time.

We are, &c.,  
JOSEPH WARD & CO.,  
Agents.

[Enclosure 5 in No. 8.]

Mr. E. Vickery to The Engineer for Existing Lines.

Sir, 116, Pitt-street, Sydney, 15 December, 1876.  
I have the honor to acknowledge your favour of 14th instant, and in reply beg to say that I offer to supply the coal as per tender out of the new pit at Greta, close to the railway line.

I can also supply it at the same prices out of the old pit, the coal from which is very good.  
I hereby authorize you or your agent to select any coal in waggons at the mine, or intercept any in transit for the purpose of testing the quality.

There is, however, very little at present coming to market, as we are without orders. You can, however, take any in waggons now at the mine, or you can send an agent, and the coal shall be hewed in his presence in the mine.

I have, &c.,  
E. VICKERY.

P.S.—I hand you an order on the Manager. It is not possible to send two qualities from either pit, the seams are so uniformly good, and only require care in screening.

Mr.

Mr. E. Vickery to Mr. C. Harper.

Sir, 116, Pitt-street, Sydney, 15 December, 1876.  
Please permit the Engineer for Existing Lines of Railways, Wm. Mason, Esq., or any person authorized by him, to take any waggon of Greta coal, either at the mine or in transit, for the purpose of testing for locomotive purposes.  
Or, should it be so desired, allow the miners to hew the coal from either pit, in the presence of the agent, the object being to satisfy the Engineer that the usual run of the coal will be same as that to be tested.

I am, &c.,  
E. VICKERY.

Mr. Boag.—W.M., per R.J.S., 22/12/76. Returned.—THOS. BOAG, 24/1/77.

[Enclosure 6 in No. 8.]

The Manager, Bowenfels Coal and Copper Smelting Company, to

Sir, Bowenfels Coal and Copper Smelting Company (Limited), Sydney, 18 December, 1876.

In answer to your favour of the 13th instant, I have much pleasure in complying with your request, and hereby authorize you to intercept any of our coal in transit. Of course you will inform me of the numbers and where consigned, so that we make up that deficiency to our customer whose coal may have been intercepted.

The coal will be supplied from our Bowenfels Colliery, Lithgow Valley.

I have, &c.,  
J. T. BOGIE,  
Manager.

[Enclosure 7 in No. 8.]

L. O'Brien & Co. to the Engineer-in-Chief.

Sir, Sydney, 128, Elizabeth-street, 15 December, 1876.

We are in receipt of your letter of yesterday (No. 76/771), requesting information as to the mines from which we propose to supply your department with engine coals and to be furnished with an authority to take coals in transit from the mines for trial.

And in reply we have much pleasure in stating that the coals will be supplied from the Alhwick Mines at Hexham, from the Four-mile Creek seam of coal worked by us there.

We shall also be very happy to allow you to take any coals you may require for the purposes of trial wherever you may find them, and our manager at the mines is instructed to afford you every assistance.

We are, &c.,  
L. O'BRIEN & CO.

P.S.—We included in our tender a price for our coal delivered in Sydney, but you only refer to our tender to supply the Northern Line.

We shall be happy to supply you with samples for testing on the Southern and Western Lines if you desire it.—  
L. O'BRIEN & Co.

Mr. Boag to test this coal.—W.M., per R.J.S., 2/1/77. Seen—THOS. BOAG, 17/1/77.

## No. 9.

Memorandum from The Engineer for Existing Lines to The Locomotive Foreman,  
Great Northern Railway.

Government Railways, Existing Lines, Engineer's Branch, 19 December, 1876.

I FORWARD herewith authorities from the Waratah Coal Co. and Mr. Summerbell to test the coals they tender to supply.

R.J.S.,  
pro W.M.

[Enclosure 1 in No. 19.]

The Secretary, Waratah Coal Company, to The Engineer for Existing Lines.

Dear Sir, Waratah Coal Company, Sydney, 15 December, 1876.

In reply to your memorandum of this date, I beg to state that the officers of the Waratah Coal Company at the Colliery and at Newcastle have been instructed by me to allow you or any one on your behalf to test the quality of the Company's coal, whether from the old or from the new pits.

I remain, &c.,  
D. N. JOUBERT,  
Secretary.

I asked for authority to intercept the coal in transit, and also from which pits it was proposed to supply it. Perhaps Mr. Joubert will reply to these questions.—W.M., 16/12/76.

Memorandum from The Engineer for Existing Lines to The Secretary, Waratah Coal Company.

Government Railways, Existing Lines, Engineer's Branch, 16 December, 1876.

In reply to your favour of yesterday, the Engineer for Existing Lines has directed me to inform you that he applied for authority to intercept your coal in transit.

Will you be good enough to forward such authority at your earliest convenience, and please state at same time from which pit, old or new, you intend to supply from.

ROBERT J. SHERIDAN,  
Pro W. MASON.

The Secretary, Waratah Coal Company, to The Engineer for Existing Lines.

Dear Sir, Waratah Coal Company, Sydney, 18 December, 1876.

In reply to your memorandum of the 16th instant, I beg to inform you that a copy of your communication of the 15th was forwarded to the officers of the Waratah Coal Company with a request that they should allow you or any one on your behalf to test the quality of the Company's coal, in accordance with the wish therein expressed by you.

This Company will be prepared, if my tender is accepted, to supply coal to the Government Railways either from its old or new pits, as may be required by the officers of your Department.

I remain, &c.,  
D. N. JOUBERT,  
Secretary.

Mr. Boag.—W.M., for R.J.S., 22/12/76. Returned.—TH. BOAG, 24/1/77.

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No. 10.

## L. O'Brien &amp; Co. to The Engineer for Existing Lines.

Sir,

Sydney, 128, Elizabeth-street, 29 December, 1876.

With reference to our tender for the supply of engine coals for the Great Northern Railway and to your letter, No. 76/771 of the 14th instant, informing us that the coals from our mines would be tested,—

We beg to inform you that we instructed our manager at the mines to communicate with the locomotive foreman at Newcastle, with a view to supplying the quantities of coals required for testing—and we are now informed that Mr. Boag has replied that he has no instructions from you on the subject.

Will you kindly inform us whether it is still intended that our coals should be tested, and oblige

Yours, &amp;c.,

L. O'BRIEN &amp; CO.,

Proprietors, Alnwick Coal Mines, Newcastle.

Inform that their coals will be tested, and write Boag to that effect.—W.M., 2/1/77. Memo. to Boag.—77/23.

No. 11.

## The Engineer for Existing Lines to L. O'Brien &amp; Co.

Gentlemen,

2 January, 1877.

In reply to yours of the 29th ultimo, requesting to be informed whether it is still intended that your coals should be tested, I am directed by the Engineer for Existing Lines to inform you that Mr. Boag has been instructed to test all coals for which we have received tenders, and that the coals from your mine will not be excepted.

Yours, &amp;c.,

ROBERT J. SHERIDAN,

*pro* W.M.

No. 12.

## Memorandum from The Engineer for Existing Lines to The Locomotive Foreman, Great Northern Railway.

Government Railways, Existing Lines, Engineer's Branch, 21 December, 1876.

I wish you to commence at once to test the coal of each of the proprietors who have tendered for supplying it for next year. Carry it out in the way I verbally arranged with you when at Newcastle. The authority from each proprietor to intercept the coal in transit, &c., will be forwarded to you to-morrow.

W. MASON.

Returned.—TH. BOAG, 24/1/77.

No. 13.

## The Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

Sir,

Great Northern Railway, 23 December, 1876.

I am this morning in receipt of your memo. about testing coal from the New Lambton, Greta, Waratah, and Mr. Mitchell's pits.

I am not clear as to how you require these coals to be tested. I understood from your verbal instructions that you would require a special train loaded with metals or other heavy loading, and kept running during the whole of the tests; if this is your present intention it will be necessary to give instructions to Traffic Manager to have a train specially loaded, but if you desire to have the trials with the ordinary goods trains, I think it would be judicious to allow the tests to stand over until after the holidays, because the trains are likely to vary very much in weight until after the new year.

I desire to draw your attention to the terms upon which Mr. Mitchell grants permission to get his coals. He only gives permission to get it when loaded for inspection, and not to intercept any loaded for other people.

Testing the coals from these four pits will take a considerable time, for it will be necessary to make the tests with one engine, and one set of engine-men, and each coal should run at least two up and two down trips.

I also desire to draw your attention to the fact that Waratah coal from the tunnels have been used for some years, and has proved itself a useful coal, and that Mr. Mitchell's coal, such as will be supplied for these tests, was tried at the commencement of the year and reported upon, the great drawback to its acceptance being a doubt as to whether he would supply the same quality in large quantities. I therefore suggest that experience and previous trials may be taken as the test for these coals (which will save eight days trial) of course with provisions which will ensure them being supplied as good and in clean condition.

TH. BOAG, 23/12/76.

One trip each way between Newcastle and Murrurundi will be sufficient to test the coal. Make the trains in each case the same weight as nearly as possible; this you can do by weighing the trucks. Mr. Mitchell will be communicated with about taking his coal in transit.—W.M., 27/12/76. Mr. Boag. Returned.—TH. BOAG, 24/1/77.

No. 14.

## No. 14.

Memorandum from The Engineer for Existing Lines to The Locomotive Foreman,  
Great Northern Railway.

Government Railways, Existing Lines, Engineer's Branch, 29 December, 1876.

MR. Nott, of the firm of Nott, Ward, & Co., informs me that he is not sending any coal to market at present, but that he will meet any one representing this department at the pit, when the coal will be taken out in his presence, screened and carted away for testing. You will arrange for this being done, but instruct whoever you send to see that the coal is not *picked*; you will pursue a similar course with Mr. Mitchell's coal, which he has agreed to.

WILLIAM MASON, per R.J.S.

Returned.—TH. BOAG, 24/1/77.

## No. 15.

## Reports of testing of Wollongong and Western Coal.

## TEST of Wollongong Coal.

No. of Engine.	Driver.	Date.	Load.	Miles run.	Consumption.	lbs. per mile.
73	M'Intyre .....	Dec. 29 .....	Passr. 9 vehicles, 72 tons .....	79	20 cwt.....	28-35
"	" .....	" 30 .....	" " .....	"	16 " .....	22-75
16	Burgess .....	" " .....	" " .....	93	22 " .....	26-06
47	Williams .....	" " .....	Goods. 20 trucks, 200 tons.....	59	19 " .....	36-06
45	Bland .....	" 29 .....	30 " 300 " .....	86	39 " .....	50-79

The drivers state that the above coal makes steam fairly, but requires a good deal of attention—makes a deal of dirt in the fire-box. The consumption is about the same as the mountain coal.—J.C., 2/1/77. Mr. Scott. The loads not being the same with the same class of engine it is not a satisfactory trial; 10 tons more of this coal is now being tested on the Western Line.—W. SCOTT, 2/1/77. To Mr. Mason. Seen.—W.M., 3/1/77.

Mr. W. Webster to The Engineer for Existing Lines.

Sir,

5 January, 1877.

I beg to report that in accordance with your instructions I have made a through trial between Penrith and Bathurst of the coal from the different collieries in the Western District, and also of the sample of coal from Wollongong.

The trials were made in the order and with the results shown in the table attached, from which it will be seen that the consumption of the Wollongong coal is less than that of any other, and if the state of the weather be considered the result would be still more favourable as it was a wet slippery night when this coal was tried; but if this coal is to be used on the Mountain Lines it will be necessary to make alterations in all the new goods engines, as we lost an hour and a half in the first 22 miles from want of steam, having to stop three times in that distance to get steam up, and only got on afterwards by sharpening the blast, and were two hours and a half late into Bathurst.

Of all the coals tried that from the Eskbank Colliery is the best for locomotive purposes generally, and for the Mountain Lines in particular as it is the best steaming coal, and with the exception of the Wollongong the consumption, is less than the others, and while, with each of the other Company's coal we were compelled to stop once on the journey, through being short of steam and the fire having to be cleaned twice on the journey, with the coal from the Eskbank Colliery there was no difficulty in getting steam, the fire only requiring cleaning once on the journey, and very little more ash in the firebox at the end of the journey than with the other which had been cleaned twice.

You will see by the attached table that two trials have been made with the coal from the Bowenfels Company's Colliery, the first having been made under unfavourable circumstances, the train that night being very light but the rails very slippery, the fireman's time being occupied so much with sand he could not give that attention to the fire which this coal required. We therefore had to stop twice for steam on this night, but on the second occasion all things were favourable—the consumption was still heavy and there was still a difficulty in getting steam.

WILLIAM WEBSTER.

COMPARATIVE TABLE showing the results of trials made with different coals between Penrith and Bathurst.

Date.	No. of Engine.	Weight of Train.	Kind of Coal.	Quantity used.	Miles run.	lbs. per mile.
1876.		Tons.		T. c. qr.		
18 December ...	57	148	Lithgow Valley.....	3 15 0	111	75 $\frac{1}{4}$
20 " ...	"	152	Vale of Clwydd .....	3 16 0	111	76 $\frac{1}{4}$
22 " ...	"	135	Bowenfels .....	3 17 2	111	78 $\frac{1}{4}$
26 " ...	"	148	Eskbank, as supplied to the public ...	3 11 0	111	71 $\frac{1}{4}$
28 " ...	"	141	Eskbank, as supplied by the Contractors.	3 9 0	111	69 $\frac{1}{4}$
1877.						
1 January ...	"	151	Bowenfels .....	3 17 1	111	77 $\frac{1}{4}$
3 " ...	"	150	Wollongong .....	3 7 2	111	68 $\frac{1}{4}$

W. WEBSTER.  
Memo.

Memo. to Mr. Proctor,—

Sir, Government Railways, Existing Lines Branch, Sydney, 30 December, 1876.

The Engineer for Existing Lines wishes you to make out a return showing the total quantity of Eskbank coal consumed in your district for the present year (including December), and showing the date on which the first delivery of the above coal took place.

J.C., *pro*. W. SCOTT.

Return attached.—J. PROCTOR, 2/1/77.

ESKBANK COAL received by Great Southern Line during the year 1876.

	Tons.	cwt.	qrs.
February 14th, to end of month .....	165	16	0
March .....	409	3	0
April .....	184	8	0
May .....	493	6	0
June .....	370	12	0
July .....	488	19	0
August .....	733	2	0
September.....	429	0	0
October .....	509	17	0
November.....	442	4	0
December .....	341	0	0
	<u>4,567</u>	<u>7</u>	<u>0</u>

Memorandum to Mr. Tipping,—

Sir, Government Railways, Existing Lines Branch, Sydney, 30 December, 1876.

The Engineer for Existing Lines wishes you to make a return showing the total quantity of Eskbank coal consumed in your district for the present year (including December), and showing the date on which the first delivery of the above coal took place.—J.C.

From first delivery, 8th February, up to 31st December, 1876 ..... 7,309 tons 7 cwt.

There is a slight discrepancy in our consignments in December account, which I will rectify and let you know if it makes any difference in the total quantity received as soon as possible. J. TIPPING, 3/1/76.  
Mr. Scott. For information of Engineer for Existing Lines.—J.C., *pro* W. SCOTT, 3/1/77.

RETURN of Eskbank Coal received at Sydney, 1876.

	Tons.	cwt.	qrs.
January.....			Nil.
February .....			Nil.
March 22nd .....	66	17	0
April .....	100	14	2
May .....	131	4	0
June .....	100	17	2
July .....	95	12	2
August .....	139	0	0
September.....	165	5	1
October .....	98	9	0
November.....	65	11	1
December .....			Nil.
	<u>963</u>	<u>11</u>	<u>0</u>

J.C.

Telegram to Mr. Scott, Locomotive Superintendent.

DISCREPANCY in coal return rectified. Total weight should be seven thousand three hundred and twenty-five tons eighteen hundred weight (7,325 tons 18 cwt.)

Engineer for Existing Lines.—W.S., 3/1/77.

J. TIPPING,  
Penrith.

No. 16.

Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

Sir, Government Railways, Existing Lines Branch, 6 January, 1877.

In answer to your memo. 77-23, I beg respectfully to inform you that I commenced to test the coals on the 3/1/77, and expect to finish about the 24/1/77.

The coals taken for test on the 3/1/77 were from the Greta Mine, sent to Newcastle for shipment. The Shipping Agent informs me they were from their old pit, and wishes another test from their new mine, which I shall not do without your authority. If another trial has to be made the tests will not be finished on the 24/1/77.

Days and dates for trials of Coal.

Greta Old Pit .....	Wednesday, 3/1/77.	Thursday, 4/1/77.
Wallsend B Pit .....	Friday, 5/1/77.	Saturday, 6/1/77.
New Lambton .....	Monday, 8/1/77.	Tuesday, 9/1/77.
Waratah New Pit .....	Wednesday, 10/1/77.	Thursday, 11/1/77.
Nott & Ward's Four-mile Creek .....	Monday, 15/1/77.	Tuesday, 16/1/77.
Mitchell's Four-mile Creek.....	Wednesday, 17/1/77.	Thursday, 18/1/77.
O'Brien's. If I can get his coal .....	} Friday, 19/1/77.	Saturday, 20/1/77.
Alnwick Colliery .....		

Finish

Finish testing now in hand before doing anything about the Greta New Mine coal. Use all despatch possible and get them completed.—W.M., 10/1/77. Mr. Boag.

Your instructions will be carried out, and the report of each Company's coal forwarded as early as practicable.—THOS. BOAG, 11/1/77.

Sir,

Government Railways, Existing Lines Branch, 6 January, 1877.

The reason that no coals will be tested on the 12th and 13th, Mr. Newton will have to go to Messrs. Nott and Ward & Mr. Mitchell's pits to see the coals brought out of the mines, carted, and delivered into our trucks at East Maitland, and sent to Newcastle for trial, which will take about two or three days.

I will do all I can to have these tests finished as early as practicable, and furnish you with the report of the quality of each Company's coal tested.

Yours, &c.,  
THOS. BOAG.

Government Railways, Existing Lines Branch, 5 January, 1877.

Memo. to Mr. Boag,—

Please to inform me when it is likely you will have the coal testing completed.—W. MASON.—THOS. BOAG, 6/1/77.

#### No. 17.

#### Mr. J. Mitchell to The Engineer for Existing Lines.

Dear Sir,

Dunmore, East Maitland, 8 January, 1877.

Referring to our conversation at your office on the 29th December last, about the supply of samples to G. N. Railway, I beg to say I am quite ready to send them in accordance with our arrangement of that day as soon as it is convenient for you to arrange about it. Hoping soon to hear from you,

Yours, &c.,  
JOHN MITCHELL.

Inform that Mr. Boag has been instructed in accordance with our verbal arrangement.—W.M., 10/1/77. Memo. 77/42.

#### No. 18.

#### The Engineer for Existing Lines to Mr. J. Mitchell.

Sir,

10 January, 1877.

I am directed by the Engineer for Existing Lines to inform you, in reply to your note of the 8th instant, that the arrangement made with you verbally will be carried out, and that Mr. Boag has already been instructed to that effect.

Yours, &c.,  
ROBERT J. SHERIDAN,  
Pro W.M.

#### No. 19.

#### The Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

(No. 77—415.)

Sir,

G. N. Railway, 17 January, 1877.

I have to inform you that I sent Mr. Bourn to the Alnwick Colliery on Monday last to inform Mr. Curlewis, manager, that I wanted 7 tons of coal on Wednesday (to-day) for trial. He informed him verbally that he could not supply them, because he had to supply the A.S.N. Company and the steam dredges with coal for trial. Attached is a letter to say they cannot be supplied until Saturday; at the same time there is a doubt if I can get them on that day. If the coals are supplied on Saturday it will prolong the testing four days longer. Please reply by telegram if I am to wait for Mr. O'Brien's coal.

I think they ought to be in a position to supply me with 7 tons of coal in twenty-four hours notice. They were informed on the 16/12/76 that their coals would be tested. I don't consider it is right that this department should be put to inconvenience by the supply to the A.S.N. Company and the steam dredges.

THOS. BOAG, 17/1/77.

Telegram 77-75, informing Mr. Boag that unless the coal from this Colliery is delivered at once it will not be tested.—R.J.S., 19/1/77.

#### No. 20.

#### L. O'Brien & Co. to The Engineer for Existing Lines.

Sir,

128, Elizabeth-street, 19 January, 1876.

We are in receipt of your letter of this date (Nos. 77—415, 77—76) touching supply of coals for testing purposes at Newcastle, and in reply beg to say that we have instructed our manager to supply the coals required by Mr. Boag immediately.

Yours, &c.,  
L. O'BRIEN & CO.,  
Proprietors, Alnwick Coal Mines.



## No. 21.

The Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

Sir, Government Railways, Existing Lines Branch, 22 January, 1877.  
The testing of coals for each Company will be finished on the 23/1/77, and the report of each Company's coal will be forwarded to your office as early as practicable.

THOS. BOAG.

## No. 22.

Memo. from the Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

Sir, 24 January, 1877.  
I have the honor to report to you with reference to the test of coal just completed that the Greta, Wallsend, and Raspberry Gully coals, were taken by me from wagons in transit to ordinary customers. Messrs Mitchell's, Nott, and Ward, and Alnwick coals were supplied specially for the test.

THOMAS BOAG.

Memo. to The Locomotive Foreman, G. N. Railway.

24 January, 1877.

HEREWITH I send you a return showing the amount of haulage and the consumption of coal from various collieries during the trials which were completed last night.

This return shows the comparative economic value of each coal. To show the real value for our traffic, I add the following statements of the working of each coal when on the journeys.

The Greta coal was similar in every respect to the coal supplied from this mine during 1874, and which caused so many trains to be late; it is a good steaming coal as long as the bars can be kept clean, but the bars soon get choked with clinker. Knowing how much it clinkers I had the fire cleaned out at Singleton, on down journey as thoroughly as practicable. In the fire-box there was one large thin clinker, covering nearly one-fourth of the bars, and which after being broken up the large pieces got through the fire-hole, weighed 30lbs. At Scone the fire was again choked, and the train detained there and at Wingen to pick out and make steam; this made the train 50 minutes late into Murrurundi.

The Wallsend coal is a strong steam-making coal, but it also makes clinker rapidly. This clinker is not so much trouble to shift as the Greta clinker; it is dense and hard to break up; consequently more weight of large clinker remains in the fire-box. This fire was partially cleaned out at Singleton, but it began to choke before reaching Scone. The train was detained at Scone and at Wingen to clear the bars and to get up steam, and after hard firing was got into Murrurundi 30 minutes late.

The New Lambton coal had mixed with it a quantity of a band which I think could have been picked out with little trouble; this coal steams well but it made a large percentage of clinker. The fire was partially cleaned at Singleton, and the enginemen had hard work to keep the bars clean; this, however, they succeeded in doing sufficiently to get to Murrurundi without losing time.

The Raspberry Gully (Waratah Company's New Pit) coal ran strong and without giving trouble into Singleton. The fire got the ordinary pick-up at Singleton, but I soon found that it would have been advisable to have thoroughly cleaned it. After reaching Grass-tree the enginemen had real trouble to keep going, and in consequence detained the mail train 10 minutes at Scone. At Scone and at Wingen the fire was cleaned and steam made; the engine stuck however, when within 2 miles of Murrurundi, and afterwards got in 80 minutes late—70 of which were lost by dirty fires. This coal makes less clinker than the others previously tested but considerably more dirt.

The coal from Mr. Mitchell's Tunnel, at Four-mile Creek, is nearly free from clinker, but it surrounds itself with an ash which will not fall through the bars without being moved; it therefore becomes necessary after running 40 or 50 miles with it, to keep a low fire so as to be able to stir it about, and to take advantage of every stoppage to pick up from under the engine. On the down trip the fire got the ordinary picking up at Singleton. The train was detained at Scone 17 minutes to clear the bars and get up steam, stuck after running 6 miles, then made steam again, and at Wingen stuck on Warland's Range and arrived at Murrurundi fifty minutes late.

Messrs. Nott and Ward's (Four-mile Creek Coal) began to show signs of dirt soon after leaving Maitland. The fire was picked up both at Branxton and Singleton. Having only 60lbs. of steam and 1 inch of water in glass at the foot of Grass Tree Hill it was necessary to stop to stir the fire and make steam. This caused a detention of 20 minutes; another stoppage at Muscledbrook for steam caused the train to be too late to reach Scone without delaying the mail train. Arrangements having been made to pass at Aberdeen the train proceeded to that station, and the men immediately commenced to clean out the fire-box. They took from it 51 lbs. of large clinker and a large quantity of dirt. Notwithstanding this cleaning a stoppage had to be made at Wingen for steam, stuck half-way up the range, and got to Murrurundi Station 2 hours 37 minutes late, 2 hours 17 minutes of which was lost by dirty fires.

When Mr. Nott was loading this coal he told me that he supplied from the same pit during the latter portion of his contract in 1875. I was therefore much surprised at the large quantity of clinker during this trial. In his contract time we were only occasionally troubled with clinker; the dirt caused very heavy work for the engine-men and made it an unreliable coal for long distances.

Alnwick (Woodford) Coal.—This coal had a considerable quantity of band in it which I think is difficult to pick out. With a comparatively light load the engine lost time running up Lochinvar Hill. The fire was well picked at Branxton and at Singleton, and yet gave trouble to get up the inclines after leaving Singleton. The engine stuck up for steam on Grass-tree Hill, but was enabled to make Scone by detaining the mail train a few minutes. At Scone the fire was completely choked and had to be cleaned out as thoroughly as practicable without taking it all out; 28 lbs. of clinker and a large quantity of dirt were taken out of fire-box, which detained the train 45 minutes. Stopped again for steam at Wingen, and stuck on Warland's Range, arriving at Murrurundi Station 1 hour 5 minutes late.

I cannot give the quantity of ash clinker, &c., left by each coal. The clinker stated in the return is only the large clinkers taken through the fire-hole during the journey, taken out or left in ash-pan after lifting the bars at the termini. There being so much stirring and picking on the road a large quantity was lost; the more troublesome the coal the more was lost when running or when stuck.

All these coals were tested in No. 11 engine, running the ordinary goods train from Newcastle to Murrurundi and back, and by the same engine-men. In making these tests I have followed as closely as the dirt and clinker would allow me, the ordinary routine observed by engine-men running these trains, so that the results stated are such as may be expected when working this traffic under ordinary circumstances with the respective coals. No doubt I could have obtained better results in running time by clearing out thoroughly at two stations on the journey, but this would involve an allowance of time at these stations which the present time-table does not allow.

From the above statements you will perceive that none of these coals are equal to the Waratah Tunnel coal, and if they be delivered in no better condition none can be relied upon for running a heavy train over from 50 to 70 miles. Of the samples tested that from New Lambton gave the best results both for economy and for being the most manageable. Wallsend coal stands next for steaming qualities, but its clinker makes it troublesome, and therefore although Mr. Mitchell's coal is higher in consumption and very dirty I should prefer it on account of the dirt being more easily got out of the fire-box than clinker.

The dirt and clinker in Raspberry Gully coal will make it exceedingly troublesome in locomotives. The Greta coal, Messrs Nott & Ward's coal, and the Alnwick coal are unsuitable, and cannot be worked except for short or light trains.

Engineer for Existing Lines,—THOS. BOAG, 24/1/77.

G. NEWTON.

RETURN showing the weight of Trains, the consumption of coals, &c., &c., during the tests for the comparative value of coals made on the Great Northern Railway, in January, 1877.

Name of Colliery.	Date of tests, January, 1877.	Weight of Trains in Tons on leaving.								Weight of Coal used during the test.	lbs. of Coal per mile, exclusive of shunting mileage.	Gallons of water used from Tender, between Throsby's Creek and Murrurundi, and between Murrurundi and Throsby's Creek.	lbs. of Coal burned per gallon of water.	Time on Down Trip.	Time lost by Engine.	lbs. of large clinker taken from fire-box.	Remarks.	
		Down Trip.				Up Trip.												
		Newcastle.	West Maitland.	Singleton.	Scobe.	Murrurundi.	Muscabrook.	Singleton.	East Maitland.									
Greta .....	3rd & 4th	150	289	160	160	88	92	203	..	Tns. c. qrs. lb.	6 14 0 0	62 556	7647	1-676	12-5	50	1 1 2	{ Clinker taken on down trip only.
Wallsend .....	5th & 6th	90	204	155	144	151	150	209	63	5 14 3 0	53-55	8330	1-542	11-45	30	2 2 27		
New Lambton ..	8th & 9th	146	229	157	157	153	153	168	32	5 12 2 0	52-5	8286	1-52	11-24	...	2 1 11	{ Clinker taken out on down trip only.	
Raspberry Gully ..	10th & 11th	167	302	152	152	169	150	150	65	6 3 0 0	57-4	8630	1-587	12-35	1-10	1 0 27		
Mitchell's (Four-mile Creek) ..	15th & 16th	92	285	165	165	144	144	144	67	6 17 3 0	61-6	9108	1-623	12-5	50	0 1 5		
Nott & Ward .....	17th & 18th	99	274	167	167	153	146	..	..	7 13 2 0	71-085	7075	1-385	13-52	2-37	1 1 11	{ Clinker taken out on down trip only.	
Alnwick Colliery (Woodford) ..	22nd & 23rd	64	228	156	156	119	119	133	97	6 4 2 0	58-1	8837	1-577	12-20	1-5	0 3 25		Do. do.

The coal from Greta ran out, and the test ceased at Branxton on up journey, 205 miles run.  
The coal from Messrs. Nott and Ward ran out, and the test ceased at Singleton on up journey, 191 miles run.  
12 cwt. of Newcastle coal was used with Mr. Mitchell's, 209 miles only, run with Mitchell's coal.

Engineer for Existing Lines:—TH. BOAG, 24/1/77.

G. NEWTON, 24/1/77.

## No. 23.

### The Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

G. N. Railway, 26 January, 1877.

In answer to your inquiry as to whether the coal, tested from Mr. Mitchell's and Messrs. Nott and Ward's mines was picked for testing, I beg to submit the following account of my visits to the mines to see the coal loaded.

As you instructed me I went to East Maitland on the morning of the 12th instant, and was met by Mr. Mitchell, who drove me out to his mine, a distance of about 3 miles, two of them over a rough road. At the mine I found a small pit-head with two screens, one of them about 7 feet long, with the bars covered nearly  $\frac{2}{3}$  of its surface with sheet iron; the coal then loading being screened by the short piece at the bottom. The other screen was made of flat bars,  $\frac{3}{8}$ " wide; the interstices had been  $\frac{1}{2}$ " but had been, as Mr. Mitchell informed me, widened to  $\frac{3}{4}$ " on the day previous, and were about 6 feet long.

The miners were at work getting coal, and Mr. Mitchell invited me down his tunnel to see where it was got, and which I found to be about a quarter of a mile from the mouth. I examined the coal in several places but did not observe much difference in its character, except that the bands, of which there are three in the depth they work, differ in thickness; they are however easily picked out if ordinary care be observed. Throughout the coal there are innumerable layers of thin dirt or clay which causes the coal to come down in small lumps, and which causes it to break up small in the different shiftings it gets before getting into the locomotive fire-box.

The coal was supplied specially for the test, and was loaded whilst I remained on the pit-head. The 6 tons I got were loaded into three drays, and took over three hours to load; they were tipped down the best screen and care was taken, both by the Manager and the drayman, to pick out all the bands that had been brought up. This however was not a difficult matter as the band is distinct enough from the coal to be easily shifted.

In consequence of the better screening and the picking this coal was in much better condition than that taken away by other drays, and Mr. Mitchell explained that he sent away coal at all prices, from 5s. per ton to 14s. per ton, according to its condition.

On the following day I met Mr. Nott at East Maitland, and was driven by him to his mine, about 2 miles from the station. At this pit there were 2-foot bar screens  $\frac{3}{8}$ " wide, with interstices  $\frac{1}{2}$ " wide and 6 feet long.

The

The coal for this test was already got and nine skips at the bottom of the shaft ready for loading. The bands in this seam are much thicker and more varied than in Mr. Mitchell's seam, and notwithstanding that the coal was in readiness for loading it required much more picking out of the bands, the drayman, as on the previous day, standing in the dray and picking out everything pointed out by Mr. Nott and the banksman.

I could scarcely expect all this attention for a large supply. Mr. Nott however informed me that should he get the contract for the Railway he would sink a shaft on the seam from which the sample was got which obtained for him the contract for 1875, and which he says is a superior coal.

G. NEWTON.

To Engineer for Existing Lines.—THOS. BOAG, 27/1/77.

### No. 24.

The Locomotive Foreman, Great Northern Railway, to The Engineer for Existing Lines.

Sir,

G. N. Railway, 27 January, 1877.

In answer to your inquiry as to whether the coal tested from the Alnwick Colliery was picked for testing, I beg to submit the following account of my visit to the Alnwick mine to see the coal loaded :

I left Honeysuckle Point Station by the 7 a.m. train on the 20/1/77, and arrived at the Woodford Platform about 7.40 a.m. I proceeded at once to the colliery. On getting there I found that the coal had to be drawn from a tunnel, and at the tip there were three sets of screens. I did not measure them, but I should think that each screen is from 10 to 12 feet long, and from 4 to 5 feet wide; the openings between the bars about  $\frac{3}{4}$ " wide. After waiting some time I saw Mr. Curlew, the manager, and told him my business; he told me his screens were rather low or flat, and that he would require to alter the angle of them and fix a break across the screen to keep the coal longer on to get rid of more of the small coal.

They commenced to load the waggon about 9.30 a.m. and finished loading at 12 o'clock noon; while the waggon was loading Mr. Curlew and one of his men were stationed at the bottom of the screen, and every skip of coal that came out of the tunnel was tipped over the screen and picked, or, as Mr. Curlew said, cleaned.

I told Mr. Curlew that he was picking the coal. He said "No, that he was cleaning the coal in the ordinary way"; in reply I told him that it looked very like hand picking the coal.

I remain, &c.,

DENIS FITZPATRICK,

Out-door Foreman.

To Engineer for Existing Lines.—THOS. BOAG, 27/1/77.

### No. 25.

Report of Testing of Waratah Coal Company's Coal.

Government Railways, Engineers Branch, Sydney, 25 January, 1877.

Memorandum to Mr. Tipping.

Sir,

The Engineer for Existing Lines wishes you to test the Waratah Company's Newcastle coal, tested in the same way and with the same engine and load (about 150 tons) as the other coal lately tested by Mr. Webster on the Mountain Lines, and let him have your report on Monday morning next, certain.

Urgent.

J.C. pro W.S.

Trial made on night of 26th and report herewith.—J.T., 28 January, 1877.

TRIAL trip between Penrith and Bathurst of Waratah coal on goods engine, No. 57, driver Morgan Meredith, 26th January, 1877.

*R marks* :—The coal as taken on very fair sample; 25 minutes was lost between Wascoe's and Springwood, as follows, owing to fireman making fire too heavy—lost in consequence of being short of steam, slow travelling, 6 minutes; lost by engine slipping, 10 minutes; stopped at Springwood 9 minutes to get steam and fill the boiler; total 25 minutes; after which there was no unusual slipping, and by strict attention to the fire, steam was maintained throughout the trip; there was about 50 per cent. more ashes in the smoke-box with this coal than is usual with Eskbank coal; the fire in the fire-box was clean throughout the trip, and at the finish there was much less dirt than usual slightly clinker. I do not think this coal would answer so well for goods engines as the Eskbank coal, as this coal, being light, a heavy blast draws the fire through the tube.

Load between Penrith and Crusher's.			Load between Crusher's and Mount Victoria.			Load between Mount Victoria and Bathurst.			Mean load throughout trip.			Total weight of coal consumed.	Coal consumed per mile.
tons	cwt.	qr.	tons	cwt.	qr.	tons	cwt.	qr.	tons	cwt.	qr.	lbs.	lbs.
114	14	0	197	1	0	155	5	0	155	13	0	7,844	70.6

These loads are exclusive of break van.

Engine No. 57 was prepared specially for the above trip, boiler washed out, and tubes mopped, &c.

Yours, &c.,  
JOHN TIPPING.

## 17

## No. 26.

## Analysis of Tenders for Southern and Western Lines.

Name of Tenderer.	Name of Mine.	Rate per ton.	Remarks.	Estimated quantities required from each mine in proportion to results of tests.	Western Coals. Amount.	Newcastle or Southern Coals. Amount.
No.		s. d.		Tons.	£ s. d.	£ s. d.
1. Lithgow Valley Colliery Co.	Co's. mine.....	4 6	.....	17,907	4,029 1 6	.....
3. Vale of Clwydd C. M. Co....	Do. ....	5 3	.....	18,118	4,755 9 6	.....
6. William Pitt .....	Eskbank .....	5 11	} .....	17,000	4,675 0 0	.....
7. Thomas Brown .....	Do. ....	5 6				
9. Bowenfels Coal M. & C. Co.	Co's. mine.....	4 10	.....	18,375	4,440 12 6	.....
<i>For Newcastle and Wollongong.</i>						
2. L. O'Brien & Co. ....	Four-mile Creek .....	14 6	On wharf D. H.	18,363	.....	13,313 3 6
4. J. Ward & Co. ....	Wollongong Collieries	14 0	.....	16,350	.....	11,445 0 0
5. Waratah Coal Co. ....	Co's. mine.....	17 0	On wharf D. H.	17,365	.....	14,760 5 0
8. E. Vickery .....	Greta New Pit.....	16 6	Do. ....	16,280	.....	13,431 0 0
10. Newcastle Wallsend Coal Co.	Co's. mine.....	18 4	Subject to any reduction in Co's. prices.	16,314	.....	14,954 10 0
11. William Summerbell .....	New Lambton .....	17 6	.....	16,000	.....	14,000 0 0

Of the five tenders received for supplying Bowenfels coal, that of the Lithgow Valley Co. is the lowest, and I recommend its acceptance.

Of the six tenders received for supplying Newcastle or Southern coal, that of J. Ward & Co. (Wollongong coal) is the lowest, but I cannot recommend its acceptance as this coal has been found, not only by the present test but previous ones, to be unsuitable for working traffic. The 2nd lowest is that of Messrs. O'Brien & Co., and the 3rd that of Messrs. Vickery & Co., neither of which can I recommend on account of their not being suitable for working the traffic. The next lowest is that of Mr. Summerbell, which I recommend for acceptance as the tests prove it to be most suitable.

Commissioner.

W. MASON, 30/1/77.

Approved.—J.L., 6/2/77.

## No. 27.

## Analysis of Tenders for Great Northern Line.

Names of Tenderers.	Names of Mines.	Price per ton.	Remarks.	Estimated quantities required from each mine in proportion to results of tests.	Total Amount.
1. Newcastle Wallsend Coal Co....	Newcastle Wallsend Co.	s. d. 14 0	Subject to reduction according to the Co's. selling price.	Tons. 10,196	£ s. d. 7,137 4 0
2. Waratah Coal Co. ....	Waratah Coal Co. ....	13 6	.....	10,853	7,325 15 6
3. Nott, Ward, & Co. ....	.....	9 3	Delivered in trucks at East Maitland.	12,671	6,593 13 5*
4. E. Vickery .....	Greta New Pit.....	12 0	.....	11,604	6,962 8 0
5. John Mitchell .....	Four-mile Creek .....	11 9	Delivered in Government trucks at East Maitland.	11,833	7,685 4 5*
6. L. O'Brien & Co. ....	Do. ....	9 0	Delivered in owner's trucks at Maitland.	.....	.....
Do. do. ....	Do. ....	9 6	Do. at Newcastle	10,964	5,207 18 0
7. Wm. Summerbell .....	New Lambton .....	13 1	.....	10,000	6,541 13 4

\* Including cost of haulage on 8,000 tons from East Maitland to Newcastle, amounting to £733 6s. 8d.

Of the seven tenders received for supplying coal for the Great Northern Railway, I find on analysis that of Messrs. O'Brien & Co. is the lowest; but according to the Inspector's tests and reports it was found to be unreliable for working the traffic; therefore I cannot recommend its acceptance.

The next lowest is that of Mr. Wm. Summerbell, and as this has been shown by the test, and reported by the Inspector to be the best coal of all those submitted to such test, I recommend the acceptance of this tender.

Commissioner.

W. MASON, 30/1/77.

Appd.—J.L., 6/2/77.

## No. 28.

## The Commissioner for Railways to Mr. W. Summerbell.

Sir,

Department of Public Works, Railway Branch, Sydney, 7 February, 1877.

I have the honor to accept your tender of the 5th December last, for the supply during 1877 of engine coal required for the Southern, Western, and Richmond Railways, and to request that you will at once wait with your sureties on the Crown Solicitor for the purpose of executing the required bond.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

## No. 29.

The Commissioner for Railways to Mr. W. Summerbell.

Sir, Department of Public Works, Railway Branch, Sydney, 7 February, 1877.  
I have the honor to accept your tender, dated the 5th December last, for the supply during 1877 of engine coal required for the Great Northern Railway, and to request that you will at once wait with your sureties on the Crown Solicitor for the purpose of executing the required bond.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

## No. 30.

The Commissioner for Railways to Mr. T. Wilton.

Sir, Department of Public Works, Railway Branch, Sydney, 7 February, 1877.  
I have the honor to accept your tender of the 4th December last, on behalf of the Lithgow Valley Colliery Co., for the supply during 1877 of engine coal required for the Southern, Western, and Richmond Railways, and to request that you will at once wait with your sureties on the Crown Solicitor for the purpose of executing the required bond.

Western Coal.  
Bowenfels Coal.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

## No. 31.

Mr. W. Summerbell to The Commissioner for Railways.

Sir, Sydney, 9 February, 1877.  
I have the honor to acknowledge receipt of your letter of the 7th instant, wherein you accept my tender of the 5th December last for the supply of coal for the year 1877, for the Southern, Western, and Richmond Railways, and request that I will at once wait with my sureties. In reply I beg to name John C. Dibbs, of Newcastle—Charles Abercrombie, of Sydney.

I have, &c.,  
WM. SUMMERBELL.

## No. 32.

Mr. W. Summerbell to The Commissioner for Railways.

Sir, Sydney, 9 February, 1877.  
I have the honor to acknowledge receipt of your letter of the 7th instant, wherein you accept my tender of the 5th December last for the supply of coal for the year 1877 for the Great Northern Railway, and request that I will at once wait with my sureties.

In reply, I beg to name John C. Dibbs, of Newcastle—Chas. Abercrombie, of Sydney.

I have, &c.,  
WM. SUMMERBELL.

## No. 33.

The Storekeeper to Mr. W. Summerbell.

MR. Cobb complains that although he has sent to you several times he cannot get coal; if a cargo is not supplied at once I shall purchase one on behalf of the Commissioner for Railways at your risk and cost, in accordance with clause 7 of the specification.

The stock is nearly run out and 500 tons should be delivered at once.

A. RICHARDSON,  
Railway Storekeeper,  
17 Feb., 1877.

## No. 34.

The Secretary, Waratah Coal Company, to The Secretary for Public Works.

Sir, Waratah Coal Company, Sydney, 19 February, 1877.

I have been instructed by the Directors of the Waratah Coal Company, viz., Messrs. Ch. Smith, the Honorable Alex. Stuart, the Honorable T. W. Smart, Saml. Dickinson, and Jas. Milson, junr., to apply to you for such information as you may deem fit to communicate respecting the recent decision of the Government in giving out the contract for the supply of Newcastle engine coal required in 1877 by the Great Northern and Great Southern, Western, and Richmond Railways.

I beg respectfully to state that the Waratah Coal Company has supplied the Newcastle engine coal used by the Government railways during the last five years, and that no complaint has ever been made of its quality. The enclosed copies of the Waratah Coal Company's tender for the current year, and of my correspondence with the Engineer for Existing Lines will show that in case the Railway Department should not be satisfied with the coal extracted from a new seam lately opened by the Company, I offered to supply coal

coal from the old pits whenever required to do so. Nevertheless, after a trial of our new coal only, I understand that the contract has been given to a coal carrier for the delivery of *New Lambton Collieries coal* at a price *higher* than the one at which I tendered, viz., 13s. 6d. and 17s.

If such is the case my Directors cannot help feeling aggrieved, and they wish to ascertain upon what grounds this preference has been given to another colliery.

I am desired to add that during the latter part of December and the month of January the Great Northern Railway has used 518 tons of coal from the new seam above alluded to, and that no complaint was made to the Company respecting its quality.

I have, &c.,  
D. N. JOUBERT,  
Secretary.

[Enclosures in No. 34.]

Memorandum from The Engineer for Existing Lines to The Secretary, Waratah Coal Company.

Government Railways, Existing Lines, Engineer's Branch, 14 December, 1876.

REFERRING to your tender for supplying coal for the Great Northern Railway, I beg to inform you that it is my intention to test the quality of that which you intend to supply.

I shall therefore feel obliged if you will inform me from which pit or mine you propose to supply it, and also to authorize me, or any one on my behalf, to intercept in transit any coal which you may be sending to market, for the purpose of testing its quality.

WILLIAM MASON,  
Per R.J.S.

The Secretary, Waratah Coal Company, to The Engineer for Existing Lines.

Dear Sir,

Waratah Coal Company, Sydney, 15 December, 1876.

In reply to your memorandum of this date I beg to state that the officers of the Waratah Coal Company have been instructed by me to allow you or any one on your behalf to test the quality of the Company's coal, whether from the old or new pits.

I remain, &c.,  
D. N. JOUBERT,  
Secretary.

Memorandum from The Engineer for Existing Lines to The Secretary, Waratah Coal Company.

Government Railways, Existing Lines, Railway Branch, 16 December, 1876.

In reply to your favour of yesterday, the Engineer for Existing Lines has directed me to inform you that he applied for authority to intercept your coal in transit.

Will you be good enough to forward such authority at your earliest convenience and please state at same time from which pit, old or new, you intend to supply.

ROBERT J. SHERIDAN,  
pro W.M.

The Secretary, Waratah Coal Company, to The Engineer for Existing Lines.

Dear Sir,

Waratah Coal Company, Sydney, 18 December, 1876.

In reply to your memorandum of the 16th instant, I beg to inform you that a copy of your communication of the 15th was forwarded to the officers of the Waratah Coal Company with a request that they should allow you or anyone on your behalf to test the quality of the Company's coal in accordance with the wish therein expressed by you. This Company will be prepared, if my tender is accepted, to supply coal to the Government Railways either from its old or new pits, as may be required by the officers of your department.

I remain, &c.,  
D. N. JOUBERT,  
Secretary.

## No. 35.

### Minute of The Secretary of Railways.

For Northern Railway the price for New Lambton coal was 13s. 1d.—5d. per ton cheaper than that offered by Waratah Company.

For south and west the New Lambton coal was accepted at 17s. 6d. per ton—6d. dearer than Waratah coal.

From the analysis it would appear that New Lambton coal, though 6d. a ton dearer, is £760 cheaper on the whole contract than Waratah coal in consequence of its superiority, but what seam of Waratah was tested is not stated.—C.A.G., 20/2/77. What seam was tested?—J.R., 2/3/77. Mr. Mason. The Waratah coal was intercepted in transit in the same way as all others, and I am not aware which seam it came from.—W.M., 2/3/77. Commr. Inform.—J.L., 15/3/77.

## No. 36.

The Commissioner for Railways to The Secretary, Waratah Coal Company.

Sir,

Department of Public Works, Railway Branch, Sydney, 22 March, 1877.

In reference to your letter of the 19th instant, forwarding copies of your company's tenders for the supply during 1877 of the engine coal required for the Great Southern, Western, and Great Northern Railways, together with the correspondence which has passed between the Waratah Coal Company and the Engineer for Existing Lines on the subject, and requesting to be informed why the contract was not given to your Company, as it tendered at a price below that for which the tender was accepted, I have the honor to inform you that before any tender for this service was accepted the Department subjected the coals from the several collieries tendering to a test of the quality, and that for testing the coal from your mine a quantity was intercepted in transit and tested without any knowledge having been obtained of the pit from whence it was obtained, and that the Department having in view only the selection of the best coal, submitted at the cheapest rate, accepted the tender of the New Lambton Company.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

No. 37.

## No. 37.

The Secretary, Waratah Coal Company, to The Commissioner for Railways.

Sir,

Waratah Coal Company, Sydney, 9 April, 1877.

In reply to your letter of the 22nd ultimo, respecting the contract for the supply of Newcastle engine coal to the Government Railways in 1877, my directors have instructed me to remind you that in my correspondence with the Engineer for Existing Lines I distinctly offered, on behalf of the Waratah Coal Company, to supply coal either from the old or from the new colliery, and to express their surprise at learning that the only Waratah coal tested by that officer was a sample from the new colliery.

The Waratah Coal Company having supplied the Government Railways during several years to the complete satisfaction of the Department with respect to quality, despatch, and regularity of deliveries, has good grounds of complaint when it finds that although the coal from its old colliery has not been compared with that of other competitors, an unfair preference has been given to the New Lambton Colliery at a loss to the public of 6d. per ton.

I have, &c.,

D. N. JOUBERT,

Secretary.

I think it will be seen that both the Department and the Waratah Company have reason to regret this omission. The coal from the old seam of the Company has always been looked upon as the best coal in the Colony, and if it had been tested as requested it would have been found far the cheapest offered.—*CH. A. G.*, 14/4/77.

I don't see what can be done in the matter now. Mr. Mason on 2/3/77 reported that the Waratah coal was intercepted in transit in the same way as all others, and he was not aware which seam it came from.—*J.R.*, 27/4/77.

## No. 38.

Memorandum from The Locomotive Superintendent to The Engineer for Existing Lines.

Sir,

Government Railways, Existing Lines Branch, Sydney, 15 February, 1877.

The coal sent to Penrith yesterday is the first under the new contract. I should be glad if you would let me know, after a trial, how this coal answers.

J.C., *pro* W. SCOTT.

Drivers complain that this coal is of an inferior quality, making a large amount of clinker, and they have considerable difficulty in maintaining steam with it, and that the steam-jet seems to have little or no effect on it when the engine is standing.—*JNO. WELLS, pro J. TIPPING*, 21/2/77. Mr. Scott.

The New Lambton coal has had a fair trial. The drivers complain very much of the difficulty they have of making steam, and the quantity of clinkers, &c. See reports attached.—*J.C., pro W. SCOTT*, 26/2/77. Engineer for Existing Lines.

Write to Mr. Summerbell and inform him that better coal must be supplied.—*W.M.*, 27/2/77.

## No. 39.

The Engineer for Existing Lines to Mr. W. Summerbell.

Sir,

27 February, 1877.

I am directed by the Engineer for Existing Lines to direct your immediate attention to the inferior coals supplied for use on the Southern, Western, and Richmond Railways, and to inform you that better coals must be supplied for the future.

I have, &c.,

ROBERT J. SHERIDAN,

*pro* W. M.

## No. 40.

Memorandum from The Locomotive Superintendent to Mr. J. Proctor.

Sir,

Government Railways, Existing Lines Branch, Sydney, 19 February, 1877.

Six trucks of the New Lambton coal will be sent to Picton to-night. I wish you to give it a fair trial, and report if it is fit for use in our locomotives.

J.C., *pro* W. SCOTT.

This coal has been issued to goods and passenger trains for trial from Picton to Goulburn, and Binalong. The drivers complain of the clinker on the fire-bars after running 40 miles, and having a difficulty in making steam.—*JAMES PROCTOR*, 24/2/77. Mr. Scott,—*J.C.*, 24/2/77.

Sydney, 17 February, 1877.

The New Lambton coal supplied to me on the 17th instant clinkers very bad, and I had a difficulty in making steam with it; use also 10 per cent. more of it than I have been in the habit of using.—*JOHN FROST*, to Bathurst and back, engine 35. *J.C.*, 20/2/77.

I have to report that the New Lambton coal I had on Monday, the 19th, to Bathurst, is very bad, and not fit to run my train with; goes all to a clinker and chokes the bars up, and I cannot get steam with it. We also use a deal more of it than the other coal.—*CHARLES FROST*, engine 32. *J.C.*, 20/2/77.

Mr. Cobb,—The New Lambton coal put in my engine on Monday for one trip to Goulburn and back is not fit for use. It runs all to clinker and chokes the fire-bars, and I cannot make steam with it.—*WILLIAM SIXSMITH*, engine No. 10. *J.C.*, 22/2/77.

Mr. Cobb,

Sydney, 26 February, 1877.

Sir,—Having to report upon the quality of the New Lambton coal, I have to state that as a coal for steam purposes they are inferior to what we have been using, producing a good deal of clinker, and otherwise very dirty.

I am, &c.,

JAMES RODGER,

Engine-driver, G.W.R.

Loco. Inspector, Sydney.

Engine No. 33 to Bathurst and back.—*J.C.*, 26/2/77.

Memorandum

## Memorandum from Mr. J. Cobb to The Locomotive Superintendent.

Sir, Government Railways, Existing Lines Branch, 30 March, 1877.  
I have again to call attention to the bad quality of the Newcastle coal supplied lately. The drivers have great difficulty in running with it. Driver C. J. Frost reports losing 6 minutes on March 27th, having to stop so long at Blue Mountains, clearing dirt and clinker out of the fire. Drivers on Southern line also complain very much about it. As supplied lately it is not fit for use in our locomotives.  
J.C.

Mr. Mason.—W. SCOTT, 30/3/77. Write again to Mr. Summerbell.—W.M., 4/4/77.

## No. 41.

## The Engineer for Existing Lines to Mr. W. Summerbell.

Sir, 5 April, 1877.  
I am directed by the Engineer for Existing Lines to again call your attention to the inferior quality of the coals supplied by you for use on the Southern, Western, and Richmond Railways, and to inform you that unless coals of a better quality be supplied in future he will be compelled to direct the Commissioner's attention to the subject.  
Yours, &c.,

ROBERT J. SHERIDAN,  
*pro* W. M.

## No. 42.

## Memorandum from Mr. J. Tipping to The Locomotive Superintendent.

Sir, Government Railways, Existing Lines Branch, Penrith, 18 April, 1877.  
I beg to report that the Newcastle coal supplied to Penrith for the Western district continues dirty, and runs to clinker. Drivers complain of the quality.  
Yours, &c.,

J. TIPPING.

The drivers at Sydney also complain very much of the Newcastle coal; there is too much dirt and clinker with it for our use.—J.C., 20/4/77.

Mr. Scott.

## Memorandum from Mr. J. Proctor to The Locomotive Superintendent.

Sir, Government Railways, Existing Lines Branch, Picton, 18 April, 1877.  
Driver William Farquhar reports having lost 10 minutes from Picton to Mittagong on 12/4/77, engine No. 24, No. 3 down passenger train, with the bad coal supplied at Sydney; this was Newcastle coal.  
JAMES PROCTOR.

Mr. Mason. W. Scott, 20/4/77.

Mr. Summerbell has been informed twice of the inferior quality of the coal supplied. I now forward this to the Commissioner to take such steps as he may deem necessary to obtain coal in accordance with contract. Copies of letters to Mr. Summerbell herewith.—W.M., 23/4/77. Commissioner.

The terms of the contract should be carried out, and coal equal to sample procured at contractor's cost.—J.R., 1/5/77. Mr. Mason, B.C.

I presume Storekeeper will carry out Commissioner's instructions.—W.M., 3/5/77. Commr.

Storekeeper to ascertain from Loco. what coal is objected to. To write at once to contractor to remove it, and supply other in its place; and if proper coal is not delivered within a reasonable time, to order coal elsewhere at their risk and cost, ascertaining from Loco. first what coal they will take, *i.e.*, from what mine.—C.A.G., B.C., 3/5/77.

## No. 43.

## Memorandum from Mr. J. Proctor to The Locomotive Superintendent.

Sir, Government Railways, Existing Lines Branch, Picton, 21 April, 1877.  
The Newcastle coal received at Goulburn is very bad, the clinker is over the firebars, and it is difficult to make steam with it when engines have to run long distances.  
JAMES PROCTOR.

Engineer for Existing Lines.—J.C., *per* W. SCOTT. Commissioner to see.—W.M., 25/4/77.

If coal is not equal to sample it should be rejected and other coal obtained in its place at contractor's risk, if it be equal to sample. I don't know that we can do anything but make the best of it.—CH. A. G.

Inform contractor, and have coal supplied equal to sample.—J.R., 30/4/77. Mr. Summerbell informed.

## No. 44.

## The Commissioner for Railways to Mr. W. Summerbell.

Sir, Department of Public Works, Railway Branch, Sydney, 7 May, 1877.  
It having been reported that the engine coal supplied under your contract at the Goulburn Station is of a very inferior quality, I have the honor to inform you that unless you are prepared to supply coal equal to the sample upon which your tender was accepted, the coal will have to be obtained elsewhere at your risk.  
I have, &c.,

JOHN RAE,  
Commissioner for Railways.



## No. 45.

## The Storekeeper to The Commissioner for Railways.

Inferior coal supplied by Mr. Summerbell.

I HAVE referred to Mr. Scott in this matter, who informs me that it is impossible to select the bad coal from the good, as it is so mixed up on the stage, and that the coal is to all appearance a good coal, until the use of it proves that certain portions of the cargo are of very inferior quality.

I was desirous of testing each cargo as it came in, but on referring to the engineer I am informed that this is quite impracticable.

Mr. Summerbell has been informed that if further complaints arise, coal from other mines must be obtained, and that if they then continue, coal will be purchased on behalf of the Commissioner at his risk and cost.

A.R., 8/5/77.

Seen.—J.R., 11/5/77.

## No. 46.

## The Storekeeper to Mr. W. Summerbell.

Sir,

14 March, 1877.

I beg to remind you that since the commencement of your contract there has been nothing but a series of disappointments, either as regards the time of delivery of coal ordered or the quantity to be delivered. I may add that on several occasions our trucks have been detained for hours awaiting the arrival of promised cargoes, and when the vessel has arrived, instead of 220 tons, the quantity promised, we have had to put up with a bare 100 tons.

If this mode of supplying us be continued, it will be impossible for us ever to get our stages filled, and even worse, we shall be in danger of running out of coal altogether.

I am informed that the vessel for which trucks have now been waiting since 6 a.m. (about 9 hours) is to arrive at 4 p.m., and that she has been delayed to put out slack, by which I infer that we are again to put up with a part cargo.

I beg to give you notice that we shall require another cargo to fall on almost immediately upon this one, and in conclusion I must warn you that, if this unsatisfactory mode of supply continues, the matter will be brought under the notice of the Commissioner for Railways, for such action as he may see fit to take in the matter.

I have, &amp;c.,

A. RICHARDSON,

Railway Storekeeper.

## No. 47.

## The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 14 March, 1877.

In compliance with the instructions contained in your minute paper, B.C. 10/2/77, I have had prepared, and forward herewith, the bond, executed by the Lithgow Valley Colliery Company, and sureties, for the supply of engine coals for the Great Southern, Western, and Richmond Railways during the year 1877.

The tender, specification, and other papers herein are returned herewith.

I have, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

Accountant.—C.A.G., B.C., 16/3/77.  
20/3/77.

Noted.—J.G., 19/3/77.

Secretary.—J.F.W., B.C.,

## No. 48.

## The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, 6 April, 1877.

In compliance with the instructions contained in your minute papers, B.C., 10/2/77 respectively, I have had prepared and forward herewith the bonds executed by Mr. William Summerbell and his sureties for the supply of engine coals for the Great Southern, Western, and Richmond, and for the Great Northern Lines respectively, during the year 1877.

The tenders, specifications, &c., herein are returned herewith.

I have, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

per W. G. HART.

Accountant.—C.A.G., B.C., 7/4/77.

Noted.—J.G., 7/4/77.

Secty.—J.F.W., B.C., 9/4/77.

## No. 49.

## Memorandum from Mr. J. Proctor to The Locomotive Superintendent.

Sir,

Government Railways, Existing Lines Branch, Picton, 30 April, 1877.

The Newcastle coal sent to Southern Line is not suitable for engines that have to run long distances. The fire-bars get covered with clinker, and have to be cleared off on the trip; this causes a delay to passing trains.

JAMES PROCTOR.

There is no improvement in the coal since the above dates.—J.C., 14/5/77. Mr. Scott. Mr. Mason.—W. Scott, 14/5/77.

Memorandum

77-819.

John Busby.  
Edwd. Geil.No. 77 820.  
821.  
Charles Aber-  
crombie.  
Jas. Campbell  
Dibbs.

## Memorandum from Mr. J. Tipping to The Locomotive Superintendent.

Sir, Locomotive Branch, Penrith, 1 May, 1877.

I beg to report that the Newcastle coal supplied to Penrith still continues to be very dirty, small, and runs to clinker. Engine-drivers complain very much about its quality, and the difficulty they have in maintaining steam with the engines working on the mountain line.

W.S., 14/5/77.

Yours, &c.,  
J. TIPPING.

## Memorandum from Mr. J. Cobb to The Locomotive Superintendent.

Sir, Government Railways, Existing Lines Branch, Sydney, 30 April, 1877.

Driver Sixsmith reports that with 6 a.m. down train, Sydney to Goulburn, on April 26th, he was delayed 8 minutes between Picton and Mittagong, owing to the bad Newcastle coal.

Mr. Mason.—W.S., 14/5/77.

I beg the Commissioner will take some decisive action in this matter.—W.M., 15/5/77.

J.C.

## No. 50.

## Minutes of The Secretary of Railways.

Commissioner.—Perhaps the coal objected to was supplied previous to late action taken by Commissioner. The contractor should have a fair chance; if the coal supplied *after*, say the 10th instant, be bad, then the course which the contract admits of should be taken. The question is was the coal *now* complained of supplied before the 10th instant.—C.A.G., 16/5/77.

Mr. Tipping complains of the coal being *small*. If screened as provided for in specification we can take no exception to this. The Locomotive Department should see that this is done. If it "clinkers" more than the sample then we can reject it; but I advise the Commissioner to warn the Engineers' Branch as to the terms of their *reports*. Some legal action may grow out of this, and it is well that there should be no *lâches* on the Commissioner's part. We cannot reject the coal because it is either dirty (if not with band) or small, if it has been passed through the screen; and if the Commissioner accepts it without this test he takes it with all imperfections.—C.A.G., 16/5/77.

Mr. Mason will no doubt be careful that there be no *lâches* on our part if legal steps are to be taken.—J.R., 17/5/77.

Secn.—W.M., 18/5/77. Commissioner.

## No. 51.

## The Storekeeper to Mr. W. Summerbell.

Sir, 25 May, 1877.

I beg to give you notice, that if coal be not delivered by noon to-day I shall purchase a cargo at your risk and cost.

I have, &c.,  
A. RICHARDSON,  
Storekeeper.

## No. 52.

## The Storekeeper to Mr. W. Summerbell.

Sir, 29 May, 1877.

I beg once again to remind you that the rate at which you are supplying this Department with coal is in the highest degree unsatisfactory. You owe us at least 1,000 tons; and a vessel has been at the wharf since Friday, during which time she has only put out 100 tons, while our consumption during the same period has been just double the quantity.

I have to inform you that I shall give you no further notice in the matter; but if 500 tons of the 1,000 due are not delivered by Friday morning next, I shall order a cargo of coal at your risk and cost.

I have, &c.,  
A. RICHARDSON.

## No. 53.

## Memorandum from The Locomotive Superintendent.

Sir, Government Railways, Locomotive Branch, 1 June, 1877.

I have to report that 3 tons 11 cwt. of Newcastle coal has been thrown off the stage during the month of May, it being quite unfit to put on any of the locomotive engines.—J.C.

A memo. has been sent to the storekeeper in order that the amount may be deducted from the contractor's accounts.—J.C.

Mr. Mason.—W.S., 1/6/77. Commissioner to see.

Complaints still continue about the coal supplied. I shall be glad if the Commissioner will take such steps as he may consider advisable to obtain good coal.—W.M., 2/6/77.

The storekeeper, for report.—J.R., 2/6/77.

If you have to get coal at contractor's risk, try the coal from the Co-operative mines; order a small quantity at first, to try it. We have, I understand, never tried the coal before, and it is well spoken of, and is used on the Melbourne Railways.—C.A.G. Noted.—A.R.

On

On the assumption that Mr. Summerbell's statements that all the cargoes in which we have found and complained of bad coal have come direct from the New Lambton Colliery, and learning that the locomotive department is satisfied with coal just received in a barque, and which is represented to be from the Wallsend Colliery, I have requested Mr. Summerbell to supply the Department for the future with either Wallsend coal or coal from the *old* Waratah seam.

Mr. Summerbell informs me that he will require a written notice of the rejection of "New Lambton" coal by the Government in order that he may lay it before the Directors, as he has a contract with them; this notice I have declined to give as I cannot vouch for the fact that the bad coal is actually from the "New Lambton" mine, but if better coal is not promptly supplied Mr. Joubert, of the Waratah Company, offers to let us have coal from the *old* Waratah seam at our contract price, and I have just had a cargo of this delivered in consequence of the contractor's tardy rate of delivery.

The Secretary.

A.R., 5/6/77.

## No. 54.

## Mr. W. Summerbell to The Commissioner for Railways.

Sir,

Sydney, 11 June, 1877.

While my ship, the "Georgiana" was discharging and delayed for want of trucks the Waratah steam collier came up at 2 o'clock, Saturday morning, and trucks were given to her, delaying my ship. I asked Mr. Richardson the reason; he says because they wanted to try Co-operative coal; I said he should not do that, he should give notice; he answered, he had no business to do so; I then said, "Why do it in the middle of the night and take away the trucks?" he answered, it was no use *blowing*. I then said, "I will see further into it." Trusting you will remedy the ill-will that exists to my having the contract,

I remain, &amp;c.,

WM. SUMMERBELL.

What is the meaning of this?—J.R., 11/6/77.

The Commissioner is aware that complaints have been made with reference to the quality of the coal supplied by Mr. Summerbell, and that he directed the storekeeper to get other coal in terms of contract. Mr. Laidley asked the Commissioner to give his coal a trial if other coal was to be obtained, and the Commissioner having consented I instructed storekeeper to order a small quantity for trial, as it might be inconvenient to order a large quantity as it might be found unsuitable. The contractor has no ground of complaint, and Mr. Richardson has acted in accordance with his instructions.—C.A.G., 12/6/77.

Seen.—J.R., 13/6/77.

## No. 55.

## Memo. from Mr. J. Cobb to The Locomotive Superintendent.

Sir,

Sydney, 25 June, 1877.

On June 20th the s.-ship "Eagle" arrived at the wharf with a cargo of New Lambton coal. I was requested by the storekeeper to report on the quality. Drivers' reports attached.

J.C.

Mr. Mason.—W. SCOTT, 26/6/77. Write on each report the distances run and where.—W.M., 27/6/77.  
Mr. Scott. Mr. Mason. Herewith.—W.S., 27/6/77. Forwarded for Commissioner's information.—  
W.M., 28/6/77.

[Enclosures to No. 55.]

Driver Newport to The Locomotive Foreman.

Sir,

23 June, 1877.

I beg to report for your information the coal issued to me on the 21st and 22nd is very bad, both clinkery and dirty.

Yours, &amp;c.,

J. NEWPORT.

Parramatta and Homebush, engine 71—Suburban trains,—86 miles.—J.C., 27/6/77.

Driver Scott to The Locomotive Foreman.

Sir,

Railway Works, Sydney, 23 June, 1877.

Having in obedience to your instructions tried for two days the fresh sample of coal with my engine, I find that there is a considerable amount of clinker and more dirt; while I could keep the fire-bars clean it steamed tolerably well, but this is but for a short time, as the bars soon get clinkered over, and then it was bad. Upon the whole it is a much inferior quality of coal for locomotive purposes than the sample I tried, supplied by the Co-operative.

I am &amp;c.,

JAMES SCOTT.

Suburban trains—Parramatta, Homebush, engine 70—86 miles.—J.C., 25/6/77.

To Mr. J. Cobb,—

Sir,

Sydney, 22 June, 1877.

The New Lambton coal that I am now using is superior to the sample I previously tried from the same place, but I find this to be deficient in steaming and lasting qualities; it clinkers badly and is very dirty, and is in my opinion unsuitable for the kind of work we have to do, and is not to be compared with the sample of Co-operative coal that I previously tried, which I found to answer all purposes.

I am, &amp;c.,

D. MOORE.

Suburban trains—Parramatta and Homebush; engine 67—96 miles.—J.C., 27/6/77.

To

To Mr. J. Cobb,—  
Sir,

Sydney, 22 June, 1877.

I beg to state for your information that the coal I used on engine No. 37 last night was very dirty. I cleaned the fire once during the night, and had 4 inches of clinker in fire-box when knocking the fire out in Sydney.

ROBERT BAKER.

Penrith and Suburban trains—96 miles.—J.C., 27/6/77.

Sydney, 25 June, 1877.

THE coal I used on the 21st of June is very good steaming coal, but leaves a large quantity of dirt in it but I found no clinkers in it.

EDWARD WILLIAMS.

Pick-up Goods, Penrith and shunting, &c.; engine No. 21, 88 miles.—J.C., 27/6/77.

Sydney, 25 June, 1876.

THE coal I burned on the 22nd instant is a much better sample of Newcastle coal than I have burned for some time back. It is very good steaming coal, but rather dirty.

HOWELL BLAND.

Engine 47, 50 miles, Pick-up goods, Blacktown and shunting, &c.—J.C., 27/6/77.

THE coal supplied to me this day is dirty and clinkery—having to clean the fire so often causes delay.

JOHN FROST, 27/6/77.

Passenger Train, engine 80, to Bathurst and back; 290 miles.—J.C., 27/6/77.

Mr. Inspector Cobb,—

Sir,

In answer to your inquiry about the coal supplied to me on the 21st June, I beg to say that I found it decidedly bad, as at the end of about 50 miles the fire was full of clinkers and dirt, and I may also say that the consumption is very great compared with other coal.

I am, &c.,

W. HADDON.

Mail train to Goulburn and back; engine No. 28, 268 miles.—J.C., 27/6/77.

Sir,

Sydney, 26 June, 1877.

The coal I used on 23rd and 24th was a coal that made plenty of dirt, and clinkered round the tubes. I got steam with it with trouble.

Yours, &c.,

JAMES MAIN, Driver.

Engine No. 10, 268 miles; Passenger train to Goulburn and back.—J.C., 27/6/77.

To Mr. Cobb,—

Sir,

25 June, 1877.

The coal that I have been using for the last week is of a very inferior quality; there is a great deal of dirt and clinker in it. I consider it is not at all suitable for our purpose.

Yours, &c.,

W. FARQUHAR.

Engine No. 26, 268 miles; Passenger train, Goulburn to Sydney and back.—J.C., 27/6/77.

Memorandum to Mr. W. Scott,—

Bathurst Station, 25 June, 1877.

DRIVER Chas. Frost reports the Lambton coal he had on to-day was very bad. He had a deal of trouble to keep steam, and on arrival at Bathurst had about 8 inches of solid clinker in his firebox.

Yours, &c.,

J. TURTON.

Engine No. 81, 145 miles; Passenger train, Sydney to Bathurst.—J.C., 27/6/77.

#### No. 56.

The Storekeeper to Mr. W. Summerbell.

Sir,

26 June, 1877.

The 250 tons of coal, ex "Eagle," on 21st June, has been fully tried by nine engine-drivers and pronounced by all to be unsuitable.

It is dirty, clinkers, and the trains are moved in consequence with difficulty.

The Commissioner directs me to say that coal of similar quality will not be accepted, and I give you this notice, in order that you make arrangements to supply better coal in satisfaction of orders not yet complied with.

I have, &c.,

A. RICHARDSON,

Railway Storekeeper.

#### No. 57.

Mr. W. Summerbell to The Storekeeper.

Sir,

Sydney, 27 June, 1877.

In answer to your memo. of 26th June I beg to say that the coal in question, ex "Eagle," is of the kind and quality of which samples were taken and tested by your department prior to acceptance of my offer for supply.

I do not believe the coal has been fairly tested; and, further, I believe undue influences have and are being used by other persons, and by unsuccessful tenderers, to my detriment. I have been unfairly dealt with in the matter of delivery of coal to your trucks, preference having been given to coals ordered from rejected tenderers while my vessels have been kept waiting to discharge.

The coal delivered by me is equal to any Newcastle coal that can be supplied, and is from identically the same seam as the Waratah coal, which was supplied to you for years.

For reasons, however, which I can only surmise but not explain, coal from the Waratah Company has a preference in your department. Let the coal be tested by any unprejudiced person, and I shall be content; in the meantime I can only reassert that the coal I have supplied is in every way equal to that approved and tested by you in the first instance.

I have, &c.,

WM. SUMMERBELL.

P.S.—I have a cargo now at the wharf, and as your present order is not fulfilled I trust you will give this a fair trial, and oblige

Yours, &c., WM. SUMMERBELL.

#### No. 58.

##### Minute of The Commissioner for Railways.

THIS is a very important matter, and I wish the Engineer for Existing Lines to give his personal attention to it. The cargo now at the wharf may be accepted on the understanding that a fair sample of it will be tested, and if not equal to test coal on which tender was accepted, the balance must be rejected, and the coal obtained at contractor's risk. Will Mr. Mason be good enough to see that the test is conducted in the same way as it was when the tenders were decided?

J.R., 28/6/77.

I will be satisfied with this.—W. SUMMERBELL.

Memo. to Mr. Richardson to take coal and keep it separate till Mr. Mason's report is received.—C.A.G. Mr. Mason.—C.A.G., B.C., 28/6/77. Mr. Scott to carry out.—W.M., 28/6/77. This has been done, and a report forwarded to your office yesterday. There is no truth whatever in Captain Summerbell's statements.—W. Scott, 4/7/77. To Mr. Mason. To Commr.—W.M., 4/7/77.

Mr. Richardson.—The "Eagle" is at Darling Harbour Wharf with cargo of coal from Captain Summerbell. A sample of it is to be specially tested, and if not found equal to sample the balance is to be rejected. Accept the coal, and keep it separate. The Engineer for Existing Lines will inquire and report on the matter.—C.A.G., B.C., 28/6/77.

Noted.—A.R. The Secretary.—29/6/77.

#### No. 59.

##### Minute of The Secretary of Railways.

Having heard of these reports, I requested storekeeper to write to contractor to say that no further quantity of this inferior coal would be taken. In reply the contractor has written a long letter challenging the opinions expressed by the engine-drivers, and insinuating the existence of a desire on their part to condemn the coal for the purpose of getting Waratah coal.

The Commissioner thereupon requested Mr. Mason to give his personal attention to the matter, and to see that a fair trial in all respects similar to the test trial given to the coal when tenders were decided upon, should be afforded.

To admit of this another cargo of the coal was authorized to be taken, with this condition that a fair sample of it should be tested, and if it be not found equal to quality tendered the balance should be rejected and other coal obtained at contractor's risk.

This is now being done, the contractor having stated in writing that he will be satisfied with the decision.

CH. A. G., 29/6/77.

Approved. Re-submit with report of testing.—J.R., 30/6/77. Mr. Mason.—C.A.G., B.C., 2/7/77. See reports herewith on the testing of this coal.—W.M., 3/7/77. Commissioner.

#### No. 60.

##### Reports on Coal, Locomotive Superintendent to Mr. W. Scott.

Sir,

Bathurst Station, 29 June, 1877.

On the arrival at Bathurst of engine No. 79 with down passenger train this evening, I examined her fire-box and found about 1 foot of clinker and ashes therein. Mr. Summerbell's representative was there and saw it also.

Yours, &c.,

J. TURTON.

To Mr. J. Cobb,—

Sir,

Sydney, 30 June, 1877.

In submitting to you my report on the quality of the New Lambton coal, I have to state that they are very dirty, being mixed with band, &c., producing a great amount of clinker and small ash, and they are in my opinion unfit for locomotive purposes.

Mr. Hawkins, representative for Mr. Summerbell, travelled on the engine from Sydney to Bathurst and back.

Yours, &c.,

JAMES RODGER,

Engine-driver, No. 79 Engine.

Telegram from Mr. J. Towson to The Locomotive Inspector.

WHEN engine 79 arrived here yesterday with down passenger—there was about a foot of clinker and ashes in her fire-box. Mr. Summerbell's representative saw it.

##### The Locomotive Superintendent to The Engineer for Existing Lines.

THIS coal has been now 6 months on trial and continual reports both verbal and written from engine-drivers and officers of the Department on its bad quality; I have also several bad samples of it at my office, also clinker

clinker that has been taken off the fire-bars, which of itself is sufficient to condemn it for locomotive purposes, and the trains are worked with the greatest difficulty, and the driver's time taken up to attend to his fire which seriously interferes with his other duties, as well as being in continual anxiety of the train coming to a stand through the steam getting low, and I would suggest that steps be taken to obtain more suitable coal without further delay.

W. SCOTT, 30/6/77.

Mr. Mason. Commissioner to see.—W.M., 3/7/77.

Under this report the balance of this cargo of coal must be rejected, and no more of the same quality received.—J.R., 5/7/77.

Capt. Summerbell informed.—5/7/77.

#### No. 61.

#### The Commissioner for Railways to Mr. W. Summerbell.

Sir, Department of Public Works, Railway Branch, Sydney, 5 July, 1877.

In further reference to the communication addressed to you relative to the inferior quality of the coal supplied under your contract, and in reply to your letter of the 27th ultimo, in which you maintain that the coal supplied by you is equal in every respect to that tested and approved of before the acceptance of your tender, and requesting that a cargo *ex* "Eagle" may be subjected to a test, the result of which you state you are willing to abide by, I have the honor to inform you that a fair sample has been tested, but the reports received are of such an unfavourable nature that I have no alternative but to state that coal of the same quality will not again be received.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

#### No. 62.

#### Mr. W. Summerbell to The Commissioner for Railways.

Sir, Sydney, 6 July, 1877.

In acknowledging the receipt of your letter, dated the 5th instant, I may say that before receiving it the "Eagle" was loaded with New Lambton coal for you. I beg therefore that you will accept this cargo, and I undertake for the future to supply coal only from such Collieries as you may approve of.

Yours, &c.,

WM. SUMMERBELL.

#### No. 63.

#### Minute of The Commissioner for Railways.

How are we off for the present supply?—J.R., 6/7/77. Storekeeper.

We are very short of coal, so much so that we were compelled to use all the coal last supplied for trial, of which it was intended that the bulk should be set aside, pending decision as to quality.

The Commissioner.—A.R., 6/7/77.

Although I am unwilling to interfere with my minute of yesterday, yet as this cargo was supplied before Mr. Summerbell received intimation of it, and as we are, it appears, very much in want of coal, I think the present cargo may be taken on the guarantee here given as to future supply.—J.R., 6/7/77.

Storekeeper.—C.A.G., B.C., 6/7/77. The Secretary. Noted.—A.R., 9/7/77.

#### No. 64.

#### Minute from The Storekeeper.

I HAVE to report that I received a message yesterday, purporting to come from Captain Summerbell, that the "Saxonia" was in from Newcastle, and ready to discharge coal for the department, and that if she were allowed to discharge during the night she would load up "trucks" in the morning for Newcastle,—trucks which I have been pressing Captain Summerbell to take for some time past.

The request was complied with, and this morning I learn two things:—

First,—That the "Saxonia" cleared out for Wollongong the moment she got rid of her cargo of coal.

Second,—That the coal discharged was of the same quality as that recently rejected, and of which Captain Summerbell guaranteed that no more should be supplied.

This coal has been rejected, and will be emptied out of the trucks on to Darling Harbour Wharf at the risk and cost of the contractor, and of this Captain Summerbell has received written notice.

A. RICHARDSON,

11 July, 1877.

To The Commissioner.

#### No. 65.

#### Mr. W. Summerbell to The Storekeeper.

Dear Sir,

Sydney, 10 July, 1877.

I saw the Commissioner and arranged to see him to-morrow. He said he was very busy. I will see the Minister for Works, and, if necessary, the Colonial Treasurer, before that extreme step is taken of emptying the waggons. I can assure you that it was purely accidental, and the "Saxonia" did not go up in the dock, but about 5 P.M. after leaving the ship "Centaur," and as you only want to carry out the orders I trust permission will be granted to receive the coals.

Yours ever,

WM. SUMMERBELL.

I shall be glad to have immediate instructions in this matter for two reasons.  
 1st. Forty waggons are occupied with the coal to the loss of the Department.  
 2nd. There is very little coal to go on with. Capt. Summerbell has declined point blank to sign the attached letter which I put before him for that purpose as directed by the Commissioner.—A.R.  
 The Commissioner.—14/7/77.

[Enclosure to No. 65.]

to The Commissioner for Railways.

Sir, Sydney, 13 July, 1877.  
 If you will accept delivery of the coal now in the trucks at Darling Harbour ex "Saxonia," about 250 tons, I will be satisfied to receive payment at the rate of 15s. 9d. per ton, which is equal to a reduction of 10 per cent. on the contract value, and I guarantee to supply no more coal of similar quality under the penalty of its instant rejection by the Department, and of the immediate cancellation of my contract.

I have, &c.,

No. 66.

Mr. W. Summerbell to The Commissioner for Railways.

Sir, Sydney, 11 July, 1877.  
 I have the honor respectfully to request that you will take delivery of the 280 tons of coal put on the wharf at Darling Harbour, as it was shipped in Newcastle partly in error and partly because two of the cranes there, at the time my vessel was loading, were broken and occupied.

I have, &c.,

WM. SUMMERBELL.

Storekeeper, for report.—J.R., 12/7/77.

Please see my report of the 11th, and my memo. of the 14th inst. It will be seen that Captain Summerbell has declined to sign a letter agreeing to the moderate reduction of 10 per cent. on this cargo. The coal has now been in the trucks five days—a considerable loss to the Department, and I recommend that it be discharged therefrom without further delay.—A.R. The Commissioner.—16/7/77.

Approved—Let the terms of the contract be carried out.—J.R., 18/7/77.

The contractor should be called on to remove this rejected coal, or the Storekeeper will have it done at his expense.—J.R., 18/7/77. Storekeeper.—C.A.G., B.C., 18/7/77. Noted, and Captain Summerbell informed.—A.R.

The Storekeeper to Mr. W. Summerbell.

Sir, 19 July, 1877.  
 I am directed by the Commissioner for Railways to call upon you to remove at once the coal rejected by this Department, respecting which you addressed a letter to the Commissioner, 11th instant.

I am further to give you notice that if the coal referred to be not at once removed I must have it done at your expense.

I have, &c.,

A. RICHARDSON,

Railway Storekeeper.

The Secretary, 20/7/77.

No. 67.

Report of Test made by Engineer for Existing Lines.

MINUTE PAPER.

SUBJECT:—QUALITY OF NEW LAMBTON COAL.

Department of Public Works, Railway Branch, Existing Lines, Sydney, 30 July, 1877.  
 REFERRING to the New Lambton coal which the contractor stated had been delivered in error, I have in accordance with the Minister's instructions tested it myself on the passenger trains from Sydney to Bathurst and back, with the following result:—

Coal used on double journey	...	...	...	9,744 lbs.
Yield of "clinker"...	...	...	...	50 lbs.

being about 11½ lbs. of clinker per ton of coal.

No time was lost either in the "up" or "down" journey; but I must remark the "down" train was a very light one—about two-thirds the weight of the maximum load.

The coal is unobjectionable for "steaming" when thoroughly cleaned from "band," &c.

W. MASON.

THIS appears to be a more favourable test than the test on which the tender was accepted. It is true the tests were made on different lines and the weight of train was not the same, but when the coal was tested at the north the consumption was 52 lbs. per mile, with 1½ lb. clinker, while the last test shows 33½ lbs. per mile and 2¼ ozs. of clinker.—C.A.G., 2/8/77.

No. 68.

Minute of The Secretary for Public Works.

As the Engineer for Existing Lines has reported that the coal taken from the 240 tons in the trucks at Darling Harbour was, after being tested, found to be of sufficiently good quality for steaming purposes when properly cleaned, I see no objection to the 240 tons being accepted, on the understanding that it is delivered screened in the usual way. This test has demonstrated that New Lambton coal can be accepted for locomotive purposes when it has been properly cleaned. I am of opinion that in future instead of coal under the terms of this contract being screened in the station yard, Redfern, that to facilitate business the screens should be moved to the Darling Harbour Wharf. The Engineer for Existing Lines will in future see that an officer properly qualified for the duty shall be present to see that the coal delivered shall be of the best quality.

J.H., 3/8/77.

Memo.

Memo to Storekeeper to take delivery of coal; then forward to Engineer for Existing Lines.—C.A.G., B.C., 3/8/77. Noted.—W.M., 3/8/77.

The Minister on the 21/7/77 made inquiry into this matter. He thinks that from the way the specification is drawn, and the manner of acceptance of Mr. Summerbell's tender, which appears to confine him to New Lambton coal, there will be some difficulty in dealing with this case. He approved of Mr. Mason testing the coal to see if it be equal to the sample upon which the tender was accepted, and if it be, he thinks the 240 tons in question had better be accepted and used exclusively for short journeys, for which Mr. Mason reports it is not unsuitable.—C.A.G., 3/8/77.

Storekeeper to note.—The coal should be screened and then passed (if of good quality) by an officer of the Engineer's Department.—C.A.G., B.C., 6/8/77. Noted.—A.R., 6/8/77.

### No. 69.

#### Minute of The Commissioner for Railways.

Department of Public Works, Sydney, 18 September, 1877.

I AM given to understand that the coal recently supplied by Mr. Summerbell, the contractor, is from Wallsend, and not from New Lambton. If such be the case the contractor should be informed that this is not in accordance with contract.

J.R.

The Storekeeper to Mr. W. Summerbell.

21 September, 1877.

Sir, I am directed by the Commissioner for Railways to inform you that by the delivery of Wallsend coal in lieu of New Lambton coal you are departing from the terms of your contract.

Yours faithfully,

A. RICHARDSON,  
Railway Storekeeper.

### No. 70.

#### Mr. W. Summerbell to The Storekeeper.

Dear Sir,

Sydney, 20 September, 1877.

A schooner I understand is at the wharf with coals pretending they are for you. Please do not take them as they are there without my knowledge. The "Saxonia," now in Newcastle loading, for you.

Yours, &c.,

WM. SUMMERBELL.

I have seen the captain of the schooner and have informed him that we cannot take this cargo from him; he tells me that Mr. Dibbs sent him up. I may say that in the conduct of the contract we have, when not finding Capt. Summerbell, been in the habit of leaving messages at, and receiving messages from, Mr. Dibbs's office. Thus, when a messenger came from Mr. Dibbs's office some days ago to know if I could do with some more coal, I replied in the affirmative, not dreaming that the supply would be other than on account of contractor; we have been well supplied for some time.—A.R., 21/9/77. The Commissioner.

I do not know about this cargo; we can recognize only the contractor, Summerbell. See, however, Commissioner's minute of 18/9/77 herewith. Mr. Richardson must act in accordance therewith.—C.A.G. B.C., 21/9/77.

I will inform Capt. Summerbell. In the meantime Mr. Dibbs is anxious for a decided answer with regard to this cargo. The "Saxonia" will, I am advised, be up this evening. If she has Wallsend coal is delivery to be taken?—A.R., 21/9/77. The Commissioner.

I have nothing further to say. The contract is for New Lambton coal and not for Wallsend.—J.R., 21/9/77. Storekeeper.—C.A.G., B.C., 21/9/77.

Mr. Richardson is seeking for advice how to act. In the absence of the Commissioner's instructions the storekeeper had better refuse to take delivery of the coal offered by Mr. Dibbs, as the contractor says he will not acknowledge it. If the contractor offers Wallsend coal it must be declined, and if coal is wanted, and the contractor is unable to supply, Mr. Richardson had better take Mr. Dibbs's coal at contractor's risk.—C.A.G., 21/9/77. Noted with thanks. This is being carried out.—A.R., 24/9/77. The Secretary.

### No. 71.

#### Mr. W. Summerbell to The Commissioner for Railways.

Sir,

Sydney, 24 September, 1877.

Mr. Richardson by letter 21st September, informs me that I must send New Lambton coals to the Railway. I called with him on Mr. Dibbs, who stated that he would telegraph to Newcastle not to load my steamer there waiting, and that I should take coals from a schooner that he had chartered. I declined this, as putting other vessels than my own was simply taking my living away, as I have no profit on the coals only the freight. My steamer the "Saxonia" was then and is now waiting for his coal, and I ask you to allow me to place Wallsend coals in her to prevent loss to me by Mr. Richardson threatening to buy coals from Mr. Dibbs to my immediate injury. I may also inform you that there is 900 tons of coals in stock at the station. Trusting you will prevent this tyranny,

I remain, &c.,

WM. SUMMERBELL,  
Contractor for Railway Coals.

Mr. Richardson, for report.—J.R., 24/9/77.



## No. 72.

## Minute of The Storekeeper.

UPON the receipt of the first memo, of instructions on the 21st instant, I notified to the contractor that by the delivery of Wallsend coal he was departing from the terms of his contract, and that no more Wallsend would be accepted, and on the following morning I called upon him to know if he intended at once to supply us with some New Lambton coal, to which he replied that he would telegraph to Newcastle for the "Saxonia" to be loaded forthwith. In order to have some tangible assurance that this step would be taken, I suggested that Captain Summerbell should accompany me to the New Lambton Company's office and have the message sent from there. I also had in view the desirability of coming to some amicable arrangement with regard to the acceptance of the cargo of New Lambton coal lying in a schooner at Darling Wharf. This, Captain Summerbell consented to, and we had an interview with Mr. Dibbs, when the latter insisted that as Captain Summerbell had brought three cargoes of Wallsend coal in lieu of New Lambton coal, which had led to Mr. Dibbs loading the schooner himself, their cargoes should be accepted on the contractor's behalf. To this Captain Summerbell declined to consent, when Mr. Dibbs declared on his part that no New Lambton coal should be loaded into the "Saxonia" until this was consented to.

After waiting a considerable time, during which a warfare of words was being waged between Mr. Dibbs and the contractor, and finding that no settlement would be come to, I gave Capt. Summerbell notice that if new Lambton coal were not forthcoming on his account by 12 noon on Tuesday, 25th instant, I should purchase the same at his risk and cost. I have accordingly given instructions that if no steamer or other vessel arrives on the contractor's account prior to that time, the trucks are to be placed at the disposal of the schooner now lying at Darling Harbour with new Lambton coal, and these instructions I beg to say will still be carried into effect, unless in the interim I receive orders to the contrary from you.

The Commissioner.

A.R., 24/9/77.

P.S.—It is true that we have (for the first time this year) a good stock of coal on the stages, but if we were not to get a cargo to-morrow the coal emptying gang would be without work.—A.R.

[Enclosure to No. 72.]

The Storekeeper to Mr. W. Summerbell.

Sir,

I beg on behalf of the Commissioner for Railways to give you notice that unless New Lambton coal is delivered at the Railway by noon on Tuesday next, September 25th, I shall proceed to purchase the same at your risk and cost.

22 September, 1877.

I have, &c.,

A. RICHARDSON,  
Storekeeper.

## No. 73.

## Mr. W. Summerbell to The Commissioner for Railways.

Department of Public Works, Sydney, 26 September, 1877.

I AGREE to 320 tons of New Lambton coal being now landed, in consideration that these vessels stop discharging on arrival of "Saxonia."

Respectfully,

WM. SUMMERBELL.

Storekeeper to act accordingly.—J.R., 25/9/77. Noted.—A.R., 25/9/77.

The Secretary,—Let me have Summerbell's contract for coal from New Lambton for Minister's information.—J.R.

Contract herewith, and also the papers, the decisions upon which have somewhat varied the terms of contract.—CH. A. G., 28/9/77.

## No. 74.

## Messrs. G. R. Dibbs &amp; Co. to The Storekeeper.

Dear Sir,

Bridge-street, 29 September, 1877.

We beg to give you notice that the coal in the *after* compartment of the "Saxonia" is not from the New Lambton Colliery.

We are, &c.,

GEORGE R. DIBBS & Co.,

*per* WALTER ROBEY,

Managing Owners of the New Lambton Colliery,

Please give orders for the coal in the *after* compartment not to be taken. "Saxonia" expected to-day.—A.R., 29/9/77.

Mr. Scott,—Take whatever coal is approved by the Engineer for Existing Lines.—J.R., 1/10/77.

Mr. Scott to note and forward at once to Storekeeper.—W.M., 1/10/77. Mr. Richardson, 1/10/77.

My instructions on 77/6,423 were that "New Lambton" was the contract coal, and that "Wallsend" coal was to be refused if offered. Under these circumstances, on receiving notice that a certain compartment of the "Saxonia" contained other than "New Lambton" coal, I considered it my duty to decline to accept it.

I could have no idea that the Engineer for Existing Lines wished it to be taken; and even now, in sending this minute on to me, it is not stated whether such is his desire or not.—A.R., 1/10/77.

The Commissioner. Mr. Mason.—J.R., 3/10/77.

As Mr. Cobb is the officer who acts for me in this matter, and Mr. Richardson being aware of it, any reference to him would have decided what coal was to be taken. Coal approved by Mr. Cobb may be accepted; that which he does not approve must be rejected. This will probably be sufficient for Storekeeper's guidance.—W.M., 3/10/77. Commissioner.

## No. 75.

## Minute of The Secretary of Railways.

As the Commissioner was giving the directions the Storekeeper could not recognize Mr. Cobb. I am not at all surprised that the Storekeeper has been somewhat confused in this matter; the directions given to him from time to time have been most contradictory. Under the recent decision however of the Attorney General, that we are at liberty under the contract to take any coal which is considered equal to New Lambton coal, the Commissioner's last direction "that only New Lambton coal was to be taken" is modified. Storekeeper will now take such coal as may be passed by Locomotive Department.

C.A.G., B.C., 6/10/77.

Noted.—I must however state, and I believe Mr. Cobb himself will bear me out, that I had not the remotest idea that Mr. Cobb was acting for Mr. Mason in this matter. Such was not intimated to me in any shape or form, and is entirely opposed by Mr. Cobb's action, the latter having come or sent to me for instructions in every case of fresh cargoes arriving, &c. I now understand clearly.—A.R., 8/10/77. The Secretary.

## No. 76.

## The Commissioner for Railways to The Crown Solicitor.

Dear Sir,

Department of Public Works, Sydney, 28 September, 1877.

Mr. Combes desires me to forward to you herewith the specification and bond entered into by Wm. Summerbell, the contractor for supplying coal for the Railways for the present year, and to request that you will be good enough to advise whether the Commissioner can accept from the contractor coal from other pits than the New Lambton, provided that such coal is equal in quality to the sample, and approved by the Engineer for Existing Lines, without vitiating the contract.

Yours, &c.,  
JOHN RAE.

## No. 77.

## The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 2 October, 1877.

I have the honor to return the papers received by me from your Department, relating to Mr. Summerbell's contract for the supply of coals for the Railways, for the year 1877, and to state that I have laid them before Mr. Attorney General Dalley, who has been pleased to write an opinion in the matter, a copy of which is on the adjoining half-sheet.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.  
Pro W. JACKSON.

Mr. Mason, for information.—J.R., 2/10/77. Seen.—W.M., 4/10/77. Commissioner.

## [Enclosure to No. 77.]

## ATTORNEY GENERAL'S OPINION.

I do not think that it is at all necessary that the Commissioner should insist upon the supply of coal under this contract exclusively from the New Lambton pits. The construction of this as of all agreements or contracts must be a reasonable one, according to the intent of the parties. New Lambton coal I presume is coal known to be of good character; and this particular coal may have been specified because of such knowledge. It can be of no importance whatever to the Commissioner for Railways from what particular pits the coal is procured so long as it is equal in quality to the coal specifically contracted to be supplied. There is no danger consequently of a vitiation of the contract by the acceptance of other coal than that from the New Lambton pits. The only thing to be borne in mind is that the quality of the coal supplied should be equal to that specified.

In such cases as this the rule of law is that the construction should be favourable so that the agreement may, if possible, be supported *nam verba debent intelligi cum effecta, ut res magis valeat quam pereat*.

Crown Law Offices, 2/10/77.

WILLIAM B. DALLEY,  
A. G.



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

COMPLAINT AGAINST STATION-MASTER AND PORTER, BOWRAL  
RAILWAY STATION.

(PAPERS, DOCUMENTS, AND MINUTES RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 5th June, 1877, That there be laid upon the Table of this House,—

“ All Papers, Documents, and Minutes, relative to a complaint made by  
“ Messrs. Decent & Korff, Storekeepers at Kangaloon, complaining of the  
“ conduct of the Station-master (Mr. Bradley), and Railway Porter Stone,  
“ of Bowral, and of the loss of Goods.”

*(Mr. Shepherd.)*

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## COMPLAINT AGAINST STATION-MASTER AND PORTER, BOWRAL RAILWAY STATION.

## No. 1.

Messrs. Decent &amp; Korff to The Commissioner.

Dear Sir,

Post Office Stores, Kangaloon, 6 November, 1876.

Having found some considerable inconvenience with regard to the payment of freight since we have been in this district, we, living 9 miles distant from the railway, and therefore not knowing often what is lying there for us, consequently cannot draw a cheque for the same every time our carter goes in, we would feel much obliged if you would grant us the usual accommodation that we find most of our fellow storekeepers similarly situated get allowed by paying our freights once a month.

I would also beg to inform you that we have found some considerable inconvenience with regard to the storage of our goods. We endeavour to get them away as fast as we are able, but considering the large quantity of goods we have during the last three months (between 40 and 50 tons), and for which we have paid you between £60 and £70, I think we ought to get some consideration for time to remove them, and not be bored in the way we have, as it is impossible to remove them within twenty-four hours (as we have repeatedly dinged in our ears we ought to do). All we want is fair accommodation, the same as other storekeepers get on the Northern and Western lines, and would therefore esteem it a favour if you will inform us the outside time you can grant us for same in case we cannot remove them.

I have, &amp;c.,

JOSEPH H. DECENT,

(Pro DECENT &amp; KORFF).

Traffic Manager, for report, B.C., 14/11/76.—C.A.G.

## No. 2.

Minute of Traffic Manager.

To Station Master, Sutton Forest.

WHAT amount of business do we do with this firm, and what amount of security would be required to cover an average monthly freight?

With reference to the latter part of their letter,—what is it they complain of, what do they want, and what can we do for them in this direction without inconveniencing ourselves or others?

D. VERNON, T.M.,

(Per T. F. ELLIOTT),

18/11/76.

Messrs. Decent & Korff transact all their business with Bowral Station. Mr. Gore for this firm comes to this station.—GEO. FARQUHAR, 21/11/76. To Traffic Manager.

Bowral, 22/11/76.—D. VERNON, T.M., per T. F. ELLIOTT.

Mr. J. O. Bradley to The Traffic Manager.

Sir,

Bowral Station.

In reply to Messrs. Decent & Korff's letter, I must say that those gentlemen are most unreasonable in their remarks; every accommodation has been afforded them, and also grace at all times extended to them. As regards payment, at no time have they been pressed to remove their goods, unless in a truck, or have been left too long in the shed, so much so that a portion of their goods are still on hand, and have been so for the last two months.

In reference to the cash transactions, all that was required of them was to forward the next time they came or sent in, the cash for goods taken away on the previous occasion. I do not believe a thorough business man would think himself harassed by such treatment. However, it did not please or satisfy Mr. Decent, so I informed him he would have to find security if he required any further extension of time, referring him to you to fix the said amount. £50 bond would be sufficient.

Yours, &amp;c.,

JAS. OCT. BRADLEY,

24/11/76.

From annexed report from Bowral it will be seen that this firm has no reason to complain of being inconvenienced in any way. They are allowed to leave their goods in the shed a reasonable time, and often considerably beyond this, as instanced in the case of the goods that have been on hand for about two months. With regard to the paying of their freight, all they have hitherto been asked to do is that, when sending in for goods, they will remit the freight for the goods taken the previous trip, which, as they have not an authorized credit, is as much as they can fairly expect, and even this much the Station-master is not justified in doing, and were any revenue lost in consequence he would be responsible. The best way to meet the difficulty would be for Messrs. Decent & Korff to secure a monthly credit to the extent of (say) £50, which represents about an average month's transactions.—D.V., per H. RICHARDSON, 30/11/76. Commissioner.

Send copy of this to Messrs. Decent & Korff, and say that a bank deposit receipt for £50 in favour of Commissioner, the interest upon which would be allowed them, will secure them a monthly freight account to the sum named.—4/12/76, C.A.G. Messrs. Decent & Korff, 6/12/76.

## No. 3.

The Commissioner to Messrs. Decent &amp; Korff.

Department of Public Works, Railway Branch,  
Sydney, 11 December, 1876.

Gentlemen,

In reference to your letter of the 6th ultimo applying for a monthly freight account on the Great Southern Railway,—I have the honor to inform you that an account will be allowed you on your remitting to me, in observance of the usual practice, a bank deposit receipt of £50 in my favour. The money

money may be deposited for any time you may think proper, and the interest accruing thereon will be duly paid to you. With regard to the second paragraph in your letter complaining that you have been put to considerable inconvenience in consequence of having to remove your goods within twenty-four hours after arrival, and requesting that an extension of time may be allowed you, in accordance with the alleged practice on the Northern and Western lines,—I have to state that the matter has been fully inquired into, and I forward you copy of report received from the Traffic Manager in the matter.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

#### No. 4.

Messrs. Decent & Korff to The Commissioner.

Sir,

Post Office Stores, Kangaloon, 17 November, 1876.

We wrote you some few days ago with reference to the settlement of our freight account; but not having received any reply thereto, we beg now to hand you the enclosed account, and would respectfully inform you that the goods have been lost entirely through Mr. Stone's neglect of duty. We have a dozen witnesses to prove, besides ourselves, that goods have been taken from Bowral Station scores of times without any receipt being taken for them, consequently it is impossible for him to know what becomes of them.

With regard to the second items charged,—as we before stated to you, we have paid you a large amount for freight during the last four months; and being situated as we are, twelve miles distant from the railway, we find it most inconvenient to send in a cheque every time our man comes in (which is twice a week), not knowing often what is lying there for us; further, we have always paid hitherto at the end of each month (as you will see if you trace our cheques), and there would have been nothing said about this now had we not complained to Mr. Stone about the loss of our goods, telling him his duty was to take a receipt for everything that went out of his shed.

Lastly, we informed Mr. Stone and Bradley both that the matter was before you for your consideration, and yet, in the face of that, he not only refused to give our man a load of goods yesterday, but actually detained goods on which freight had already been paid, and for which we have the receipts, and thus our man, after coming 12 miles and 12 out, had to return unloaded.

If this state of things is allowed to be tolerated by an insubordinate officer who is paid by the public money, it is quite time it was put a stop to; without, therefore, we are compensated for the same, we intend taking immediate action in the matter for the loss we have sustained.

We have, &c.,  
DECENT & KORFF.

Acknowledge receipt, and say matter will be inquired into.—28/11/76. Quote previous papers referred to, and refer to Traffic Manager. B.C., 28/11/76, C.A.G.

#### [Enclosure.]

Post Office Stores, Kangaloon, 17 November, 1876.

To the Commissioner, Government Railways, Sydney.

To Messrs. Decent & Korff. Dr.

As per memorandum herewith.

August 20th.	1 bag sugar, 60 lbs., at 29/	...	...	...	...	0	15	6	
	Freight on do.	...	...	...	...	0	1	0	
September 5th.	1 bag corn-meal, 100	...	...	...	...	0	12	0	
									1 8 6
November 16th.	Loss of time for one man, team to Bowral and back					1	0	0	
	Loss on sale of goods through not receiving the same, portion of which freight had already been paid thereon...	...	...	...	...	5	0	0	
									6 0 0
									£7 8 6

#### No. 5.

The Commissioner to Messrs. Decent & Korff.

Department of Public Works, Railway Branch,  
Sydney, 30 November, 1876.

Gentlemen,  
In acknowledging the receipt of your letter of the 17th instant, complaining of the delaying of your goods at Bowral Station, I have the honor to inform you that the matter will be inquired into.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

#### No. 6.

Minute of Traffic Manager.

WILL Mr. Bradley please let me have an early and full report with reference to the enclosed, and also Porter Stone's written explanation of his share in the matter.

D. VERNON, T.M.,  
(Per T. F. ELLIOTT),  
1/12/76.

Mr.

Mr. J. O. Bradley to The Traffic Manager.

Sir,

In reply to your minute in reference to Mr. Decent's complaint against Porter Stone, and the claim he makes against the department, I must say the first is groundless and the latter perfectly absurd. He complains of Porter Stone having sent him insulting memos, and returned two of them to me to look over. In doing so I am at a loss to discover anything insulting or objectionable; they simply show that Porter Stone was doing his duty in endeavouring to collect the revenue of the department. From expressions made use of by Mr. Decent I considered it prudent to detain them in the event of any further correspondence taking place, that the same might assist in investigating the matter. Mr. Decent states nothing would have been said about payments only that he informed both Porter Stone and myself that he intended making a claim. The assertion is certainly not the truth. The memos annexed will clearly prove to the contra, and that we have had to push them for the freight of goods soon after their arrival in the district; and in order to get rid of the responsibility I referred him to you to give the necessary security. As regards the loss sustained, that can only be imaginary, they at that time having very little property on the station, some of which has been left for a considerable time. No obstruction was offered; and if so urgently required, why not have removed them before? We certainly stopped them when we found the difficulty of getting the amount of freight, and no security forthcoming. I regret to say that Mr. Decent's conduct throughout has been anything but gentlemanly. On one occasion I had to request him to leave the station unless he moderated his language, he threatening to have Porter Stone dismissed, calling him a liar and a d—d skunk. A man who so far forgets himself in my opinion is quite capable of trumping up a claim. I know very little of Mr. Decent, and from what I have seen of him am not at all ambitious of extending the acquaintance beyond business matters.

Yours respectfully,

JAS. OCT. BRADLEY.

Mr. H. Stone to Mr. J. O. Bradley.

Sir,

In answer to Messrs. Decent & Korff's complaint as to the loss of goods by them, I shall in the first place state that their goods arrived at the station all right and were delivered to their man by me for the sugar which they say was lost. I have the name of their man, and for the corn meal the names Decent & Korff signed by the latter. I may also state that on two other occasions Mr. Decent complained of having lost goods which I pointed out to him, they having laid so long that he had nearly forgotten them. As to Mr. Decent having a dozen witnesses to prove any neglect on my part of the duties which I am here to perform, I defy him to produce them. As for it being inconvenient for Messrs. Decent & Korff to send in a cheque every time their man comes in, I would ask how do others manage who get up certainly four times the amount of goods that Messrs. Decent & Korff do?

Mr. Decent says that they have hitherto paid at the end of each month, and that there would not have been anything said now had they not complained of the loss of their goods. In answer to this, I may state that since they came to the district I have been continually speaking and writing to them for the money for their goods. As to Mr. Decent's lastly, Mr. Decent did inform me some two months since that they were going to make arrangements with the Manager as to a monthly credit, but after his repeated visits to Sydney, as I saw no sign of any arrangement having been made I refused to let any more goods without the money, explaining to him that my orders were strict and that I must be able to produce the goods or the money. It is not on account of what I have or have not done on the station that Mr. Decent has made this claim, but some time ago I took the business of having my life insured out of his hands and put it in the hands of Mr. Ruuree, the Company's Agent at Nattai, and he then said that he would make some one pay for the loss of his commission. I do not doubt that the present claim is the means he has taken towards that end. Mr. Decent has shown himself so utterly regardless of truth that I consider it my duty to press him for immediate payments, or authority from the Manager to let him have his goods on credit. I also think it my duty to decline taking his cheques in payment for his goods, as I do not think there is much faith to be placed in a person who would deny to your face having received any bills and send them in the next day telling his man to get you to sign them but not to let you look at them. I am now on the station about six years, and never had a claim made for lost goods until Mr. Decent makes this charge, which I do not hesitate to pronounce false from beginning to end. The claim for loss from detention of goods is absurd; they had four bags of sugar and a few bags of flour and bran in the shed at the time they were refused the goods, and the most that they could take away at a time with their horse and cart would be about six or eight hundred, on which I hardly think they could make £5 profit.

I am, &c.,

HENRY STONE.

[Enclosures.]

Mr. H. Stone to Messrs. Decent & Korff.

Gentlemen,

I have again to call your attention to the Railway Rules, which are—cash on delivery. This has been pointed out to me no later than yesterday, and it is unpleasant to be called to account for a thing of which you are so well aware.

Yours,

HENRY STONE.

Mr. H. Stone to Messrs. Decent & Korff.

Gentlemen,

I wish you would be good enough to send in the money for the things which you have had or get authority to pay monthly, for my orders are so strict that no more goods can go without either the money or an order from Sydney to let you have them.

Bowral, 14 November, 1876.

HENRY STONE.

No. 7.

Messrs. Decent & Korff to The Commissioner.

Sir,

Post Office Stores, Kangaloon, 10 December, 1876.

With reference to the matter of Henry Stone and Station-master at Bowral, which I and my friend Mr. B. Rush called to see you about on Saturday last, and which I had previously intimated to you in my letter dated the 17th November,—I herewith, according to your instructions, beg to lay before you the following statement, which I swear to be true in every particular:—

First, that I can prove by several witnesses that Mr. Stone has allowed goods on several occasions from the said shed without any receipt being taken for them whatsoever; and in complaining to him about the loss of ours mentioned in my letter to you he was very uncivil, and told me that all goods would have to be removed from the station within twenty-four hours after arrival, otherwise he would not be responsible for them. He also stated to Mr. Bradley that he had considerable trouble to get the freight from us, whereas the said receipts will show to the contrary; and on my denying the same, he called me a damnation infernal liar, and which, much to my surprise, the Station-master, Mr. Bradley, backed him up in.

If therefore this sort of thing is allowed to be tolerated in the Government Service, I think it quite time the matter was brought before the House and inquired into. Trusting, however, that you will be able to deal with the matter by removing him,—

I am, &c.,

J. H. DECENT,

(Pro DECENT & KORFF).

Traffic Manager to inquire and report. Such conduct, assuming it to have taken place, is intolerable.—J.R., 11/12/76.

No. 8.

## No. 8.

## Messrs. Decent &amp; Korff to The Commissioner.

Sir,

Post Office Stores, Kangaloon, 14 December, 1876.

We have to acknowledge the receipt of yours, dated 11th instant, together with reports from the Traffic Manager and Mr. Bradley, Station-master at Bowral, appended; but we would respectfully inform you that we consider the same very wide of the question placed before you, which we will endeavour to show you. First, by stating that we made no complaint to you about the previous accommodation we had received, either as regards the storage of our goods or the payment of our freight account, but quite the reverse, as our Mr. Decent endeavoured to show when he was down last week with his friend Mr. Rush, and called at your office.

Up to that time we have always paid our freight as convenient to ourselves, although *always* before the end of the month, as the documents I have will show; and then as regards the storage of our goods, we have always fetched them away as fast as we possibly could. Possibly there might have been one or two articles that may have been overlooked, that may have remained the time Mr. Bradley states, but they must have been so trifling that we consider Mr. Bradley has nothing to make a handle of on that score, and we would feel very much obliged if he would, through you, mention what they are, for we know not; and neither I imagine would he have mentioned it had he not a spite against us because our Mr. Decent told him that things were done in a very irregular way, and from all accounts it suits his purpose to support Stone whether he does his duty or not.

If, therefore, a public officer, who is paid by us and every one else, is allowed to show his spleen in this way, as I will hereafter show, it is quite time, if we cannot get redress from the department we seek, to bring such glaring affairs as these before the House, and which we have influence enough to do, and intend carrying out, if our claim for the loss we have sustained is not satisfied and these officers removed.

When we inform you that no later than yesterday, although our Mr. Decent had mentioned to Mr. Bradley he had seen you and that arrangements had been made, our dray would have been sent back empty had it not been for the kindness of a stranger who cashed our cheque, because Mr. Stone refused to take it; and we have three witnesses to prove it.

Now, sir, we would not say anything about this if he had refused to do so when we first came in the district, but we have paid the same individual by our cheques before something to the tune of £86 odd since we have been here, and now because he has a spite against us, I would respectfully ask you, sir, are such insults as these to be tolerated by a common railway porter, and backed up by a Station-master?

We think the thing is monstrous. We have never had our cheque refused before by any one, and if the like of him is invested with such power as this to refuse or take as he pleases, it is high time some different regulations were made in the department, and that no cheques should be received, the same as it is in the Passenger Ticket Department, and then one would know what they had to contend against, and would not be under the penalty of receiving such insults from petty Government officers.

We have now made our statement, which we are in all points prepared to substantiate. Trusting the same will receive your just consideration, and to have an early reply,—

We have, &c.,  
DECENT & KORFF.

## No. 9.

## Minute of Secretary of Railways.

THIS letter cannot be dealt with till Traffic Manager's report on papers sent to him on 11/12/76 is received.

It appears to me that Traffic Manager should himself hold an inquiry into this matter, and ask the complainant to be present.

I should like to know early what is being done, as Messrs. Decent & Korff should be written to.—  
B.C., 21/12/76, C.A.G.

## No. 10.

## The Traffic Manager to Inspector Crawford.

THE charges brought against Bowral Station by Messrs. Decent & Korff are very serious; and before sending in my report to the Commissioner, I should like Mr. Crawford to go thoroughly into the matter and let me know the facts.

He will see from the papers what is required, but the following are the chief points to be gone into:—

Are there any grounds for the charges brought against Porter Stone,—that he has allowed goods to be taken away on several occasions "without any receipt being taken for them whatsoever"; that he was very uncivil, and told Mr. Decent that all goods would have to be removed within twenty-four hours after arrival, &c., and that he called Mr. Decent a "damnation infernal liar," and was backed up in this by Mr. Bradley?

How often have they been in the habit of making remittances to the station in payment of their freight account, and how much at a time? The best way to show this would be to have prepared a detailed statement showing all goods consigned to them during the time they have been in the district (a few months only I believe), the freight due on each consignment, and the dates the different payments have been received. It would be also as well to go to a little further trouble and complete the thing by showing dates of delivering the goods.

What has become of the goods for which claim is made—Can we prove delivery of them, and if not, why not?

Of



Of what goods was delivery refused, and how long a time were consignees kept without them in consequence, and why was such a decided step taken without reference to this office—What amount of freight was due at the time, and how long had it been owing?

What time was lost by their man and team?

Why were they refused delivery of goods on which freight had been paid, and what goods were they?

Have their cheques ever been refused, and if so, why? If they have hitherto been paying by cheque and their cheques have never been dishonored, we cannot refuse to accept them now without good and sufficient reason?

Has this firm any reasonable grounds for complaint about anything, and if not, how is their action in making such reports to the Commissioner to be accounted for?

Why has Porter Stone so much to do with the public, the collection of moneys, and corresponding with merchants, &c.? It looks very much as if he performs many important duties which should be attended to by the Station-master himself, and when such is the case it is not to be wondered at that the public are dissatisfied. This should be set right at once, and on no account must Stone be allowed to write to the public in future.

There are many other points that Mr. Crawford will see the necessity of going into. I should like him to sift the matter thoroughly, and, if possible, let me have his report by Tuesday morning next.

D. VERNON, T.M.,  
(per T. F. ELLIOTT),  
16/12/76.

## No. 11.

### Inspector Crawford's Report.

Messrs. Decent and Korff's charges against Bowral.

In reference to the above charges made against Station-master Bradley and Porter Stone, I beg to make the following remarks:—

1. That Stone allowed goods to leave the shed on several occasions without first obtaining a receipt for them.

This charge is true. Stone has allowed goods to leave the shed without obtaining any receipt for them. He allowed goods belonging to this firm to leave without receiving receipts, on the following dates:—August 30th, two items, 17s. 6d. and 4s.; September 1st, one item, 2s. 5d.; September 5th, one item, 12s. 8d.; September 29th, two items, 10s. 7d. and 1s.; October 18th, one item, 12s. 8d.; October 20th, one item, 3s. 1d.; besides several items belonging to other people.

2. That Stone was very uncivil; told Mr. Decent that all goods must be removed within twenty-four hours after arrival; that he called Mr. Decent a *damnation infernal liar*, and was backed up by Mr. Bradley in this.

This allegation is denied both by Stone and Mr. Bradley. Stone told Mr. Decent that all goods would have to be removed within twenty-four hours, because he was making a convenience of the goods shed, and leaving goods a very long time on hand—there is beer on hand over four months—and on telling Mr. Decent so, only quoted the By-laws. Stone denies using the words as stated by Mr. Decent, but he called Mr. Decent a damned liar after great provocation. The cause was this:—Stone said to Mr. Decent, "I sent you out some bills." Decent flew into a violent rage, and called Stone a liar, and a damned skunk (this is a favourite expression of his). Stone retaliated, and called him as stated above. Mr. Bradley did not back Stone up, but when Mr. Decent made use of the contemptuous expression towards Stone, said that if he (Decent) did not use more becoming and gentlemanly language he had better leave the premises.

3. How often have they been in the habit of making remittances to the station in payment of their freight account, and how much at a time?

They remitted twice in July, twice in August, twice in September, twice in October, once in November, and from December the 4th until the 13th, three times, in the following sums:—£9 15s. 7d., £23 2s. 7d., £7 11s. 4d., £4 17s. 4d., £1 19s. 5d., £4 3s. 3d., 14s. 7d., £13 4s. 9d., £2 12s. 4d., £4 14s. 5d., 5s. 11d., £1 8s. 9d., and £2 17s. 8d.

4. What has become of the goods for which claim is made—can we prove delivery?

The goods said to have been lost were delivered. The bag meal signed for by Mr. Korff, 24th July, 1876, and the bag sugar, signed for by L. C. Macrae, as one of a consignment of sixteen bags, delivered on the 4th September, 1876, can be proved by delivery book.

5. Of what goods was delivery refused, and how long were consignees kept without them in consequence?

The goods refused were four bags sugar out of a consignment of thirty-three bags, three boxes soap, seven bags bran, and five or six small bags flour.

The drayman in the first instance could not take all the sugar, and on returning without the freight owing, delivery was refused. He was kept two days without them until he paid the freight.

6. Why were such decided steps taken without reference to the Traffic Manager?

The reason assigned by the Station-master for taking such decided steps was that, from the 5th July up to the 15th November, Mr. Decent was requested to obtain the usual credit account from the Traffic Manager, as he (the Station-master) could not take upon himself the responsibility of allowing him credit. This he promised to do the first time he went to Sydney, and made the same promise time after time, until at last the Station-master saw that he had no intention of doing so, and informed him that in future he must pay on delivery, as he would not take the responsibility of giving him credit any longer.

7. What amount for freight was due at the time, and how long had it been due?

The amount due for freight was £3 17s. 7d. The dates of arrival were—October 30th, 28/2; October 31, 5/11; November 1st, 20/6 and 1/10; November 7th, 3/7; November 11th, 1/4; November 14th, 16/3.

8. What time was lost by this man and team?

One half-day *i.e.* going home empty. He brought a quantity of produce to the station for Sydney.

9. Why were they refused delivery of goods on which freight had been paid, and what goods were they?

10. Has their cheque ever been refused, and if so, why?

11. If they have hitherto been in the habit of paying by cheque and their cheque been never dishonored, we cannot refuse to accept without good and sufficient reason.

12. Has this firm any reasonable grounds for complaint about anything? If not, how is their action in making these complaints to the Commissioners to be accounted for?

Why has Porter Stone so much to do with the public—the collection of money and correspondence with the public?

It was considered that any goods could be detained for freight, no matter whether paid or not, if any amount was still outstanding. The articles were three casks ale, three boxes soap, seven bags bran, and five or six small bags flour, all portions of previous consignments.

Their cheques were never refused at the Bank, but as the Station-master is alone responsible for every cheque he may take in business, he considers he has the discretionary power to accept or refuse any cheque so long as he is individually responsible.

Mr. Bradley had misgivings from the very first in accepting their cheque, but as Mr. Decent promised to get a monthly credit account, he accepted their cheque from time to time. But, on discovering that Mr. Decent made so many misstatements, and was so thoroughly unreliable as regards the truthfulness of his statements, that he at last declined to incur any responsibility on his behalf any longer, and refused to accept his cheque or give him credit.

This firm has no reasonable cause for complaint. They were treated in the first instance exactly in the same manner as other customers were who use this station, and received every reasonable indulgence. When the goods arrived consigned to them they were delivered to their carter, with a memo. of the amount of freight due on them, and a request that the next time he came to the station to bring the amount of freight. This he failed to do time after time, and hence the memoranda complained of. Every time Mr. Decent came to the station he was reminded of the fact that the freight on his goods was unpaid.

It was no more inconvenient for this firm to send a cheque to cover the amount of freight due on goods delivered to their carter on his previous visit than it was for other storekeepers doing twice the business they were.

Another cause of grievance against Stone was (of a private nature), that Stone had taken the agency of his life assurance out of Mr. Decent's hands. He then threatened that he would make some person pay for the loss of his commission.

Porter Stone being the only porter at Bowral, has, under Mr. Bradley, charge of the goods shed, and responsible to him for the collection of all freights, enters up the delivery book, keeps the waggon book, &c. His sending the enclosed memoranda to Mr. Decent was a mistake which I have cautioned him against in future.

Mr. Decent, and he alone of all the people who use this station, is dissatisfied. Stone is a most inoffensive man, civil and obliging to every person using this station. He has been six years in the Service, all the time at this station, and over thirty years in the district, bears an excellent character, I am not aware of any complaints against him from the public until now.

To show the malicious and vindictive spirit of Mr. Decent, he has been going round the neighbourhood endeavouring to get people to join him in getting a petition up for the removal of Stone, and boasting he will have him either removed or dismissed.

The Traffic Manager.

ALEX. CRAWFORD,  
19/12/76.

[Enclosure.]

RETURN showing the amounts for Freight due by Messrs. Decent & Korff, dates of delivery, and payments, from July 5th until December 13th, 1876.

Date.	Name.	Amount.	Total.	Date of delivery.	Date of payment.	Received by.	Remarks.
July 5...	Decent & Korff	£ s. d. 1 0 4		July 24...		Korff.	
" 7...	"	0 4 9		" 24...		"	
" 8...	"	0 8 3		" 24...		"	
" 10...	"	0 5 4		" 24...		Comer.	
" 12...	"	0 15 9		" 24...		Korff.	
" 13...	"	6 8 3		" 24...		"	
" 13...	"	0 12 11	9 15 7	" 24...		"	
" 13...	"	2 1 8		July 24...			Paid by cheque.
" 14...	"	1 7 7		No date...		Comer.	
" 14...	"	1 2 2		"		"	
" 14...	"	0 11 6		"		"	
" 14...	"	1 17 0		"		"	
" 14...	"	0 4 2		"		"	
" 15...	"	3 3 5		"		"	
" 18...	"	1 5 10		"		"	
" 18...	"	0 11 2		"		"	
" 18...	"	1 16 5		"		"	
" 18...	"	2 8 1		"		"	
" 26...	"	0 12 10		"		"	
" 26...	"	2 13 5		"		"	
" 27...	"	0 2 2		"		"	
" 27...	"	2 8 1		"		"	
" 27...	"	0 12 4		"		"	
" 13...	"	0 4 9	23 2 7	"	July 29...	"	Paid by cheque.

RETURN, &c.—continued.

Date.	Name.	Amount	Total.	Date of delivery.	Date of payment.	Received by	Remarks.
		£ s. d.					
Aug. 1...	Decent & Korff	0 12 8		Aug. 16...		Korff.	
" 1...	"	1 4 11		" 17...		"	
" 1...	"	0 7 1		" 17...		"	
" 1...	"	0 12 1		" 17...		"	
" 2...	"	0 10 0		" 17...		"	
" 2...	"	2 7 6		" 17...		"	
" 2...	"	0 14 9		" 17...		"	
" 2...	"	0 4 7		" 17...		"	
" 2...	"	0 17 1		" 17...		"	
" 2...	"	0 0 8	7 11 4	" 17...	Aug. 17...	"	Paid by cheque.
" 3...	"	0 17 6		" 26...		"	
" 5...	"	0 3 0		" 26...		"	
" 9...	"	0 2 11		" 26...		"	
" 10...	"	0 8 3		" 26...		"	
" 11...	"	0 15 1		" 26...		"	
" 12...	"	0 0 6		no date		J. H. Decent.	
" 16...	"	0 17 1		"		"	
" 16...	"	0 16 11		"		"	
" 16...	"	0 6 0		"		"	
" 16...	"	0 7 1		"		"	
" 18...	"	0 3 0	4 17 4	"	" 26...	L. C. Macrae.	Paid by cheque.
" 29...	"	0 17 11		Sept. 4...		"	
" 30...	"	0 17 6		" 4...		no signature.	
" 30...	"	0 4 0	1 19 5	" 4...	Sept. 4...	"	Paid by cheque.
Sept. 1...	"	0 12 8		" 26...		L. C. Macrae.	
" 1...	"	0 2 5		" 26...		no signature.	
" 2...	"	0 12 8		" 26...		L. C. Macrae.	
" 5...	"	0 12 8		" 26...		no signature.	
" 5...	"	0 13 4		" 26...		Decent & Korff.	
" 7...	"	0 3 0		" 26...		"	
" 19...	"	0 12 8		" 26...		"	
" 20...	"	0 13 10	4 3 3	" 26...		"	Paid by cheque.
" 23...	"	0 3 0		" 30...		Holmes.	
" 29...	"	0 10 7		" 30...		No signature.	
" 29...	"	0 1 0	0 14 7	" 30...	Sept. 30...	"	Cash.
Oct. 9...	"	0 15 10		No date...		L. C. Macrae.	
" 16...	"	0 11 8		"		J. Cupitt.	
" 16...	"	0 1 3		"		L. C. Macrae.	
" 16...	"	0 12 8		"		"	
" 17...	"	0 11 7		Oct. 30...		Sawtell.	
" 18...	"	0 12 8		" 30...		No signature.	
" 19...	"	0 9 5		No date...		Sawtell.	
" 20...	"	1 0 0		Oct. 30...		"	
" 20...	"	0 5 7		" 30...		"	
" 20...	"	0 11 9		" 30...		"	
" 20...	"	0 3 1		" 30...		No signature.	
" 20...	"	0 14 1		" 30...		Sawtell.	
" 20...	"	0 19 0		" 30...		"	
" 20...	"	0 19 0		" 30...		Cupitt.	
" 21...	"	0 13 6		" 30...		"	
" 21...	"	1 3 6		" 30...		O. Norman.	
" 23...	"	2 4 8		No date...		Sawtell.	
" 23...	"	0 9 5		Oct. 30...		Cupitt.	
" 24...	"	0 5 11	13 4 7	" 30	Oct. 30...	Sawtell.	Paid by cheque.
" 25...	"	0 4 2		" 31...		"	
" 26...	"	2 8 2	2 12 4	" 31...	" 31...	"	Paid by cheque.
" 30...	"	1 8 2		No date...		"	
" 31...	"	0 5 11		"		"	
Nov. 1...	"	1 0 6		Nov. 21...		"	
" 1...	"	0 1 10		" 21...		"	
" 7...	"	0 3 7		" 21...		"	
" 7...	"	0 1 4		" 21...		"	
" 14...	"	0 16 3		" 21...		"	
" 15...	"	0 1 2		" 21...		"	
" 20...	"	0 12 8		" 21...		"	
" 21...	"	0 3 0	4 14 5	" 21...	Nov. 21...	"	Paid by cheque.
Dec. 4...	"	0 5 11	0 5 11	Dec. 6...	Dec. 6...	"	Paid by cash.
" 11...	"	1 8 9	1 8 9	" 12...	" 12...	"	"
" 12...	"	0 1 10		" 14...		"	
" 12...	"	1 5 10		" 14...		"	
" 12...	"	0 4 2		" 14...		"	
" 13...	"	1 5 10	2 17 8	" 16...	" 16	"	"
		£ 77 7 9					

## No. 12.

## The Traffic Manager to the Commissioner.

The enclosed report and explanation of Inspector Crawford affords abundant proof,—

1. That this recently-established firm have had unusual indulgence shown to them, and have given unusual trouble and annoyance in persistently neglecting the reminders and remonstrances of the Station-master and his assistant.

2. Mr. Decent has been grossly and characteristically abusive to Porter Stone, and provoked the latter to make use of the expression complained of. Stone is a most quiet, inoffensive man, and must have received some foully abusive language I am perfectly satisfied.

3. That goods were not refused until it became the *last resource*. The value of the goods detained was not much in excess of the freight due, and the Railway Act empowers the Commissioner to detain any goods, &c., &c.; the Commissioner is not liable, therefore, for the so-called loss of £5 on account of delay in sale and the £1 for man's time.

4. As Stone has neglected in two or three instances to obtain proper receipt for goods, he had better be made pay the £1 8s. 6d. claimed for goods; not that I have the slightest doubt Decent & Korff had the goods; but in view of Stone's neglect we had better not go into Court on this point.

5. Respecting refusal of "cheques," Mr. Bradley and Porter Stone state that, as the responsibility of accepting a cheque rests entirely with them,\* and they had such reason to doubt the character and intention of these people, they considered themselves justified in rejecting the responsibility of their cheques.

I don't see how we can censure an officer in the face of the fact that he has been given to understand that his must be the responsibility of taking cheques.†

I do not agree with the practice,‡ as I consider the ordinary commercial risk of conducting such a business as ours should be borne by Commissioner.

No one can be more exacting than myself in the matter of civility and courtesy being rendered to the public, but in the present instance our officers require protection. D.V., 30/12/76.

\* It does not.—C.A.G. † They have no such responsibility.—C.A.G. ‡ The practice was abandoned a long time ago. I obtained a decision from the Minister that this was a commercial risk which the Commissioner should take.—C.A.G.

## No. 13.

## Minute of Secretary of Railways.

I was present when Mr. Decent and Mr. Rush called upon the Commissioner in this matter, and from the manner in which they conducted themselves—the dominant and disrespectful language they used—I formed the opinion that their accusation against the staff at Bowral would be easily met, and that it would be shown that Mr. Decent alone was in fault. I regret, however, to find from a perusal of the papers that the staff at Bowral has been greatly to blame. There are three charges which have been proved against them.

1. Grossly insulting language used by Porter Stone to Mr. Decent, unproved by the Station-master.
2. Failure to obtain receipts for goods when they left the store.
3. Their refusal to accept the firm's cheque.

The first charge is sought to be defended by the plea of "provocation received," Mr. Decent having used equally abusive language, to which Porter Stone's was a retort. This is no defence whatever. Mr. Decent's language should have been reported to the Traffic Manager, who would have taken steps provided for in the By-laws to protect the Railway employes from insult and abuse. The Station-master is greatly to blame for not reproving Stone when appealed to by Mr. Decent.

To the second charge there is no defence offered. The Traffic Manager recommends that Porter Stone be made to pay the claim arising thereout of £1 8s. 6d.

The third charge is the most serious of all. There appears to me to have been no reason whatever for refusing the firm's cheque. They had been previously taken, and always met at the Bank. The excuse offered—that Mr. Decent had often promised and had as often failed to obtain a credit account, and thereby raised the suspicion that they were unstable—is most illogical and ridiculous. The further excuse that the staff would be liable if the cheque was not paid is a misstatement. The Railway employes were specially exempted from any such liability long ago, the Commissioner assuming, as was proper, such responsibility. Added to the indiscretion shown in refusing the cheque is the fact that it was refused at a time when the conduct of the staff was, at Mr. Decent's instance, under investigation. Common decency should have restrained the staff from taking harsh proceedings at such a time, and their conduct raises the suspicion that they were actuated by malice, although it is asserted they were acting only in the belief that their duty required them so to do. I recommend that the Station-master be severely reprimanded, and that Porter Stone be removed from Bowral to some other station, with a loss of 1s. a day in his wages for three months.

C.A.G., 8/1/77.

Approved, 24/1/77.—J.R. Traffic Manager, B.C., 25/1/77.—C.A.G.

Seen. I shall be glad to see Mr. Bradley and communicate Commissioner's decision. Retain papers until then.—D.V., 30/1/77.

## No. 14.

## The Commissioner to Messrs. Decent &amp; Korff.

Department of Public Works, Railway Branch,  
Sydney, 24 January, 1877.

Gentlemen,

In reference to your letter of the 14th December last, I have the honor to inform you that a very strict inquiry has been made into the charges brought by you against the Railway staff at Bowral, and it is with much regret I find that of these charges three have been fully proved; they are:—

1. Grossly insulting language and conduct by Porter Stone to your Mr. Decent, unproved by the Station-master.

2. Failure to obtain receipts for goods when they left the store.

3. Refusal to accept the firm's cheque.

The following minute dealing with these charges will show you the conclusions arrived at, which are based upon an analysis of the evidence.

"The first charge is sought to be defended by the plea of "provocation received," Mr. Decent having used equally abusive language, to which Porter Stone's was a retort. This is no defence whatever. Mr. Decent's language should have been reported to the Traffic Manager, who would have taken the steps provided for in the By-laws to protect the Railway employes from insult and abuse. The Station-master is greatly to blame for not reproving Stone when appealed to by Mr. Decent.

"To the second charge there is no defence offered. The Traffic Manager recommends that Porter Stone be made to pay the claim arising thereout, £1 8s. 6d.

"The third charge is the most serious of all. There appears to have been no reason whatever for refusing the firm's cheque. They had been previously taken, and had always been met at the Bank. The excuse offered—that Mr. Decent had often promised and had as often failed to obtain a credit account, and thereby raised a suspicion that they were unstable—is most illogical and ridiculous. The further excuse that the staff would be liable if the cheque was not paid is a misstatement. The Railway employes were specially exempted from any such liability long ago, the Commissioner assuming, as was proper, such responsibility. Added to the indiscretion shown in refusing the cheque is the fact that it was refused at a time when the conduct of the staff was, at Mr. Decent's instance, under investigation. Common decency should have restrained the staff from taking harsh proceedings at such a time, and their conduct raises the suspicion that they were actuated by malice, although it is asserted they were acting only in the belief that their duty required them to do so."

I have carefully considered this report and evidence, and have decided that the justice of the case will be met by the Station-master being severely reprimanded and warned that unless he better supervises the men under him he will be disgraced.

That Porter Stone be removed from Bowral to some other station, with a loss of 1s. a day in his wages for three months. I may add that Stone would have been dismissed but for his previous good character and length of service, and also the fact that he was greatly provoked.

A voucher for the sum of £1 8s. 6d. for the goods short delivered to you will be certified, and the money forwarded to Bowral for payment.

I have, &c.,

JOHN RAE,  
Commissioner for Railways,  
(By CH. A. G.)

#### No. 15.

#### J. D. Woodhouse and others to The Traffic Manager.

Sir,

30 January, 1877.

We, the undersigned, residents in the districts of Bowral and Kangaloon, hearing that it is in contemplation to remove Henry Stone, Railway porter at Bowral Station, and believing that such removal would be injurious to himself and would not serve the public interest, the said Henry Stone having our entire confidence and approval, hereby strongly but respectfully urge upon you the desirability and our earnest wish that his services should be retained in his present situation.

Yours respectfully,  
JN. D. WOODHOUSE.  
R. H. ROBERTS.  
W. H. NEICK.  
And 125 others.

For Commissioner's information.—D.V., 2/2/77.

#### No. 16.

#### Messrs. Decent & Korff to The Commissioner.

Sir,

Kangaloon, 25 January, 1877.

We have the honor to acknowledge the receipt of your favour of yesterday's date, and were glad to learn therefrom that the matter referred thereto has received your attention, and the result in some measure met our approval.

We would, however, inform you that we think we are not only entitled to the amount for the loss of our goods, but justly to compensation for the sale of same, together with loss of our time for man and two horses to and from Bowral. However, to show you that we require nothing more than justice, we will say nothing further about it, but will rest satisfied to know that such insults as we have received are not tolerated by you or any head of the Government Department.

With regard to Porter Stone's conduct, however, he may make what statements he likes to defend himself, but I beg most strenuously to deny that I ever used any abusive language to him whatsoever till both him and Bradley gave the provocation to me; and when I repeat again to you what *was said*, I will leave it to you to decide whether I was not fully justified in making the assertion I did, and also whether there was any abuse in it at all. I think you will decide the abuse was all on the other side.

The matter runs thus:—The day after our dray was sent back empty from Bowral, because we had not 14s. 6d., which was then owing (at same time we had about £40' goods at the station), I went into Bowral, and expostulated with Mr. Bradley, and remarked to him that, considering he owed me £1 16s., he might have instructed Stone to let me have the goods, especially as I had the same day given our man a note to Mr. Bradley telling him the matter was before you for your consideration. He then replied to me in a very abusive manner, telling me that Stone said he repeatedly had sent me accounts for freight, but had not got the money. I then saw Stone, and told him that it was a lie, and asked him to render me a duplicate of these accounts, which, of course, he was unable to do, he knowing full well a few days after these accounts were rendered he always got his money, as our cheques would prove. Finding, then, he was in a dilemma, he became abusive, and called me a "damnation infernal liar," in which Mr. Bradley backed him up, and had the impudence to tell me he did not believe we lost the goods, and that it was only

## 11

only a try-on. I think such statements as these, sir, most insulting, and deserve much censure, and that too much power is allowed these officials altogether, and that you have dealt very leniently with them both.

However, the steps you have taken, we trust, will be a caution to them and others in future; and, in consideration thereof, we do not wish to press our charges further.

We have, &c.,  
DECENT & KORFF,  
(Per J. H. DECENT).

## No. 17.

## Minute of Secretary of Railways.

THE writer betrays in this letter the fact which Mr. Crawford's inquiry elicited, that Mr. Decent gave the staff at Bowral great provocation. Mr. Decent does not appear to understand that there is anything offensive in calling the porter "a liar!" but I trust that should this gentleman again offend in the same way, the Railway official will not retort in the way Porter Stone did, but will at once report the matter to the Traffic Manager, who, by a prosecution under the By-laws, will teach this gentleman that the Railway servants, in the execution of their duty, are not to be insulted with impunity.—C.A.G., 30/1/77.

Approved.—Inform J.R., 30/1/77.

## No. 18.

## The Commissioner to Messrs. Decent &amp; Korff.

Gentlemen,

Department of Public Works, Railway Branch, Sydney, 6 February, 1877.

With reference to your communication of the 25th ultimo, further respecting your complaint against the Railway officials at Bowral, and giving a fuller statement of the circumstances which led to the conduct of Porter Stone, I have the honor to inform you that your statement corroborates the report made by the Railway Inspector, that your Mr. Decent gave the staff at Bowral great provocation.

In calling Porter Stone a liar, Mr. Decent placed himself in a false position, and has no right to complain of any indignity offered to him in consequence. It was not out of consideration to Mr. Decent that Porter Stone was punished, but because he transgressed the rules of the department, which provide that in such cases Railway employés are not to retort, but to report the insulting language to the head of the department, in order that a prosecution under the By-laws may be instituted against the person so offending. Had Porter Stone pursued this course, Mr. Decent would have been made to learn that Railway servants, in the execution of their duty, cannot be insulted with impunity.

I have, &c.,  
JOHN RAE,  
Commissioner for Railways.

## No. 19.

## Messrs. Decent &amp; Korff to The Commissioner.

Sir,

Kangaloon, 31 January, 1877.

It having been reported to me that a petition has been sent in to you, moved by one Mason, a friend of Bradley's in this district, to endeavour to reinstate Porter Stone in his former position, on the fictitious and trumpery grounds that the bag of sugar and corn meal in question have been found, and thus to blind the people (who know nothing of the real merits of the case) that the loss of these goods is the only charge against this man and that he has been hardly dealt with,—I would respectfully inform you that these assertions made by this fellow Mason are entirely unfounded, as I will hereafter show, and in no respect anything at all to do with the charges which by your report of the 24th have been fully proved.

Mr. Bradley may, therefore, bring all the influence he can to support his conduct and Stone's, but he will find that I have equally as much and *more*, and whether, therefore, the bag of sugar, &c., has been found or not, I will bring influence enough to bear upon the matter, to know whether such insults as I have (or rather in this case I should say we) are to be received or not.

I would, however, assert that the case got up by Mason is most ridiculous and unfounded. His case is this:—He asserts that he has this particular bag of sugar, and Bradley asserts that he knows where this particular bag of corn meal is gone to. In answer to same: are the like of these individuals to dictate to us how many bags of sugar are received from such and such a merchant? It is quite sufficient for us to know we bought in this instance from the Sugar Company eighteen bags and that we paid freight on eighteen bags and only received seventeen, and the bag that Mason had was one out of the seventeen; and further, that we were invoiced for two bags of corn meal from Redgate & Son, and that we paid freight on the two, and that they were both on the weigh bill at Bowral, and that we only received one, and that Stone cannot show his receipt for delivery of either, nor for many other goods, which if he had done this dispute would not have been raised; and this is the sum and substance of the charge, which would have passed unnoticed by us had he not through spite treated us in the way he did by sending our dray back empty. Because I spoke to him about a very shabby way he acted with reference to some insurance matter, we have ever since received nothing but annoyance from this individual, who, I say fearlessly, has been backed up by Mr. Bradley.

As I have before said, although I and my friends consider you have dealt most leniently with both these officers, I am quite satisfied with your jurisdiction, feeling quite confident that you are satisfied in your mind that these parties have been actuated entirely by malice, and therefore fully deserve the decision you have arrived at, and which you will without fear or favour let remain as it is.

I have, &c.,  
JOSEPH H. DECENT,  
(Pro DECENT & KORFF).

## No. 20.

## No. 20.

## Mr. R. Graham and others to The Minister for Works.

Sir,

Received, 15 February, 1877.

We, the undersigned residents in the districts of Bowral and Kangaloon, being desirous of retaining the services of Henry Stone, porter at Bowral Station, having always found him upright, civil, and attentive to his duties, and believing that a great hardship and injustice would be inflicted upon him by removing him elsewhere, earnestly and respectfully urge upon you to use your influence with the Commissioner, in order that the circumstances of the case may be reconsidered, with a view to his being retained in his present situation and on his present pay.

We are, &amp;c.,

ROBERT GRAHAM, Bowral.

JOHN G. MORRIS.

JAMES ALCORN, East Kangaloon.

And 47 others.

Let me see the papers in this case before anything is done finally.—J.L., 15/2/77.

## No. 21.

## Mr. J. H. Decent to The Commissioner.

Sir,

Kangaloon, 8 March, 1877.

I have to acknowledge the receipt of your communication of the 6th ultimo, addressed to the firm, but my time being a good deal taken up in being away from home, have been prevented from replying to the same before.

However, having been informed that Porter Stone is still enjoying his former position, and the fact that we have not as yet received the amount of our claim for the loss of our goods, I deem it expedient to make some inquiries why your decision contained in yours of the 24th January has been revoked.

With all due respect, therefore, for you and the responsible position you hold, I beg once more, in spite of what the Railway Inspector may have reported, to give a most flat denial to ever having insulted any one of the Railway staff at Bowral; but when Porter Stone made use of statements which he could not corroborate, out of spite to me for reproving him for his neglect of duty, I told him it was a lie, and that he could not prove his statements. And I think, sir, I did no more than any other free subject had a lawful right to do; and why, I would ask, is not my word as good as the Inspector's? Is it possible for an Inspector to inspect the words that came out of a man's mouth some months ago?—and is it not possible, and more than probable, for these men to make their own story good when the Inspector came up? Why, I would ask, was I not called before the Inspector to give my version of the case? If this is the way the public are to be treated, it is high time redress was looked for in another quarter; and you may rely upon it this matter will not drop here, as I have friends sufficient who will bring this most glaring affair before the House, where perhaps the ends of justice will not be defeated.

If, therefore, you will kindly point out the By-law showing me that a Government official, of any grade whatsoever, has the prerogative to exercise his tyranny over any of his other fellow-citizens, I am content to abide by it, but otherwise I am not,—and neither, as I said before, do I intend this to drop here.

I have travelled all over the Colonies for many years, and am too well acquainted with the By-laws not to be fully aware that insulting and abusive language must not be tolerated to any Railway official to hinder him in the execution of his duty, but outside that I fail to see what a Railway official is any more than any one else; and it is quite a novel idea to me to be informed that a common Railway porter has the prerogative to insult one and tell lies about him, and that we have no power or right to retort.

I beg, therefore, in conclusion, respectfully to inform you that I consider your remarks contained in yours of the 6th ultimo are entirely out of place and uncalled for, when you talk about me insulting people with impunity (it being quite the reverse). At same time also I would like to know upon what ground your former decision has been revoked, so that this matter may be further inquired into.

I have, &amp;c.,

JOSEPH H. DECENT.

(Pro DECENT &amp; KORFF.)

See Minister's minute of 15/2/77 on 77/926 herewith. He wished to see papers before anything was finally done.—C.A.G., 13/3/77.

If Stone is to be retained at Bowral, Decent & Korff should be so informed, as they were told he would be removed. Stone should not be let off all punishment.—CH.A.G.

## No. 22.

## Minute by Commissioner.

Mr. Stone is to be retained at Bowral, but a fine of two days' pay, 13s., may be inflicted as a warning to him for the future.—15/3/77, J. R. Inform to-day. Decent & Korff, 21/3/77.

## No. 23.

## The Commissioner to Messrs. Decent &amp; Korff.

Gentlemen,

21 March, 1877.

In reference to your letter of the 8th instant, I have the honor to inform you that a numerously signed petition has been forwarded to this department, speaking highly of Porter Stone, and urging his retention in his present position, and that it has been decided to retain him at Bowral.

As however it is considered that some punishment should be inflicted for his misconduct, he has been fined two days' pay.

I have, &amp;c.,

JOHN RAE,

Commissioner for Railways.

No. 24.

## No. 24.

Messrs. Decent &amp; Korff to The Commissioner.

Sir,

Post-office Stores, Kangaloon, 26 March, 1877.

We have to acknowledge the receipt of yours of the 21st, and in reply would inform you that if you think the fining of a man two days' pay is sufficient compensation to us for the inconvenience and loss we have sustained through the insolence and insults we have received by this man, and backed up by Mr. Bradley, we do not; and neither do we intend to be choked off in this manner, for notwithstanding the numerously signed petition you speak of, which we have evidence to prove was partly got up by this individual himself, and signed by several who knew nothing of the merits of the case, we consider this in no way compensates us, and is a most one-sided affair. Finding, therefore, it is of no use looking to you for justice, we must seek redress at a higher tribunal, when, perhaps, both sides of the case will be heard.

We beg, therefore, to enclose a duplicate account as rendered to you in the first instance; and without the same is settled at once, we purpose putting the same into the hands of our solicitor for immediate recovery, when perhaps we shall see whether the law sanctions the detention of our goods on which freight has already been paid, because a railway porter chooses to exercise his spleen or spite for being reproved for neglect of duty.

We have, &c.,  
DECENT & KORFF.

[Enclosure.]

Post Office Stores, Kangaloon, 16 November, 1876.

The Commissioner, Government Railways, To Messrs. Decent and Korff, Dr.

To goods lost as under at Bowral Station, &amp;c., &amp;c.

August 28th.	1 bag sugar, 60 lbs., at 29s. ... ..	£0 15 6	
	Freight on do. ... ..	0 1 0	
September 5th.	1 bag corn-meal, 100 lbs. ... ..	0 12 0	
			1 8 6
November 16th.	Loss of time for one man and team to Bowral and back ... ..	1 0 0	
	Loss on sale of goods through not receiving the same, portion of which freight had already been paid thereon, which we have evidence to prove ... ..	5 0 0	
			6 0 0
			£7 8 6

Kangaloon, March 26th, 1877.

Traffic Manager for report. It was decided that the loss said to have been sustained was to be paid, but not loss on sale. How does matter stand?—B.C., 4/4/77, C.A.G.

Will the Secretary be good enough to attach the former papers on this subject?—D. VERNON, per David Kirkcaldie, 9/4/77. Papers were returned to Traffic Manager on 22/3/77.

Where is the letter from Decent & Korff's solicitors? Put with this and forward to Traffic Manager for immediate report.—B.C., 13/4/77, C.A.G.

## No. 25.

Messrs. Shorter &amp; Fitzgerald to the Commissioner.

Sir,

Temple Court, King-street, Sydney, 8 April, 1877.

We are instructed by our clients, Messrs. Decent & Korff, of Kangaloon, to apply to you for payment of the sum of £7 8s. 6d., being the amount of compensation claimed by them for goods lost through the conduct and neglect of one of the railway officials, the nature and particulars whereof we are informed have been furnished to you on two several occasions.

We have, &c.,  
SHORTER & FITZGERALD.

## No. 26.

Minute of Traffic Manager.

I THINK the decision formerly arrived at should be adhered to—Stone to be fined two days' pay, as per Commissioner's minute of the 15th March, and in addition to be made to pay the claim of £1 8s 6d. for the goods which he cannot prove delivery of.

I think, however, that Decent & Korff's claim against us should be restricted to the latter amount, and that any effort made by them to obtain more should be resisted, for the reason that Porter Stone intimated to them by memo. (enclosed)\* on 14th November, that no more goods could be delivered to them \*See No. 6. without payment, notwithstanding which they sent their man and dray on the 16th November without either cheque or cash.

I am of opinion that Decent & Korff will think twice before they take us into Court for indirect damages, and even if they do I think Stone's memo. would protect us in our refusal to give delivery.

If the Commissioner takes this view of the matter, I shall, on hearing from him, at once direct Porter Stone to pay the 28s. 6d.

Commissioner.

D.V., 10/5/77.

The Commissioner has already approved of this. Traffic Manager had better send cheque to Decent & Korff for 28s. 6d., and collect from Porter Stone.—C.A.G., B.C., 16/5/77. P.O.O. £1 8s. 6d., to Decent & Korff, 18/5/77.—G.A.

Mr. Bradley will please note and inform Stone of the foregoing decision, and send me the £1 8s. 6d. which I have to-day remitted to Messrs. Decent & Korff. Let this be seen to without delay, please.

D. VERNON,  
(per DAVID KIRKCALDIE).

Mr. Bradley, Bowral.



[Enclosures.]

Telegram from Station-master to Traffic Manager.

PORTER Stone states about that time he refused to take Decent & Korff's cheque, but cash never refused when offered. 9/5/77.

Telegram from Station-master to Traffic Manager.

PORTER Stone states on the day he refused the goods to Decent & Korff's carrier he neither offered cash nor cheque, and they were informed previously not to send for goods without the cash or he would be refused. 10/5/77.

## No. 27.

## The Traffic Manager to Messrs. Decent &amp; Korff.

Gentlemen, Traffic Manager's Office, Redfern Station, Sydney, 18 May, 1877.  
With reference to your claim for one bag of sugar and one bag of corn meal invoiced to Bowral Station for you, which you allege have not been delivered, I have now the honor to send you enclosed post office order for their value, £1 8s. 6d., of which be good enough to acknowledge receipt.

As regards your further claim for indirect damages, I have to state that, as the Commissioner cannot see wherein the department has failed in its duty in the matter, he is unable to entertain such claim.

I have, &c.,  
D. VERNON,  
Traffic Manager.  
Per T. F. ELLIOTT.

## No. 28.

## Messrs. Decent &amp; Co. to The Traffic Manager.

Sir, Post Office Stores, Kangaloon, 22 May, 1877.  
We have to acknowledge the receipt of yours of the 18th inst., with P. O. order enclosed, £1 8s. 6d., as compensation to us for the loss our goods as per account rendered to the Commissioner for Railways in November last; but as the matter is now in the hands of our solicitors (Messrs. Shorter & Fitzgerald, Temple Court, King-street, Sydney), we have handed the same over to them, with instructions to withdraw any further claim on payment of their costs by you (if they think proper), otherwise the matter must now take its course.

We would, however, inform you, if you think the payment of this sum is sufficient compensation to us for the insults, annoyance, and inconvenience we have been put to by these officers, we do not; and would further state it was not so much a question of damages for the loss of the goods that these charges were laid, as to show these men their real position, as our previous letters to the Commissioner will prove.

We may also add that, had you done your duty in the first instance by hearing both sides of the question, you would have found that our Mr. Decent is a gentleman well known by every Traffic Manager, Inspector, and Station-master, and Railway porter throughout the Colonies, by whom he has always received the utmost kindness and attention, combined with every facility to enable him to fulfil his business capacity, and therefore not likely to get up a trumpery case for damages without just grounds to work upon.

However, the matter is now before a higher tribunal than either yours or the Commissioner's, where no such one-sided investigation as that of yours will be tolerated, but the case dealt with on its merits, and these officials taught their duty, as all public officers should be.

We have, &c.,  
J. H. DECENT & CO.,  
(Late DECENT & KORFF.)

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## PRODUCE RECEIVED AT SYDNEY RAILWAY STATION.

(PARTICULARS OF, FROM 1ST JANUARY, 1878, TO DATE.)

*Ordered by the Legislative Assembly to be printed, 7 March, 1878.**[Laid upon Table in accordance with promise made in answer to Question 2, Votes No. 36, 6 March, 1878.]*

RETURN of the number of Tons per week separately of the undermentioned Produce received at Sydney Station, from 1st January to 2nd March, 1878.

		Wheat.	Flour.	Corn.	Potatoes.	Pressed Hay.	Loose Hay.
		Tons.	Tons.	Tons.	Tons.	Tons.	Trucks.
Week ending January	5th .....	.....	7	.....	4	.....	.....
"	" 12th .....	.....	7	10	13	.....	.....
"	" 19th .....	8	21	1	35	.....	.....
"	" 26th .....	4	27	4	30	.....	.....
"	February 2nd .....	15	30	.....	23	.....	.....
"	" 9th .....	13	49	.....	11	.....	.....
"	" 16th .....	16	106	1	26	.....	.....
"	" 23rd .....	29	87	.....	35	.....	.....
"	March 2nd .....	31	61	.....	12	.....	.....

RETURN of the number of Tons per week separately of the undermentioned Produce received at Darling Harbour Station, from 1st January to 2nd March, 1878.

		Wheat.	Flour.	Corn.	Potatoes.	Pressed Hay.	Loose Hay.
		Tons.	Tons.	Tons.	Tons.	Tons.	Trucks.
Week ending January	5th .....	.....	.....	19	1	6	176
"	" 12th .....	.....	.....	5	8	14	276
"	" 19th .....	.....	.....	12	12	20	244
"	" 26th .....	.....	.....	5	3	27	229
"	February 2nd .....	.....	.....	5	8	17	192
"	" 9th .....	.....	.....	13	4	29	90
"	" 16th .....	.....	.....	9	6	31	130
"	" 23rd .....	.....	.....	7	9	60	140
"	March 2nd .....	.....	.....	5	8	73	146



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

EXTENSION OF GREAT NORTHERN RAILWAY TO  
QUEENSLAND BORDER.

(PETITION FROM RESIDENTS OF MANILLA, BARRABA, GWYDIR, AND INVERELL.)

*Ordered by the Legislative Assembly to be printed, 29 January, 1878.*

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

The Petition of the undersigned, residents of Manilla, Barraba, Gwydir, and Inverell Districts,—

HUMBLY SHOWETH:—

1st. That in the event of the extension of the Great Northern Railway from the proposed terminus at Tamworth to the Queensland Border, it is the duty of your Petitioners to bring before the notice of your Honorable House the following facts:—

2nd. That the proposed railway line *viâ* Manilla and Barraba to Inverell has already been reported upon by your engineers as being by far the most advantageous to the general interests of the country for the extension of Main Trunk Line from Tamworth to the Queensland Border (*vide* Mr. Surveyor Wade's report, dated December 28th, 1872, ordered to be printed by the Honorable Legislative Assembly November 18th, 1875).

3rd. That the line *viâ* Manilla and Barraba to Inverell, striking as it does into the interior of the country, and at the same time direct for the Queensland Border, points it out as far superior to the route *viâ* Armidale, which follows more the direction of the coast.

4th. That this line can be constructed at a vastly cheaper rate than any other surveyed route, owing to level nature of the country passed through, and the comparatively few engineering difficulties to be encountered.

5th. That the greater part of the country through which the line would pass is unsurpassed in the Colony for agricultural, mineral, and pastoral pursuits, thousands of acres of which would be taken up and settled upon if the line was constructed, in addition to the immense quantity already alienated.

6th. That many thousands of acres along this route are already under cultivation, the average yield of which under wheat exceeds 20 bushels to the acre, proving the extreme fertility of the soil.

7th. That the construction of the railway to Queensland by the route indicated would pass by the famous Vegetable Creek and other tin mines, which raise thousands of tons of tin annually, the greater part of which is now sent to Warwick, in Queensland, whereas, if this line were constructed, it would be the means of diverting all products of the outlying districts to our own markets.

8th. That, in consequence of the great increase of population in these districts, residents are subjected to great loss and inconvenience from want of better and quicker means for carrying the various products to market, in proof of which immense quantities of wool alone in these districts do not arrive in Sydney for months after being shorn.

9th. Your Petitioners therefore humbly suggest that the Main Trunk Line be constructed *viâ* Manilla and Barraba to Inverell as the cheapest, shortest, and most practicable and beneficial route to connect with the Queensland Border.

10th. Your Petitioners therefore humbly pray that your Honorable House will take the premises into your favourable consideration, and, in the event of the extension of the Great Northern Railway as aforesaid, cause the Main Trunk Line to be constructed *viâ* Manilla and Barraba to Inverell.

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

[Here follow 510 signatures.]



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## EXTENSION OF GREAT NORTHERN RAILWAY TO QUEENSLAND BORDER.

(PETITION OF W. SWANSON, MAYOR OF INVERELL.)

*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

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

The Petition of the undersigned residents of Inverell and surrounding districts,—

HUMBLY SHOWETH:—

1. That your Petitioners believing the extension of the railway from Tamworth northwards towards Queensland will shortly occupy the attention of your Honorable House, desire to place before you their reasons in favour of the route *viâ* Manilla, Bundarra, Inverell, and Vegetable Creek being adopted in preference to that *viâ* Armidale.

2. That such a line if approved would render available for settlement a far greater area of good agricultural land than on any other route proposed; in proof of this, Government statistics show that in districts where one thousand (1,000) acres or over are cultivated for wheat, Tamworth and Inverell stand respectively first and second for productiveness per acre for the whole Colony. As the land of Manilla and Barraba is equally good with that at Tamworth, which is perhaps the best in New South Wales, a very large population and increased prosperity must result from the railway passing through country of such immense resources; besides this, Inverell not only produces wheat, maize, oats, barley, lucerne, rye, &c., in large quantities, but it is also the best wine-producing district in the Colony. Statistics show that the average yield of wine for the Colony is 177 gallons per acre, that of Albury 214 gallons, whilst in Inverell, where the cultivation of the vine is but in its infancy, the yield is 577 gallons per acre of wines of the highest excellence. And during last year from being eighth Inverell has become the fourth largest producer in New South Wales. Further it may be noted that of the thirty districts, each cultivating over one thousand acres, Armidale stands as low as the twenty-first, whilst, as before stated, Tamworth and Inverell are respectively first and second.

3. That the proposed route would intersect some of the richest pastoral districts in the Colony, as the line would be fed by the greater part of Liverpool Plains, the whole of the Gwydir, and the western slopes of New England,—the number of sheep thereon being found to be no less than 2,112,000, representing 4,120 tons of wool annually, as against the Armidale route with 656,000 sheep and 1,360 tons of wool.

[*Note.*—As the district of Bundarra which now sends its sheep returns to Armidale will be intersected by the proposed line *viâ* Manilla, the stock depasturing therein are very properly claimed for that route. No estimate has been made of the quantity and value of fat cattle, sheep, and other live stock, tallow, hides, and other produce which would require to be carried to market by this line, but which must far exceed that by the line to Armidale.]

4. That a special reason exists in favour of this line against that *viâ* Armidale in this fact, that the whole of the tin fields of the Colony would be intersected or be brought within immediate reach of the line, including those of Cope's Creek, Vegetable Creek, the Gulf, and Tableland mines, from which Government returns show that over 19,000 tons were raised, valued at £840,000, in the first five years after the tin discovery, but as those returns do not include the yield for the years 1872-3 for Inverell, Cope's Creek, Middle Creek, the Ponds, and Vegetable Creek, nor for the year 1874 for Inverell and Tingha, the returns from which would represent at the lowest estimate 8,300 tons, of the value of £425,000, which would give together, tin ore to the value of £1,265,000, making an annual total production of over £250,000, affording employment to 1,600 miners, and giving an average earning to each man of £156, as against 579 gold-miners in the Peel, Uralla, and Armidale districts, producing gold to the value of £33,907, making an average earning for each man of only £58 12s.

5. That your Petitioners respectfully beg to point out that by the proposed Inverell extension a much larger number of important centres of population will be benefited than by that *viâ* Armidale; thus the following towns will either be intersected by or brought within easy distance of railway communication, viz.:—Attunga, Manilla, Barraba, Cobbeda, Bingera, Warialda, Bundarra, Tingha, Inverell, Ashford, Wellingrove, Vegetable Creek, and Dundee. Whilst *viâ* the Armidale extension the following towns only would be served:—Moonbi, Bendemeer, Walcha, Uralla, Armidale, Glen Innes, and Deepwater. (The latter two places send all their produce and obtain all their supplies from Grafton.)

6. That the number of acres of land selected from week to week in any particular land district does not always guarantee permanent settlement, as for instance the thousands of acres conditionally purchased during the recent drought at the Armidale and Walcha land offices, which land is quite unsuitable for sheep, except in the driest seasons, were merely taken by owners of travelling stock who found this course more economical than renting grass or defending trespass actions. In addition to this the Armidale land district is eight times as large as that of Inverell and reaches to within 20 miles of Glen Innes, while it approaches to within 12 miles of us on the south, whilst the Warialda and Bingera districts encroach to within 7 miles of Inverell on the west.

7. That your Petitioners desire to point out that the railway engineers have shown that the line *viâ* Inverell is at least fifty (50) miles shorter than that *viâ* Uralla, Armidale, and Wellington Vale. And that they believe that the former line has easier gradients, and will cost much less to construct and maintain than any other that can approach New England from Tamworth.

8. That viewing the work as a national one the proposed line is the best to connect our railway system with that of Queensland, as it embraces the largest area of good land, contains a greater population, exports more produce, imports more merchandize, is a country highly favourable for railway construction owing to its almost level nature, and must by reason of its superior position, climate, and natural advantages become in very few years the seat of a large and thriving population.

9. That the construction of any line of railway towards Queensland, which shall not follow generally the route before-mentioned, namely, *viâ* Manilla, Barraba, Bundarra, Inverell, and Vegetable Creek, will grievously hamper the operations of your Petitioners, and strongly militate against the future welfare and prosperity of the northern portion of the Colony.

10. That having respectfully stated their wants and grievances, and submitted such information as may acquaint your Honorable House with the justice of their requests, your Petitioners humbly pray that the premises may be taken into favourable consideration, and such relief granted as your Honorable House may in its wisdom deem just and expedient.

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

Signed for and on behalf of the Public Meeting held on this 13th day of March, 1878, and for and on behalf of the residents of Inverell and surrounding districts,—

W. SWANSON,  
Mayor.

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY TO CONNECT MUDGEES WITH GREAT NORTHERN RAILWAY.

(PETITION FROM RESIDENTS OF THE HUNTER RIVER AND NORTH-WESTERN DISTRICTS,—IN FAVOUR OF.)

*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

To the Legislative Assembly of New South Wales.

The Petition of the undersigned Residents of the Hunter River and North-western Districts,—

RESPECTFULLY SHOWETH:—

That a Railway to connect Mudgee with the Great Northern Line at Muswellbrook is urgently needed, and that its construction, while calculated to be of the greatest possible benefit to the North-western Districts, will also comply with the conditions to be sought for in a great national work—

For the following reasons:—

That the line would pass for nearly its whole length (about 1,000 miles) through country of great richness and fertility, far superior to any country yet opened up by the Southern or Western lines.

That the traffic to and from the North-western Districts and the Muswellbrook Railway Station, both as regards passengers and goods, is already very considerable, the amount of goods despatched from Muswellbrook Station alone during one year being about 3,600 tons, and the number of bales of wool arriving thereat about 5,900; and that the proposed line would in its operations largely increase this traffic, and therefore become a highly profitable portion of the railway system of the Colony.

That the proposed line is in the direct route from Newcastle to the North-west either to Bourke or Walgett.

That the various towns and districts along the proposed line would be largely benefited and improved by having railway communication, and that the quantity of rich land through which the line would pass for its whole length would thereby be rendered available for the settlement of a large agricultural population.

In support of the foregoing statements the following statistics have been compiled from the Statistical Register for 1875 and the Australian Hand-book for 1877, of the districts directly interested in the proposed line, viz.:—Population, 18,354; number of acres under cultivation, 17,747; number of acres enclosed but not cultivated, 444,369; number of acres unenclosed, 271,642; number of holdings, 733,760—the quantity of wheat grown being 126,850 bushels; barley, 3,686 bushels; maize, 79,200 bushels; oats, 4,780 bushels in one year.

That in addition to those mentioned the following districts, viz.:—Singleton, Maitland, Morpeth, and Newcastle, with an aggregate population of 43,624, will in the event of the prayer of the Petition being acceded to be enabled to retain and develop a commerce with the North-western districts which is already of very considerable proportions.

That a survey of the proposed line at a great cost has been completed, and from the known level nature of the country through which such survey was made, your Petitioners submit that the engineering difficulties would be comparatively trifling, and the cost of construction per mile considerably below the general average.

Your Petitioners therefore humbly pray that your Honorable House will take the foregoing facts into your favourable consideration.

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

[Here follow 770 signatures.]



LEGISLATIVE ASSEMBLY

SOUTH AUSTRALIA

MINISTRY OF AGRICULTURE  
AND RURAL DEVELOPMENT

MEMORANDUM FOR THE MINISTER

DATE: 15/11/1954

TO: THE MINISTER FOR AGRICULTURE AND RURAL DEVELOPMENT  
FROM: THE DEPUTY MINISTER FOR AGRICULTURE AND RURAL DEVELOPMENT  
SUBJECT: THE PROPOSED CONSTRUCTION OF A NEW  
SHEEP PEN AT [LOCATION]  
1. The proposed construction of a new sheep pen at [LOCATION] is  
being considered for approval. The pen is to be constructed  
on a site of approximately [AREA] acres, situated [LOCATION].  
2. The proposed pen is to be constructed in accordance with  
the plans submitted by [NAME] of [FIRM]. The pen is to be  
constructed of [MATERIAL] and will have a capacity of [NUMBER]  
sheep. The pen is to be constructed on a site of  
approximately [AREA] acres, situated [LOCATION].  
3. The proposed pen is to be constructed in accordance with  
the plans submitted by [NAME] of [FIRM]. The pen is to be  
constructed of [MATERIAL] and will have a capacity of [NUMBER]  
sheep. The pen is to be constructed on a site of  
approximately [AREA] acres, situated [LOCATION].  
4. The proposed pen is to be constructed in accordance with  
the plans submitted by [NAME] of [FIRM]. The pen is to be  
constructed of [MATERIAL] and will have a capacity of [NUMBER]  
sheep. The pen is to be constructed on a site of  
approximately [AREA] acres, situated [LOCATION].

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAY FROM GREAT NORTHERN RAILWAY TO MUDGEE.

(PETITION FROM RESIDENTS OF THE HUNTER AND NORTH-WESTERN DISTRICTS.)

*Ordered by the Legislative Assembly to be printed, 29 March, 1878.*

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

The Petition of the undersigned residents of the Hunter River and North-western Districts,—

RESPECTFULLY SHOWETH:—

That a railway to connect Mudgee with the Great Northern Line at Muswellbrook is urgently needed, and that its construction, while calculated to be of the greatest possible benefit to the North-western Districts, will also comply with the conditions to be sought for in a great national work—for the following reasons:—

That the line would pass for nearly its whole length (about 100 miles) through country of great richness and fertility, far superior to any country yet opened up by the Southern or Western Lines.

That the traffic to and from the North-western Districts and the Muswellbrook Railway Station, both as regards passengers and goods, is already very considerable, the amount of goods dispatched from Muswellbrook Station alone during one year being about three thousand six hundred tons, and the number of bales of wool arriving thereat about five thousand nine hundred; and that the proposed line would in its operation largely increase this traffic, and therefore become a highly profitable portion of the railway system of the Colony.

That the proposed line is in the direct route from Newcastle to the north-west either to Bourke or Walgett.

That the various towns and districts along the proposed line would be largely benefited and improved by having railway communication, and that the large quantity of rich land through which the line would pass for its whole length would thereby be rendered available for the settlement of a large agricultural population.

In support of the foregoing statements the following statistics have been compiled from the Statistical Register for 1875, and the Australian Hand-book for 1877, of the districts directly interested in the proposed line, namely:—Population, 18,354; number of acres under cultivation, 17,747; number of acres enclosed but not cultivated, 444,369; number of acres unenclosed, 271,642; number of holdings, 733,760—the quantity of wheat grown being 126,850 bushels, barley 3,686 bushels, maize 79,200 bushels, oats 4,780 bushels, in one year.

That, in addition to those mentioned, the following Districts, namely—Singleton, Maitland, Morpeth, and Newcastle, with an aggregate population of 43,624, will, in the event of the prayer of the Petition being acceded to, be enabled to retain and develop a commerce with the North-western Districts, which is already of very considerable proportions.

That a survey of the proposed line, at a great cost, has been completed, and from the known level nature of the country through which such survey was made your Petitioners submit that the engineering difficulties would be comparatively trifling, and the cost of construction per mile considerably below the general average.

Your Petitioners therefore humbly pray that your Honorable House will take the foregoing facts into your favourable consideration.

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

[Here follow 577 signatures.]



1877-8.

—  
**LEGISLATIVE ASSEMBLY.**  
**NEW SOUTH WALES.**

—  
**RAILWAY FROM WALLERAWANG TO MUDGEES.**  
(PETITION IN FAVOUR OF—FARMERS, FREE SELECTORS, AND OTHERS, MUDGEES DISTRICT.)

—  
*Ordered by the Legislative Assembly to be printed, 20 March, 1878.*

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

The Memorial of the undersigned Farmers, Free Selectors, and others, engaged in agricultural pursuits within the District of Mudgee,—

**RESPECTFULLY SHOWETH:—**

That it is of vast importance to your Petitioners, and to the general interests of the District of Mudgee, that there should be railway communication between Mudgee and the metropolis, *via* Wallerawang, as early as possible.

That within a radius not exceeding twenty-eight miles from Mudgee, according to ordinary statistics, there exists a population of about twenty-five thousand.

That in ordinary good seasons your Memorialists suffer great loss directly from the want of a market for their produce, and indirectly because they could raise much larger quantities of general agricultural produce, but have no means of profitably disposing of or utilizing the same; that railway communication with Sydney would open to them the metropolitan market; and the line from Mudgee to Wallerawang, your Memorialists respectfully urge, is essentially the best, as being the shortest; it is consequently the quickest, a desideratum at once manifest, and of paramount importance to your Memorialists as producers.

That, according to statistics furnished by Mr. Lackey, when Minister for Works in 1875, the line of railway connecting Mudgee with Wallerawang would be (63) sixty-three miles. That the produce of the Mudgee District proper, according to returns for the year ending March, 1874, was:—Gold, 131,125 ozs., valued at £508,108; wheat and maize, 136,229 bushels; potatoes, 698 tons; hay, 3,057 tons; wine, 1,200 gallons; and that 100,779 horses, horned cattle, sheep, and pigs existed within the district; and your Memorialists confidently state these returns fall far short of the producing capabilities of the Mudgee District, and are totally independent of the produce of the sister district of Rylstone, the inhabitants whereof would be equally benefited with your Memorialists by the adoption of the line of railway herein asked for.

2. That the surveyed line from Wallerawang to Mudgee runs almost entirely through Crown lands; consequently but a comparatively small sum would have to be paid to freeholders for compensation; and the grand fact that magnificent seams of excellent coal and shale exist in the immediate neighbourhood of the proposed line, and quite adjacent to the town of Mudgee, warrants your Memorialists in urging upon your Honorable Assembly the desirability and necessity of opening up to your Memorialists and the people generally, by direct means of railway communication with Sydney, *via* Wallerawang, a market for their produce, whether agricultural, pastoral, or mineral.

That the recent geological survey, made by the Government Geologist, Mr. Wilkinson, reveals the fact that the vast auriferous deposit of the great Gulgong Gold Fields (distant only 18 miles from Mudgee) is comparatively untouched, and capable of affording remunerative and permanent employment to a large mining population, whose wants would add largely to the railway revenue of the extension asked for by your Memorialists, and, in addition, would lead to the extensive mineral reserves shown by geologists to exist throughout the Mudgee District being worked, requiring only cheap transit to a market to profitably develop them.

Your Memorialists would respectfully point out that by the railway extension to Mudgee, *via* Wallerawang, the metropolitan consumer would be equally benefited with the provincial producer; and that besides Mudgee and Sydney other districts would largely benefit; and they confidently urge that the development of the resources of the interior must and will add materially to the prosperity of the metropolis, and the wealth and stability of the Colony generally.

That having regard to the immense resources of the Mudgee District, and the large revenue derived therefrom, your Memorialists are equitably entitled to the railway extension prayed for, and call the attention of your Honorable House to the Petition presented on or about July 2nd, 1875, to the then Minister for Works, signed by sixteen Members of the Legislative Council, thirty-two Members of the Legislative Assembly, 1,402 residents of Mudgee, 895 residents of Gulgong, and 185 leading Sydney residents, which petition was favourably received, and the proposed extension advocated by the two Ministries immediately preceding the present.

Your Petitioners believe thoroughly that not only is railway communication by the route proposed desirable and indispensable, but in the end is most economical, and they urge strongly that nothing is so beneficial to the development of the resources of a great producing country, such as the Mudgee District, as the advantages of speed and reliability. That the uncertainty, delay, loss, difficulties, and misery suffered by travellers between Mudgee and Wallerawang would, by the railway extension proposed, be relieved; and also increased facilities would be opened up for the prosperous settlement of a large population upon the splendid arable lands of this extensive and naturally wealthy district, as well as being of the greatest possible advantage to the inhabitants of Liverpool Plains, the District of Bligh, and the North-western interior generally.

That your Memorialists, believing that the interests of Mudgee are bound up with the general prosperity of the Colony, and having regard to the immense revenue derived from the district from many important and various sources, and also to the matter hereinbefore referred to, respectfully pray that your Honorable House will take such steps in behalf of your Memorialists and the best interests of the Colony generally as will cause the early construction of the extension of the line of railway from Wallerawang to Mudgee.

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

*[Here follow 620 signatures.]*

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Sydney : Thomas Richards, Government Printer.—1878.]

[3d.]

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY FROM WALLERAWANG TO MUDGEES.

(PETITION IN FAVOUR OF, INHABITANTS OF HARGRAVES.)

*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

To the Honorable Sir George Wigram Allen, Knight, Speaker, and the Honorable Members of the Legislative Assembly, in Parliament assembled.

The Petition of the Inhabitants of Hargraves, in the Electoral District of Mudgee,—

HUMBLY SHOWETH:—

That it is of paramount importance to the pastoral, agricultural, mineral, and mercantile interests of this district that there should be railway communication between Mudgee and the metropolis, *vid* Wallerawang, as early as possible.

Your Memorialists would point out that they consider themselves entitled to this boon for the following reasons:—The Electoral District of Mudgee, according to the 1877-78 lists, just issued, contains 4,795 electors. This, according to ordinary statistics, would give a population of about twenty-five thousand persons with a radius of twenty-eight miles. This number of electors does not include a large number of those of the Western Gold Fields residing in the Mudgee Electorate.

Your Memorialists would point out that the pastoral, agricultural, and mineral resources of the Mudgee District are second to those of no other in the Colony. That the most important gold fields of Gulgong and Home Rule are situated in it, and it having been decided that the large area of land hitherto reserved is to be thrown open for conditional purchase, it may be confidently asserted that thousands will settle down upon it.

Rylstone, an important and rising town, surrounded by some fine agricultural lands, would also be largely benefited by the construction of the railway prayed for.

The advantage to the metropolis of being connected by railways with the principal out-lying districts in the Colony cannot be over-rated. From the great resources of the district and the large amount of traffic between Mudgee and Wallerawang, both in passengers and goods, your Memorialists would respectfully urge that it has been demonstrated by official statistics that this railway would be remunerative from its construction, and from the large amount of revenue contributed by the district your Memorialists humbly submit that they are entitled to the boon prayed for.

Your Memorialists further submit that the necessary survey of the line having been completed, and the cost fully estimated, with the sanction of your Honorable House, pray that the work be carried out without further delay.

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

15 March, 1878.

W. B. SUTTON, JUN.,  
Chairman on behalf of the Meeting.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

**RAILWAY FROM WALLERAWANG TO MUDGEES.**  
(PETITION IN FAVOUR OF—PUBLIC MEETING OF INHABITANTS OF MUDGEES.)

*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

To the Honorable Sir George Wigram Allen, Knight, Speaker, and the Honorable Members of the Legislative Assembly, in Parliament assembled.

The Petition of the inhabitants of Mudgee, in the Electorate of Mudgee, in public meeting assembled,—

HUMBLY SHOWETH:—

That it is of paramount importance to the pastoral, agricultural, mineral, and mercantile interests of this electorate that there should be railway communication between Mudgee and the metropolis as early as possible.

Your Memorialists would point out that they consider themselves entitled to this boon for the following reasons:—

The Electoral District of Mudgee, according to the 1877-78 lists, just issued, contains nearly five thousand electors. This, according to ordinary statistics, would give a population of about twenty-five thousand persons within a radius of twenty-eight miles. This number of electors does not include a large number of those of the Western Gold Fields, residing in the Mudgee Electorate.

Your Memorialists would point out that the pastoral, agricultural, and mineral resources of the Mudgee District are second to those of no other in the Colony; that the most important gold fields of Gulgong and Home Rule are situated in it; and it having been decided that the large area of land hitherto reserved is to be thrown open for conditional purchase it may be confidently asserted that thousands will settle down upon it.

Rylstone, an important and rising town, surrounded by some fine agricultural lands, would also be largely benefited by the construction of the railway prayed for.

The advantage to the metropolis of being connected by railways with the principal outlying districts in the Colony cannot be overrated.

From the great resources of the district and the large amount of traffic between Mudgee and Wallerawang, both in passengers and goods, your Memorialists would respectfully urge that it has been demonstrated by official statistics that this railway would be remunerative from its construction, and from the large amount of revenue contributed by the district your Memorialists humbly submit that they are entitled to the boon prayed for.

Your Memorialists further submit that the necessary survey of the line having been completed, and the cost fully estimated with the sanction of your Honorable House, and they pray that the work be carried out without further delay.

And your Memorialists, as in duty bound, will ever pray.

JAMES ATKINSON,  
Chairman of Public Meeting.





1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAY FROM WALLERAWANG TO MUDGEES.  
(PETITION IN FAVOUR OF—INHABITANTS OF WINDEYER.)

*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

To the Honorable Sir George Wigram Allen, Knight, Speaker, and the Honorable Members of the Legislative Assembly, in Parliament assembled.

The Petition of the inhabitants of Windeyer, in the Electoral District of Mudgee,—

HUMBLY SHOWETH:—

That it is of paramount importance to the pastoral, agricultural, and mineral interests of this district that there should be railway communication between Mudgee and the Metropolis, *via* Wallerawang, as early as possible.

Your Memorialists would point out that they consider themselves entitled to this boon for the following reasons:—The Electoral district of Mudgee, according to the lists for 1877-8, just issued, contains 4,795 electors; this according to ordinary statistics would give a population of about twenty-five thousand persons within a radius of twenty-eight miles. This number of electors does not include a large number of those of the Western Gold-fields residing in the Mudgee Electorate.

Your Memorialists would point out that the pastoral, agricultural, and mineral resources of the Mudgee District are second to those of no other in the Colony. That the most important gold-fields of Gulgong and Home Rule are within it, and it having been decided that the large area of land hitherto reserved is to be thrown open for conditional purchase, it may be confidently asserted that thousands will settle down upon it.

Rylstone, an important and rising town, surrounded by some fine agricultural lands, would also be largely benefited by the construction of the railway prayed for. The advantage to the Metropolis of being connected by railways with the principal outlying districts in the colony cannot be overrated. From the great resources of the district and the large amount of traffic between Mudgee and Wallerawang, both in passengers and goods, your Memorialists would respectfully urge that it has been demonstrated by official statistics that this railway would be remunerative from its construction, and from the large amount of revenue contributed by the district your Memorialists humbly submit that they are entitled to the boon prayed for.

Your Memorialists further submit that the necessary survey of the line having been completed, and the cost fully estimated with the sanction of your Honorable House, and they pray that the work be carried out without further delay.

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

[Signed by Chairman of Public Meeting held 15 March, 1878.]



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAY FROM WALLERAWANG TO MUDGEES.

(PETITION IN FAVOUR OF—R. N. COLLINS, CHAIRMAN OF PUBLIC MEETING, GULGONG.)

*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

To the Honorable Sir George Wigram Allen, Knight, Speaker, and the Honorable Members of the Legislative Assembly, in Parliament assembled.

The Petition of the inhabitants of Gulgong, in the Electoral District of Mudgee,—

HUMBLY SHOWETH:—

That it is of paramount importance to the pastoral, agricultural, mineral, and mercantile interests of this district that there should be railway communication between Mudgee and the metropolis *via* Wallerawang, as early as possible.

Your Memorialists would point out that they consider themselves entitled to this boon, for the following reasons:—The Electoral District of Mudgee, according to the 1877-78 lists, just issued, contains nearly five thousand electors. This, according to ordinary statistics, would give a population of about twenty-five thousand persons within a radius of twenty-eight miles. This number of electors does not include a large number of those of the Western Gold Fields, residing in the Mudgee Electorate.

Your Memorialists would point out that the pastoral, agricultural, and mineral resources of the Mudgee District are second to those of no other in the Colony. That the most important gold fields of Gulgong and Home Rule are situated in it. And it having been decided that the large area of land hitherto reserved is to be thrown open for conditional purchase, it may be confidently asserted that thousands will settle down upon it.

Rylstone, an important and rising town, surrounded by some fine agricultural lands, would also be largely benefited by the construction of the railway prayed for.

The advantage to the metropolis of being connected by railways with the principal outlying districts in the Colony cannot be overrated from the great resources of the district, and the large amount of traffic between Mudgee and Wallerawang, both in passengers and goods.

Your Memorialists would respectfully urge that it has been demonstrated by official statistics that this railway would be remunerative from its construction, and from the large amount of revenue contributed by the district your Memorialists humbly submit that they are entitled to the boon prayed for.

Your Memorialists further submit that the necessary survey of the line having been completed, and the cost fully estimated, with the sanction of your Honorable House, and they pray that the work be carried out without further delay.

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

R. N. COLLINS,  
Chairman of Public Meeting held at "Albion Hotel," 14th of March, 1878.



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAY FROM WALLERAWANG TO MUDGEES.  
(PETITION IN FAVOUR OF, INHABITANTS OF GULGONG.)

*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

To the Honorable Sir George Wigram Allen, Knight, Speaker, and to the Honorable the Members of the Legislative Assembly, in Parliament assembled.

The Petition of the Inhabitants of Gulgong, in the Electoral District of Mudgee,—

HUMBLY SHOWETH:—

That it is of paramount importance to the pastoral, agricultural, mineral, and mercantile interests of this Electorate that there should be railway communication between Mudgee and the metropolis as early as possible.

Your Memorialists would point out that they consider themselves entitled to this boon for the following reasons:—The Electoral District of Mudgee according to the 1877-78 lists, just issued, contains nearly five thousand electors. This, according to ordinary statistics, would give a population of about twenty-five thousand persons within a radius of twenty-eight miles. This number of electors does not include a large number of those of the Western Gold Fields residing in the Mudgee Electorate.

Your Memorialists would point out that the pastoral, agricultural, and mineral resources of the Mudgee District are second to those of no other in the Colony; that the most important gold fields of Gulgong and Home Rule are situated in it; and it having been decided that large areas of land hitherto reserved are to be thrown open for conditional purchases, it may be confidently asserted that thousands will settle down upon it.

Rylstone, an important and rising town, surrounded by some fine agricultural lands, would also be largely benefited by the construction of the railway prayed for.

The advantage to the metropolis of being connected by railways with the principal outlying districts in the Colony cannot be overrated. From the great resources of the district, and the large amount of traffic between Mudgee and Wallerawang, both in passengers and goods, your Memorialists would respectfully urge that it has been demonstrated by official statistics that the railway would be remunerative from its construction, and from the large amount of revenue contributed by the district your Memorialists humbly submit that they are entitled to the boon prayed for.

Your Memorialists further submit that the necessary survey of the line having been completed and the cost fully estimated, with the consent of your Honorable House, and they pray that the work be carried out without further delay.

And your Memorialists, as in duty bound, will ever pray.

[Here follow 607 signatures.]



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## RAILWAY FROM WALLERAWANG TO MUDGEES.

(PETITION IN FAVOUR OF—JOHN W. HARDWICK, CHAIRMAN OF PUBLIC MEETING, RYLSTONE.)

*Ordered by the Legislative Assembly to be printed, 3 April, 1878.*

To the Honorable Sir George Wigram Allen, Knight, Speaker, and the Honorable Members of the Legislative Assembly, in Parliament assembled.

The Petition of the Inhabitants of Rylstone, in the Electoral District of Hartley,—

HUMBLY SHOWETH :—

That it is of paramount importance to the pastoral, agricultural, mineral, and mercantile interests of this district that there should be railway communication between Mudgee and the metropolis, *via* Wallerawang, as early as possible.

Your Memorialists would point out that they consider themselves entitled to this boon, for the following reasons :—

The Electoral District of Mudgee, according to the 1877-78 lists, just issued, contains nearly five thousand electors. This, according to ordinary statistics, would give a population of about twenty-five thousand persons within a radius of twenty-eight miles. This number of electors does not include a large number of those of the Western Gold Fields, residing in the Mudgee Electorate.

Your Memorialists would point out that the pastoral, agricultural, and mineral resources of the Mudgee District are second to those of no other in the Colony; that the most important Gold Fields of Gulgong and Home Rule are situated in it; and it having been decided that the large area of land hitherto reserved is to be thrown open for conditional purchase, it may be confidently asserted that thousands will settle down upon it.

The advantage to the metropolis of being connected by railways with the principal outlying districts in the Colony cannot be overrated.

From the great resources of the district, and the large amount of traffic between Mudgee and Wallerawang, both in passengers and goods, your Memorialists would respectfully urge that it has been demonstrated by official statistics that this Railway would be remunerative from its construction, and from the large amount of revenue contributed by the district your Memorialists humbly submit that they are entitled to the boon prayed for.

Your Memorialists further submit that, the necessary survey of the line having been completed, and the cost fully estimated with the sanction of your Honorable House, the work ought to be carried out without further delay, and they pray your Honorable House to take their Petition into consideration.

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

JOHN W. HARDWICK,

Chairman of Public Meeting of Residents of  
Rylstone, held 15th March, 1878.





1877-8.

## LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MRS. MARY MILLER.

(PETITION OF.)

*Ordered by the Legislative Assembly to be printed, 29 January, 1878.*

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

The humble Petition of the undersigned,—

SHOWETH :—

1st. That your Petitioner's late husband, Albert James Miller, was a guard employed by the Commissioner for Railways, and had been so employed for a period of fourteen years, previous to which he had been employed as a porter and otherwise for about six years, during the whole of such time having given satisfaction in the performance of his duties to both officers and the public.

2nd. That the said Albert James Miller, your Petitioner's husband, was on duty on the 23rd December, 1876, as guard of the mail train running to Bathurst, and that at a place called Blackheath he met with a severe and painful accident which caused his death twenty days after.

3rd. That at a Coroner's Inquest holden at Bathurst, it was proven that the accident did not occur from any neglect, carelessness, or insobriety of your Petitioner's husband, but by the act of a passenger who pushed against him as he was about to enter his van.

4th. That the passenger referred to never appeared to give evidence, or wrote to the proper authorities to explain in any way how such accident occurred; neither has that person ever communicated with your Petitioner to offer either compensation or sympathy.

5th. That your Petitioner has thus been deprived of the support, sympathy, and comfort of her best and truest friend, for the loss of whom nothing can compensate.

6th. That your Petitioner has six children, one of whom only can assist in the maintenance of the family, and four are quite young, ranging from two to nine years of age. To support this young family unaided, your Petitioner finds that, in consequence of broken health and constitution, she is quite inadequate to the task.

7th. That therefore your Petitioner earnestly prays that your Honorable House will be pleased to take into consideration her case, as shown by the foregoing, and grant her such assistance as your Honorable House may think suitable.

And your Petitioner will ever pray.

19 January, 1878.

MARY MILLER.



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## MR. H. BRAITHWAITE, RAILWAY DEPARTMENT.

(PAPERS, MINUTES, AND CORRESPONDENCE.)

*Ordered by the Legislative Assembly to be printed, 17 May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 10th May, 1878, That there be laid upon the Table of this House,—

“Copies of all Papers, Minutes, Correspondence, &c., in the case of Mr. H. Braithwaite, whose services were lately dispensed with by the Officers of the Railway Department.”

*(Mr. McElhone.)*

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**MR. H. BRAITHWAITE, RAILWAY DEPARTMENT.**

**No. 1.**

**Minutes regarding Appointment, Promotions, &c.**

MR. HODGSON Braithwaite is employed as a clerk at the Redfern Railway Station. Will Traffic Manager please say when he was first employed, salary, &c.—B.C., 7/9/75, C.A.G.

Commenced on 27th April last at 6s. a day, but it should at least be £2 8s. per week from 1st of present month.—D.V., 13/9/75. Secretary.

Who authorized his appointment, J.R., 17/9/75.

The Minister, on the recommendation of Sir John O'Shannassy.—C.A.G. Approved.—2/10/75,

J.R.

Traffic Manager to note that Mr. Braithwaite is to be paid 48s. per week.—B.C., 4/10/75. C.A.G. Noted.—D.V., 12/10/75. Secretary.

H. Braithwaite, Clerk, Traffic Manager's Office, Redfern.—Wages increased from 8s. to 10s. per day, from 1st April, 1876. Approved.—J.R., 3/5/76.

H. Braithwaite.—Mr. H. Braithwaite to be Record Clerk in Traffic Manager's Office, Redfern, at £175 per annum, from 1st January, 1877. Approved.—J.L., 22/12/76.

**No. 2.**

**Sir Alfred Stephen to The Secretary of Public Works.**

Sir,

College-street, 20 August, 1877.

I take the liberty of strongly recommending to you for promotion in your department, and, if possible, for appointment in the head office, a Mr. Braithwaite, now a clerk in the Railway Branch at Redfern. He was recommended here originally by Sir J. O'Shannassy (who spoke personally to me about him), and circumstances have during the last two years made me acquainted with his history. He has been in much higher employment than he holds now, and is (I have reason to believe) an excellent accountant. He writes well and fluently. I venture to think that he would do ample justice to a much better post than the one he has at present.

I am, &c.,

ALFRED STEPHEN.

Traffic Manager, for report.—J.R., 28/8/77.

This gentleman's rate of progress hitherto has been such as to afford him nothing but ground for contentment and gratitude as far as the department is concerned. If the Commissioner can do anything better for him at the head office, I shall offer no objection whatever to his removal.—D.V., 31/8/77. Commissioner.

Sir Alfred Stephen may be so informed. No vacancy at head office.—J.R., 5/9/77.

**No. 3.**

**Commissioner to Sir Alfred Stephen.**

Sir,

Department of Public Works, Railway Branch,  
Sydney, 10 September, 1877.

In acknowledging the receipt of your letter of the 20th ultimo, recommending Mr. H. Braithwaite, Clerk at the Redfern Station, for promotion, or, if possible, that he may be appointed to the head office of this department, I have the honor to inform you that this gentleman's rate of progress hitherto in the Traffic Manager's Office has been such that he has no ground to complain that his services have been undervalued, and to state that there is no appointment vacant in the head office.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

**No. 4.**

**Dr. L. Halket's Certificate, &c.**

26, Wynyard Square, Sydney, 22 January, 1878.

THIS is to certify that Mr. H. Braithwaite is suffering from nervous debility and exhaustion of the heart's action, from over-work. I consider it essential to his recovery that he should be released from his duties for at least a fortnight or three weeks.

L. HALKET, F.R.C.P., London,

Surgeon.

Forwarded for approval.—T. CARLISLE, 23/1/78. Commissioner. Approved.—D.V., *pro* Commissioner, 28/1/78. Acting Traffic Manager. Seen.—T. CARLISLE, *per* H. Richardson, 30/1/78. Secretary.

3

No. 5.

Mr. Braithwaite to The Traffic Manager.

Sir,

Watson's Bay, 14 February, 1878.

In reply to your letter of yesterday's date, asking me to call at your office this morning, I beg to state that my health is so bad that I cannot leave my room to do so.

No copy appears  
to have been  
kept of this  
letter.

Such being the case, I now respectfully apply for three weeks' sick leave of absence, and shall be glad if you will forward this note, together with Dr. Halket's certificate of the 12th instant, to the Commissioner for Railways, for his approval of my leave.

I have, &amp;c.,

H. BRAITHWAITE.

Sydney, 11 February, 1878.

This is to certify that Mr. Braithwaite is still unable to resume his usual employment. I recommend that he should be granted further leave of absence, to hasten his recovery.

L. HALKET,

Surgeon.

No. 6.

Minutes between Traffic Manager and Commissioner.

If further leave is granted, I think it should be without pay in this case.—THOS. CARLISLE, 14/2/78.

Why? No reason is afforded. Mr. Braithwaite, it appears, has been absent since 22/1/78. If the Traffic Manager is not aware of any reason why leave should not be granted on pay, I shall approve of fourteen days' leave from the 11th instant. If, however, Mr. Braithwaite's illness is due to causes over which he has control, I shall require this paper to be submitted with report.—B.C., 17/2/78, C.A.G. Traffic Manager.

I have noted your instructions about Mr. Braithwaite's leave being extended to the 25th. Mr. Braithwaite is staying at Watson's Bay; I have consequently not had an opportunity of seeing him lately, but when I saw him last, about three weeks ago, he had no appearance of being unfit for work, and on my requesting him to resume duty as soon as possible, he said that he did not intend to return to the Record Office, as he had applied for and expected a better appointment in another department. Under those circumstances, and being short-handed, I thought he should either resume duty or forfeit his pay after due notice.—THOS. CARLISLE, 22/2/78. Commissioner.

Let Mr. Braithwaite see this paper and furnish explanation.—C.A.G., 5/3/78.

No. 7.

Traffic Manager to Mr. Braithwaite.

Sir,

Government Railways, Traffic Manager's Office, Redfern Station, 27 February, 1878.

I shall be obliged by your informing me *by return of post* when you are to resume your duties at this office, as your leave has now expired.

I have, &amp;c.,

THOS. CARLISLE,  
Traffic Manager.

No. 8.

Mr. Braithwaite to Traffic Manager.

Sir,

Watson's Bay, 4 March, 1878.

My leave of absence has expired, but still my health is such that I cannot at present resume duty.

I enclose Dr. Halket's certificate to this effect, and shall be glad if you will kindly recommend me for (say) eight or ten days' further leave of absence.

I have, &amp;c.,

H. BRAITHWAITE.

This is to certify that Mr. H. Hodgson Braithwaite is under my professional care, suffering from nervous or citonic dyspepsia and cephalalgia. He requires complete rest from his duties in order to ensure his recovery.

26, Wynyard Square, Sydney, 3 March, 1878.

L. HALKET, F.R.C.P., London,

Surgeon.

Forwarded for consideration of the Commissioner.—THOS. CARLISLE, 6/3/78. Commissioner.

I can do nothing in this matter till I receive Traffic Manager's report on the other papers referred to him.—C.A.G., 12/3/78.

No. 9.

Traffic Manager to Mr. Braithwaite.

Sir,

Government Railways, Traffic Manager's Office, Redfern Station, 6 March, 1878.

I consider it my duty to return your letter dated the 4th instant, marked "Private," on account of the unwarrantable assertions made therein. You are not justified in asserting as a fact what is not true, and what you are not in a position to substantiate.

THOS. CARLISLE.

No. 10.

## No. 10.

## Minutes of Mr. Braithwaite and Traffic Manager.

No such conversation as stated by the Traffic Manager in his minute of 22/2/78, took place between us when I met him in Bent-street; Mr. Carlisle did not ask me to resume duty; I did not say that I did not intend to return to the Record Office; I did not state that I had applied for a better position in another department and that I expected to get it; I have made no application officially or verbally to any one outside the Railway Department for another position; Dr. Halket and Dr. Fortescue will state, if called upon to do so, why my health is so bad.—H. BRAITHWAITE, 14/3/78. Traffic Manager.

The Traffic Manager's conversation with me was not of an official character, and should not have been imported into an official document; I was on leave of absence at the time Mr. Carlisle met me, and had just left Dr. Halket's, wending my way to the Commissioner's office respecting my further leave of absence.—H.B., 14/3/78. Traffic Manager.

Mr. Braithwaite is in error in assuming that the conversation referred to took place in Bent-street; I am positive he stated to me that he expected a better appointment in another department of the Service; he now denies it, and it will now be for the Commissioner to decide whether what I stated was true or otherwise, and I have only to refer the Commissioner to minute paper 1,659 as to whether his word is to be taken in preference to mine.—THOS. CARLISLE, 15/3/78.

Commissioner's minute paper 78/1,659 does not refer to the subject of this minute paper; I protest against the Traffic Manager's introduction of matter which does not in any way concern this case.—H.B., 15/3/78.

## No. 11.

## Traffic Manager to Commissioner.

Government Railways.—Minute Paper.

I HAVE the honor to report for Commissioner's information that I have suspended Mr. Braithwaite, Record Clerk, pending further investigation into the removal and supposed loss of your minute paper No. 78/1,659, to which were attached important papers affecting Mr. Braithwaite's reputation. As the missing papers were placed before Mr. Braithwaite, by Mr. Goold, for the purpose of being recorded and attached to your minute paper 78/1,379, enclosed, I consider that I had just grounds for suspending him, failing to account for the disposal of said papers.—THOS. CARLISLE, 19/3/78.

## No. 12.

## Minute of Secretary of Railways.

THE missing papers had reference, as Mr. Goold states in his report of 19/3/78, to a claim made by a Mr. Kavanagh for a debt incurred by a person signing himself as "Smith," but whom Mr. Kavanagh explained to me he had traced to the Traffic Manager's office, and found to be Mr. Braithwaite. The letter signed "Smith" was evidently in Mr. Braithwaite's handwriting. These papers were sent to Traffic Manager on the 7th instant, and have not since been returned. See Mr. Goold's report enclosed.—D.V., 20/3/78.

[Enclosure to No. 12.]

Mr. J. B. Goold to The Traffic Manager.

REFERRING to Commissioner's minute paper 78/1659, missing from another of Commissioner's (78/1379), to which it was attached, I beg to state I received them pinned together, in Manager's private office, on the afternoon of Friday, the 15th instant, and afterwards laid them, as they were, on the table before Mr. Braithwaite, to transmit in usual course to the Commissioner's office on the following morning, he being the *Record Clerk on that day* in the absence of Mr. Browne, who was acting as Relieving Station-master at Parramatta Junction.

Both minute papers, 1379 and 1659, had reference only to Mr. Braithwaite—the former concerning his *sick* leave, and the latter relative to a claim for debt by one Kavanagh, and represented by him to have been incurred by Mr. Braithwaite under the name of "Smith."

On the morning of Saturday last, the 16th instant, after the Commissioner's papers were dispatched, I examined the records to see if these minutes 1379 and 1659, relating to Mr. Braithwaite himself, were also forwarded, but I found in B.C. book only one of them recorded out, viz., 1379 (Traffic 994), no entry whatever being made of the other.

In the Register likewise of M.-P. 1659 (Traffic 1603), there was no entry of its being forwarded.

Finding it did not appear to have been transmitted, I questioned the boy Mingaye, who made the entry in the B.C. book, and his answer was he only got 994 (Commissioner's 1379) from Mr. Braithwaite to enter, and he knew nothing of the other one.

Yesterday evening, however, the Manager spoke to me about one minute paper being missing, viz., 1659, when I at once examined the B.C. book to point out to him *it was not recorded out*, but to my astonishment traffic minute 1603, being the Commissioner's 1659, was duly entered on next line under 994, and the figures I believe to be those of Mr. Braithwaite, though, when asked were they his, he point blank denied they were. Mr. Browne, Mr. Andrews, and the boy Mingaye, at the same time, denied all knowledge of them.

I then referred to the Register and found it referenced off to the Secretary.

Neither of these entries were in the B.C. book or Register when I examined them on the Saturday, and the impression left on my mind on finding them on yesterday was that the records were being cooked.

I may add, that both minute papers, viz., 1379 and 1659, being pinned together when left with Mr. Braithwaite, must have been detached from each other, most probably with the view of the minute 1659, in which Mr. Braithwaite's character was called in question, being quietly got rid of.

J. B. GOOLD, 19/3/78.

Forwarded for Commissioner's information.—THOS. CARLISLE, 20/3/78.

## No. 13.

## Minutes of Secretary of Railways and Traffic Manager.

BEFORE laying these papers before the Commissioner, I shall be glad to know if Mr. Braithwaite offered any explanation of the matter to Traffic Manager.—D.V.  
Traffic Manager, 20/3/78.

Mr.

Mr. Braithwaite offered no explanation further than stating that the missing paper was sent to the Commissioner with 78/1379, and that he knew nothing more about it, and that he did not detach it from the above paper.—THOS. CARLISLE, 21/3/78.

With reference to Mr. Kavanagh's claim, Mr. Braithwaite admitted the greater portion of it as justly due, and also admitted that the letter signed "Smith" was written and signed by him.—THOS. CARLISLE, 21/3/78.

#### No. 14.

#### Minute of Commissioner.

DRAW UP *précis* of case,—first showing when Mr. Braithwaite entered Service, and particulars of his employment; then the matter of his leave of absence, and conduct towards Mr. Carlisle in connection with it; and, growing out of this, the charge brought against him by Mr. Kavanagh; and the loss of the papers, &c., &c.—C.A.G., 21/3/78.

#### No. 15.

#### *Précis* of case.

#### GOVERNMENT RAILWAYS.—MINUTE PAPER.

*Subject*:—Suspension of Mr. Hodgson Braithwaite, Record Clerk, Traffic Manager's Office, South and West Lines.

MR. BRAITHWAITE entered the Service as a general clerk in the Traffic Manager's Office, South and West Lines, on the 27th April, 1875, on a salary of 6/- per day.

On the 2nd October, 1875, while in the same position, his salary was increased to 48/- per week.

In December, 1875, a clerk being required for the records in the Manager's Office, Mr. Braithwaite was promoted to the position of Record Clerk, which position he continued to hold up to the date of his suspension.

On 1st April, 1876, his salary was increased to 10/- per day, and on the 1st January, 1877, it was further raised to £175 per annum.

On 22nd January last (prior to which date he had very little leave) Mr. Braithwaite sent in a medical certificate signed by Doctor Halket, which stated that he was suffering from "nervous debility and exhaustion of the heart's action caused through overwork," and that it was essential to his recovery that he be relieved of his duties for at least a fortnight or three weeks; the required leave was sanctioned by the Commissioner, and took effect on and from 24th January.

On 14th February, in reply to a letter from the Traffic Manager desiring him to call at the office, Mr. Braithwaite informed Mr. Carlisle that he was too unwell to comply with this request, being unable to leave his room; and at the same time he applied for three weeks' extension of leave, enclosing a further certificate from Doctor Halket in support of the application. The certificate, however, specified no time.

In forwarding this second certificate to the Commissioner, Mr. Carlisle said he considered that if the extension of leave were granted it should be without pay, but omitted to state why he was of such opinion. The Commissioner's decision was, that if Mr. Carlisle knew of no reason to the contrary, an extension of fourteen days was to be allowed from the 11th February; if, however, Mr. Braithwaite's illness were due to causes over which he had control, the papers were to be again submitted to him.

In answer to this, on the 22nd February, Mr. Carlisle stated that Mr. Braithwaite was then staying at Watson's Bay, but that when he last saw him, about three weeks before, he had no appearance of being unfit for work; and on requesting him to resume duty as soon as possible, he said that he did not intend returning to the Record Office, as he had applied for and expected a better appointment in another department. For these reasons Mr. Carlisle considered he should either resume work or forfeit his pay.

The Commissioner then directed that Mr. Braithwaite be shown the papers, and called upon for an explanation. On the papers being given to Mr. Braithwaite (who appears in the meantime to have returned to duty) for this purpose, he wrote across them the following offensive minute, dated 14/3/78, addressed to the Traffic Manager:—

"No such conversation as stated by the Traffic Manager in his minute of 22/2/78 took place between us when I met him in Bent-street. Mr. Carlisle did not ask me to resume duty. I did not say that I did not intend to return to the Record Office. I did not state that I had applied for a better position in another department, and that I expected to get it. I have made no application officially or verbally to any one outside of the Railway Department for another position. Dr. Halket and Dr. Fortescue will state, if called upon to do so, why my health is so bad."

Mr. Carlisle's minute to the Commissioner with this was to the effect that Mr. Braithwaite was in error in assuming that the conversation took place in Bent-street; that he was positive Mr. Braithwaite told him he expected to get a better appointment in another department; and that as this was now denied, it would be for the Commissioner to decide who was telling the truth. He said also that he had only to refer the Commissioner to Minute Paper 78/1,659 (the subject of which will follow), as to whether his word was not more reliable than that of Mr. Braithwaite.

Across the papers there are two notes made by Mr. Braithwaite, which, perhaps, should appear in this *précis*.—

The first, dated 14/3/78, is as follows:—

"The Traffic Manager's conversation with me was not of an official character, and should not have been imported into an official document. I was on leave of absence at the time Mr. Carlisle met me, and had just left Dr. Halket's, wending my way to the Commissioner's Office respecting my further leave of absence."

And the second, dated 15/3/78,—

"Commissioner's Minute Paper 78/1,659 does not refer to the subject of this Minute Paper. I protest against the Traffic Manager's introduction of matter which does not in any way concern this case." (Written in pencil.)

The



The Minute Paper above mentioned (78/1,659) has reference to a letter addressed to the Commissioner by a Mr. Kavanagh, enclosing an account for a debt of £7 3s. incurred by a person calling himself "H. Smith," but whom Mr. Kavanagh explained he had traced to the Traffic Manager's Office, and found to be Mr. Hodgson Braithwaite. Mr. Kavanagh also enclosed a letter addressed to himself in connection with the debt, evidently in Mr. Braithwaite's handwriting, and signed "H. Smith."

On the matter being inquired into by the Traffic Manager, Mr. Braithwaite not only admitted that the greater part of the debt was justly due, but also admitted he had incurred it under an assumed name, and that the letter purporting to be from "H. Smith" was in reality written and signed by himself.

To make matters worse, Minute Paper 78/1,659 is now missing, and from inquiries that have been made it is very evident that Mr. Braithwaite was the last person who had possession of it. After the Traffic Manager had written his report, the paper was made over to Mr. Braithwaite, in his capacity of Record Clerk, by Mr. Goold, to be recorded in the usual way, and marked back to the Commissioner, and strange to say, has never been seen since.

Mr. Goold states that he received it, attached with Minute Paper 78/1,379 regarding Mr. Braithwaite's sick leave, in the Traffic Manager's private room, on the afternoon of Friday, the 15th March, and on going into the clerk's office placed it on the table before Mr. Braithwaite. On the following morning, Saturday, the 16th, after the Commissioner's papers had been despatched, he examined the B.C. Book to see if these two had been duly marked out, but could only find a record of 78/1,379. The Register also at that time had no entry of 78/1,659 having left the office.

The entry in the B.C. Book was made by the lad clerk W. Mingaye, who, on being questioned, stated that Mr. Braithwaite had only given him Minute Paper 78/1,379, and that he knew nothing of the other.

The following Monday Mr. Carlisle spoke to Mr. Goold about the paper, and on the latter gentleman proceeding to show Mr. Carlisle that it had not been entered out to the Commissioner, to his great astonishment he found that an entry on the line following Minute Paper 78/1,379, showing 78/1,659 to have been duly forwarded, had been made since he inspected the book on the previous Saturday. He also found it marked off to the Secretary in the Register.

Mr. Goold is of opinion that the figures in the B.C. Book of this second entry are Mr. Braithwaite's; but he, Mr. Braithwaite, denies having made them. The other clerks in the office state they know nothing of the entry.

The Secretary states that the paper has never been returned from the Traffic Manager's Office, and that all he received on the 16th, relating to Mr. Braithwaite, was No. 78/1,379.

From the foregoing facts it is clear that the missing paper has either been withheld or destroyed by some person in the Traffic Manager's Office; and as the evidence traces it to Mr. Braithwaite, who is the only person who can in any way be interested in its suppression, inasmuch as it refers to a matter seriously affecting his reputation, Mr. Carlisle deemed it advisable to suspend him from duty, and he now remains under suspension, pending the decision of the Commissioner.

D. VERNON, 22/3/78.

#### No. 16.

##### Minute of Commissioner.

WRITE letter to Mr. Braithwaite for my signature, giving summary of case, and calling upon him to show cause why he should not be removed from his employment,—

1st. For his behaviour to Mr. Carlisle, which I consider insubordinate and offensive (Mr. Carlisle informed me that Mr. Braithwaite met him in the street and spoke to him in a loud and offensive tone about his leave and his position in the office, and that he afterwards went to Mr. Carlisle and offered an apology for his misconduct); also for the offensiveness shown in his reply to Mr. Carlisle's statement as to the nature of the conversation he had with him, &c.

2nd. For his conduct in assuming an *alias* under which he incurred a debt to Mr. Kavanagh, who with difficulty traced him to the Traffic Manager's Office.

3rd. For withholding the paper containing this charge, and which was given to him as Record Clerk for the purpose of being forwarded to head office.

C.A.G., 22/3/78.

#### No. 17.

##### Commissioner to Mr. Braithwaite.

Sir,

Department of Public Works, Railway Branch, Sydney, 31 March, 1878.

The Traffic Manager has informed me that he has suspended you from duty as clerk in his office,—

1st. For your behaviour towards him on his meeting you in the street, when you addressed him in a loud and offensive tone about your leave and position in the office; and also for the offensiveness shown in your reply to Mr. Carlisle's statement as to the nature of the conversation he had with you.

2nd. For your conduct in assuming an *alias* under which you incurred a debt to Mr. Kavanagh, who with some difficulty traced you to the Traffic Manager's Office, and

3rd. For withholding minute paper containing this latter charge, and which was given to you as Record Clerk for the purpose of being forwarded to the Head Office.

I have to request that you will furnish me, not later than the 5th proximo, any explanation which you may have to offer why you should not be removed from your position in this department.

I have, &c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

No. 18.

No. 18.

Mr. Braithwaite to Commissioner.

Sir,

Watson's Bay, 4 April, 1878.  
In compliance with the instructions contained in your letter of the 31st ultimo, I now forward to you my replies to the charges preferred against me by the Traffic Manager.

I have, &amp;c.,

H. BRAITHWAITE.

Traffic Manager, for full report.—B.C., 6/4/78, C.A.G. The charge against Mr. Braithwaite is not for incurring a debt, but for incurring it under an assumed name.—C.A.G.

[Enclosure to No. 18.]

REPLY TO—

*Charge No. 1.*—My conduct and conversation could not have been offensive to the Traffic Manager when I met him in the street, or he would surely not have shaken hands with me when we parted and wished me soon well again. If it was offensive, as now stated, it seems strange the Manager should have allowed me to resume my duties in his office when my leave had expired, without calling for an explanation of such conduct.

As regards my reply to Mr. Carlisle's remark respecting my not looking ill when he met me, I refer the Commissioner for Railways to the three medical certificates forwarded by me from Dr. Halket, and leave him to judge whether the Traffic Manager's opinion or that of Dr. Halket is to be accepted as to the state of my health. My reply was not intended to be offensive to the Traffic Manager; if, however, I have given offence in stating the honest truth it is much to be regretted. I was not suspended on the first charge preferred against me.

*Charge No. 2.*—I am not guilty of having assumed an *alias*. My reply on minute paper 78/1,603 clearly shows this, and gives a full explanation of the transaction with Kavanough.

The case was in the hands of my solicitor (Mr. Colyer) for a month before Kavanough or Keely made a report against me, and both had been to see me twice at the Traffic Manager's Office respecting payment of their claim, which I dispute. On each occasion I referred them to Mr. Colyer; therefore, how could I require tracing?

If Kavanough's or Keely's claim is a legal one, why does he not sue me for recovery of the amount?

Apart from this, I respectfully submit that the case ought not to be brought against me as a crime, and used for the purpose for which it is now put forward by the Traffic Manager, until it has been decided by a Court of Law that I am guilty; it is condemning me unheard; it is taking the bare word of a person outside the department in preference to my written statement of the case, handed to the Traffic Manager on the 13th March; it is paying a premium to persons outside the department to lodge complaints against officers, so as to secure their dismissal.

The course pursued by the Traffic Manager in this case is directly opposite to what his predecessor did in matters of the kind within my recollection; indeed, since Mr. Carlisle's transfer from the Goods, a case of a gentleman owing money to a creditor has been allowed to hang over, and it has not been dragged before the Commissioner for Railways like mine.

I believe it will be admitted that the Traffic Manager has no right to interfere with my private affairs; and this case is one which certainly does not affect the Railway Department.

*Charge No. 3.*—I have not withheld this minute paper (this is the charge upon which I was suspended).

As regards my removal from the department, should the Commissioner for Railways, after reading this explanation, decide that I am to be removed, and lose the reputation I brought to the department, I cannot demur to his decision.

In conclusion, I may mention that on the 13th March I tendered my resignation to the Traffic Manager, and he refused it. That document will be found in my drawer in the Traffic Manager's Office.

H. BRAITHWAITE,

4/4/78.

No. 19.

Traffic Manager to Mr. Braithwaite.

Sir,

Government Railways, Traffic Manager's Office, Redfern Station, 4 April, 1878.

You will please, immediately on receipt of this letter, forward to me the keys belonging to this office, and anything else in your possession which you may have had in use, the property of the Commissioner.

I have, &amp;c.,

THOS. CARLISLE,

Traffic Manager.

No. 20.

Traffic Manager to Commissioner.

MINUTE PAPER.

With regard to Mr. Braithwaite's conduct towards me on the occasion referred to, I can only re-assert that it was disrespectful, and that he spoke to me in an excited and loud tone of voice. He appeared as if recovering from the effects of drink. His statement that "I shook hands with him on parting," is not true, as I walked off in the most abrupt manner *without shaking hands*, and left him talking to the lamp-post at the corner of Hunter and Phillip Streets. As he does not appear to remember the circumstance, it is strong presumptive evidence that the opinion I then formed was correct.

With reference to the missing Minute Paper, 78/1,659, I am positive that it was attached to 78/1,379 when I handed it to Mr. Goold, who has explained that he placed it before Mr. Braithwaite for registration; further than this, the missing paper, with the letter signed in the assumed name of Smith, cannot be traced.

Mr. Braithwaite made no tender of his resignation to me; I neither saw nor refused the document referred to; he merely stated that he had it written out.—THOS. CARLISLE, 10/4/78.

No. 21.

## No. 21.

## Minute of Secretary for Public Works.

It is my painful duty to recommend that Mr. Braithwaite's services should be dispensed with.—C.A.G., 12/4/78.

Approved.—J.S., 12/4/78. Mr. Braithwaite informed.—15/4/78. Traffic Manager, B.C., 18/4/78, L.P.J., *per* Secretary. Noted.—THOS. CARLISLE, 19/4/78. To Commissioner.

## No. 22.

## Commissioner to Mr. Braithwaite.

Sir,

Department of Public Works, Railway Branch, Sydney, 17 April, 1878.  
I have the honor to acknowledge the receipt of your reply to my letter of the 31st ultimo, in which you were called upon to show cause why you should not be removed from your position in the Traffic Manager's Office for the reasons therein given, and to inform you that after giving your whole case the most careful consideration, it becomes my painful duty to dispense with your services in this branch of the Public Service.

I have, &c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

## No. 23.

## Mr. Braithwaite to Commissioner.

Sir,

Watson's Bay, 23 April, 1878.  
I am in receipt of your letter, 78/1,009, of 17th instant, dispensing with my services in the Railway Department.

I have to request you will be good enough to furnish me with copies of all letters, minutes, &c., in this case.

Yours respectfully,

H. BRAITHWAITE.

## No. 24.

## Mr. Braithwaite to Commissioner.

Sir,

Watson's Bay, 25 April, 1878.  
I beg to bring under your notice that I have been only returned by the Traffic Manager for some £4, as the amount of salary due to me. There is a great mistake here, for I am entitled to one day's pay short returned for February, 31 days' pay for March, and 17 days' pay for April, at £175 per annum.

Long ago I called the Traffic Manager's attention to my being short paid on the February pay sheet, and he promised to rectify the error when the March pay sheets were sent in, but he has not done so.

The stoppage of my pay in this way has caused me considerable inconvenience, and I shall be glad if you will have the matter rectified as early as possible.

Yours respectfully,

H. BRAITHWAITE.

Mr. Braithwaite is entitled to pay up to date of letter dispensing with his services. Let this be attended to at once. The Cashier could pay from Advance Account. Amount due should be paid quickly.—C.A.G., 26/4/78. Traffic Manager to furnish sheet.—D.V., 26/4/78. Pay Vouchers herewith.—THOS. CARLISLE, 26/4/78. Commissioner. Accountant,—Cashier can pay these, I presume, if Mr. Braithwaite is told to call. Reply, please.—D.V., 29/4/78. Cashier will pay when Mr. Braithwaite calls.—F.J.W. Secretary, B.C., 29/4/78. Mr. Braithwaite informed, 1/5/76.

## No. 25.

## Commissioner to Mr. Braithwaite.

Sir,

Department of Public Works, Railway Branch, Sydney, 1 May, 1878.  
In reply to your letter of the 25th ultimo, stating that the amount returned by the Traffic Manager as salary due to you is an error, and that you are entitled to certain short payments for the months of February, March, and April,—I have the honor to inform you that on your making application to the Railway Accountant at his office in Phillip-street, the amount of salary due to you will be paid.

I have, &c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

## No. 26.

## Mr. Braithwaite to Commissioner.

Sir,

Watson's Bay, 2 May, 1878.  
On April 23rd I applied to you for copies of minutes, letters, &c., in my case, but have received no reply; may I ask that you will be good enough to let me have a reply to that letter without further delay.

Yours respectfully,

H. BRAITHWAITE.

Papers to be copied for House.—D.V.

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## COMMISSIONER AND ENGINEER FOR ROADS.

(PARTICULARS OF DUTIES OF.)

*Ordered by the Legislative Assembly to be printed, 14 March, 1878.**[Laid upon Table in accordance with promise made in answer to Question 5, Votes No. 41, 14 March, 1878.]*

1. It was the duty of the Commissioner for Roads to inspect annually the roads of the Colony when time from office duty permitted. This was done until the Commissioner made himself acquainted so thoroughly with the length and breadth of the Colony as to be able to deal absolutely from his local knowledge with nearly every question brought before him. Of late years assistant engineers have been appointed to relieve the Commissioner of a portion of this duty, to permit him to attend to the additional office duties caused by the expenditure being increased twenty-fold.

2. The Engineer for Roads has been to Orange and Molong, leaving on a Friday night, returning on a Monday morning, the only time he could spare from the office. He inspected the Main Western Road and other works in the vicinity of Orange, and the approaches to the various Railway Stations *en route*, and conferred with the various officers through whose districts he passed. He has also, in other than office hours, almost weekly inspected some of the many works in progress or proposed in and near Sydney, Cook's River, Abattoir Road, Bridges, &c., in Randwick, Lane Cove Road, Defence Roads, and roads at Manly.

3. Contract work, &c., about £374,000.  
Day labour, about ..... 39,500.

In all..... £413,500

4. £900,798, including balances from last year.

5. No, the usual mode of payment through the Treasury was tried and found totally impracticable from the complaints of contractors as to delays resulting therefrom; and the Treasury requested that the payments should be made direct by the Roads Office. Payments are made by cheque, after the amounts have been placed to the credit of the Commissioner by the Treasury, on examination of the vouchers. The cheques are drawn by the Assistant Accountant, are countersigned by the Accountant and Chief Clerk, and signed by the Commissioner,—this duty, and the necessary examination of accounts, being one of the many reasons for his inability to absent himself from Sydney.

6. Yes.



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## CASE OF MR. MORELL.

(PAPERS.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.*

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## CASE OF MR. MORELL.

## No. 1.

Extract from Votes No. 23, of 8th February, 1878.

Department of Public Works.

*Friday, 8 February, 1878.*

Mr. Morell, late Assistant Engineer for Roads:—Mr. Macintosh asked the Secretary for Public Works, pursuant to Notice,—

- (1.) Was a Board of Inquiry recently appointed to investigate the complaints of Mr. Bennett, the Engineer and Commissioner for Roads, against the late Assistant, Mr. Morell?
- (2.) If so, will the Government cause to be laid upon the Table of this House the Report of such Board of Inquiry?
- (3.) Has Mr. Morell resigned his appointment as Assistant Engineer for Roads?
- (4.) If so, what position or appointment does Mr. Morell now hold under Government?

Mr. Sutherland answered,—

- (1.) There was a Board appointed to inquire into a misunderstanding of an official nature between Mr. Bennett and Mr. Morell.
- (2.) There will be no objection.
- (3.) Yes.
- (4.) Engineer to prepare the designs of Sir W. T. D. Jervois, R.E., for the Defences of the Colony.

## No. 2.

## Memoranda between The Commissioner for Roads and Mr. Morell.

(Paper C.)

WOULD Mr. Morell be good enough to let me know when the drawings of the Parramatta River Bridges will be ready, and when I can have the estimated weight of superstructure of Iron Cove Bridge.

Will Mr. Morell also please state how long these drawings, &c., have been in hands.—W.C.B., 10/3/76. Mr. Morell.—B.C.

I expected to have had all these plans and estimates ready for the Commissioner before, but found that they took more time to complete than I anticipated. I had also lately to hold an examination with Mr. Franklin to visit Windsor and the University Cutting, which caused an additional delay. I shall have the weight of Iron Cove superstructure ready in a couple of days, and the whole of the Parramatta River drawings and tracings by the end of next week. With regard to the time these drawings have been in hand, I find from my notes that the first drawings of the Parramatta River Bridges were commenced in April, 1873, to obtain approximate estimates to lay before the Minister to have the necessary sum to carry out the work put on the Estimates of 1874. The drawings and sketches made then (130 ft. spans and central swing) are set aside. Trial borings and sections were taken at Five Dock and Hunter's Hill, Blackwall, The Brothers, Gladesville, and at the Sister's Rock, Iron Cove, from end of October to end of December, 1873. Designs from new sections were begun in January, 1874, and estimates for spans of different dimensions prepared with calculations for girders, different kinds of platforms, &c. In March, /74, were prepared general elevation of Iron Cove Bridge and details for timber arches—rejected. Then sundry sketches and details of piers, cross heads for piles at bottom of cylinders, and several drawings relating to caisson, stone pier, large iron cylinders, &c., for swing bridge,—also rejected. The details of piers, 6 ft. cylinders were begun in August 1874. The main girders, cross girders, details of arrangement over piers, were begun in 1875. The swing pier and details were decided upon in March, 1875, new girders for superstructure in April, and swing spans in May. The drawings and tracings, quantities and estimates, have been in course of preparation since.

Besides the above work for the Parramatta River Bridges, the Nimboy Bridge, Windsor Bridge, Urara Bridge, Grafton Punt, Hay Bridge, Mann River Bridge, Casino Bridge, Mudgee Iron Bridge and Piers, the Long Cove stone bridge, with quantities, estimates occasioning supervision or inspection of materials, and reports for some of these works, also the general routine and office work, were attended to, by Mr. Bullen and myself.—G.A.M., 13/3/76. The Commissioner and Engineer for Roads.

Will Mr. Morell now give me this information. The Estimates will be passed in a short time, when there will be a pressure to invite tenders. I shall have to prepare the specification without proper consideration.—W.B., 8/4/76. I want the information to take home with me this day. Mr. Morell, B.C.

Estimated weight of Iron Cove Bridge girders herewith. Much more information can be still added to the drawings of Parramatta River Bridge; in fact, drawing showing enlarged details for swing span and general development of plates would save ultimately much time. I have all detailed sketches for compiling such a drawing if the Commissioner approves of it.—G.A.M., 8/4/76.

Has Mr. Morell done with one set of the drawings or tracings?—W.B., 19/4/76. Mr. Morell, B.C.

Memoranda for Mr. Morell,—It is desirable Mr. Morell should sign all the plans and tracings of the Parramatta River Bridge; if he wishes to qualify or add any remark to his signature I wish to see it before going on the plans.—W.B., 30/5/77.

I have no wish to sign the drawings of the Parramatta River Bridges unless ordered to do so by Mr. Bennett. I think my initials would suffice, as showing that I have brought out the Commissioner's designs according to the data given to me.—G.A.M., 30/5/77.

I think the true state of the case should be shown by the signatures, which might be thus shown: Quantities, machinery, and details by G. A. Morell (in full), Assistant-Engineer for Roads. My signature in the ordinary way.—W.B., 30/5/77. The plans of the Bridges are required to go on for transmission to England this day. Will Mr. Morell give me the memo. referred to by him as to signature? Something must be done at once.—W.B., 6/6/77. Mr. Morell, B.C. It would be unusual for me to sign the drawings of the Parramatta River Bridges as prescribed by the Commissioner. I shall sign my name and official title, as I have done before, reserving to myself, however, the privilege of having recorded my version of the true state of the case.—G.A.M., 6/6/77.

Mr. Morell will please let me have the two memoranda, written on note-paper, relative to the signing plans of bridges, Parramatta and Iron Cove Creek.—W.B., 7/6/77. Mr. Morell.

Memoranda referred to herewith.—G.A.M., 7/6/77.

### No. 3.

#### Mr. Morell to The Commissioner for Roads.

Department of Public Works,  
Office of Commissioner and Engineer for Roads,  
Sydney, 18 November, 1876.

Sir,

I beg to apply for leave of absence for six months. I have been nearly fourteen years in the Service, during which time I have only had one month's leave.

I am, &c.,  
G. A. MORELL,  
Assistant Engineer.

Will Mr. Morell please state when all the drawings and tracings of the Parramatta and Iron Cove Bridges will be ready, and when a clear statement of the quantities of iron, timber, concrete, and stonework will be ready.—W.B., 18/11/76.

A complete duplicate set of both bridges (forty-two drawings and tracings) with a revised and checked clear statement of quantities, will be ready in a fortnight—say on the 2nd of December.—G.A.M., 18/11/76.

Resubmit on my return.—W.B., 18/11/76. The statement of Parramatta River bridges received on 23rd December; will Mr. Morell please state when that for Iron Cove Bridge will be ready.—W.B., 29/12/76.

The Iron Cove Bridge schedule of quantities with drawings and tracings will be completed next Wednesday.—G.A.M., 29/12/76. Is this yet complete?—W.B., 5/1/77.

I am putting the quantities together, which the Commissioner shall have this afternoon, but the drawings and tracings of Iron Cove Bridge will not be ready for a couple of days. I have made a mistake in fixing dates for the satisfactory completion of this work, for frequently discrepancies are found in the drawings which require correction, or additional work necessary to prevent extras or mislead contractors. Although I am very anxious for the leave I have applied for, the Commissioner must remember that he pressed me to send in my application before he left Sydney in November last, and that I stated then to him that I could wait for a month or more, until all the necessary information connected with the details of the Parramatta River and Iron Cove Bridges was recorded for the manufacturers and the contractors. This work has certainly taken me more time than I anticipated, but I believe that it will be more satisfactory in the end to have all particulars shown when the contract is let, than to have new details or alterations made afterwards.—G.A.M., 5/1/77. Report herewith.—W.B., 8/1/77.

### No. 4.

#### The Commissioner for Roads to The Secretary for Public Works.

I FORWARD herewith to the Honorable Secretary for Public Works, Mr. Morell's application for leave of absence.

Mr. Morell has been in this office for nine and a half years. For the first three or four years no one could have been more zealous or able, but since the gold fever of 1873, Mr. Morell has been mixed with business out of doors, first mining business and then private practice, which seems to have taken his attention off his duties. I have had very great reason to complain of the long delay in getting out the drawings and calculations relating to the Works. Mr. Morell only dealt with the larger bridges, and I append his own memoranda, by which it will be seen that his chief work, with the best assistance in the office, has been for three years the Parramatta River Bridges.

Mr. Morell states he has not wasted any official time on his private business. I can only say that of late years he arrives frequently very late in the office, and I did not observe any compensation in the hour of his departure, and I have over and over again gone up to his room on duty and found him away, or if there, occupied with people on what did not appear to me to be Government business.

I should have drawn the attention of the Honorable Secretary of Public Works to this earlier, but wished to get the designs of the Parramatta River Bridges completed before doing so; and harassed by the frequent inquiries and pressing demands of those interested in those works, I spoke to Mr. Morell about his duties generally last September, when he stated that he intended to leave the Service at the end of the year. He subsequently informed me that he intended applying for leave to give him time to consider whether he should leave the Service or not. Since my conversation with him in September, Mr. Morell has not been employed on any other duty but those bridges; and it will be seen from the papers that they have occupied him, with two or three draftsmen and cadets, for nearly three years.

No doubt the work is very well done and very creditable; but I respectfully submit that if all other works were delayed in a similar way, there would be a storm of indignation difficult to withstand. I have always endeavoured to push on every work so as to satisfy the demands of the Parliament and the public, and I have not of late years received from Mr. Morell that co-operation and assistance which I was entitled to expect.

Mr.



Par. 5. Mr. Morell states he has had only one month's leave of absence; but it is right that I should state that for five or six years Mr. Morell, during the agricultural show, was continually away, in and out of the office, with his mind engaged on other than the work of the Department. I more than once suggested to Mr. Morell that he should apply for leave on such occasions, but he declined. Mr. Morell's duties took him on certain occasions out of the office, so that I really could not at any time definitely state whether he was absent on the Government or the Society's business.

Par. 6. Had Mr. Morell worked throughout the entire time as he did for the first three or four years, I would have had no hesitation in recommending any indulgence he asked for; but owing to the delay in carrying on the duties of his part of the Office, there is an accumulation of all the works from votes of '76, which should be done by it—*i.e.*, the Bourke, Balranald, Nowra Bridges, and the initiation of the bridges for '77 should be in progress.

I regret, therefore, I cannot recommend the leave.

W.C.B.,—8/1/77.

Under Secretary, July, B.C.

Mr. Morell to see.—B.C., 18/1/77, J.R. 19/1/77.—W.C.B.

Seen. Reply herewith.—G.A.M., 22/1/77.

## No. 5.

### Mr. Morell to The Secretary for Public Works.

Reply to Mr. Bennett's statements referring to application for leave of absence by G. A. Morell, Assistant Engineer.

1. BEFORE entering into a defence of the unreasonable and unjust statements set forth against me by Mr. Bennett in his minute, it must be stated that I was hurried by him to send in my application for leave, but that he did not allude to his intention of declining to recommend it, nor assign for his reasons for doing so the statements he has made.

I deny the correctness of these statements, which are one-sided, and dictated more by an animus against me than by any sense of duty.

It is with regret that to defend myself I shall be compelled to state facts which do not reflect much credit upon the management of the department or prove flattering to Mr. Bennett; but that gentleman having thought proper to speak disparagingly of me out of doors, and, I was informed, to the Hon. Secretary for Public Works, on the occasion of my name being left for an increase on the Estimates of 1876 without his recommendation (which caused me the unpleasantness of receiving none but written communications from Mr. Bennett for three months), I claim the privilege, in dealing *seriatim* with every paragraph in his minute, of making the necessary explanations which show "the other side of the question."

2. Every one acquainted with Mr. Bennett knows well that had I neglected to do my duty during the gold fever, or for private business *for years*, as he alleges, the matter would very soon have been reported to the Minister at the time.

The cause of delay in getting out drawings, &c., of the Parramatta River Bridges will be hereafter more fully explained.

Reference to paragraph 1 of Minute. 3. In my memoranda (paper C), carefully put away by Mr. Bennett for about eight months, although *not registered*, and now brought up against me by him—the dates March and May, 1875, underlined in red—show that the selection of the designs for the bridges alluded to has taken Mr. Bennett some fifteen months, during which time the actual drawings and calculations of the bridges could not be definitively proceeded with, although many drawings illustrating different schemes had been prepared for him and afterwards set aside.

The assistance I received will be seen in reference to my answer of paragraph 3.

Reference to paragraph 2. 4. For several years I gave up all leisure time usually devoted by other officers to recreation, for the superintendence of works in progress, or in making drawings for the department after office hours. This I should probably have continued to do had not Mr. Bennett expressed to me on several occasions (and also very lately) his displeasure and disgust at the credit given to me out of doors for the success of the works with which I had been more particularly identified. I did not seek such distinction, and even on one occasion I publicly asserted that the credit of these works ought to be given to Mr. Bennett.

5. To the assertion that "over and over again Mr. Bennett had found me away or engaged with people on what did not appear to be Government business," I can only say that it may have happened a dozen times in twelve months that I was not found in my room when wanted, but on still fewer occasions have I been detained by people more than a few moments from my duties during office hours.

6. It must be also remarked that a professional man is in a very different position to some other officers, for the short office hours are insufficient for the satisfactory and successful performance of his duties if he does not devote additional time frequently to consult engineering and scientific works of reference bearing upon the works on which he is engaged. However, as I have not kept a record of the time which I have thus devoted after office hours, I do not claim this as an excuse for the alleged irregularities, but I contend that I have conscientiously devoted more time than the usual number of office hours to my official duties, and that I have not absented myself for even an hour at any time without first obtaining Mr. Bennett's permission (see papers marked D, E, F).

Papers marked D, E, F. Reference to paragraph 3.

7. It would appear from these statements that Mr. Bennett "wanted to get the Parramatta River Bridges out of me, before he complained to the Minister, because he was afraid I would resign and leave him in the lurch, and that, in consequence, he pressed me to get the work done, and gave me the best assistance possible—two or three draughtsmen and cadets for nearly three years.

In paragraph 4. "Mr. Bennett agrees that the work is very well done, &c., but says that a storm of indignation would be raised by such delays as he attributes to me, and that my co-operation and assistance are not such as he is entitled to expect."

I have already shown, by reference to my memo. and answer to paragraph 1, that in the three years mentioned some fifteen months' delay has been caused by Mr. Bennett himself, and that my time had been also well taken up with other bridges until the middle of March, 1876.

Up to the month of May, 1876, I had the valuable assistance of Mr. Bullen. As to the assistance of cadets, the less said about it the better, for, with the exception of Mr. F. Rae, who when not employed by the Commissioner or on departmental routine, was the only cadet whose work was reliable, there was a great waste of time in teaching the boys and repairing their blunders; I often mentioned that it would have been more economical and satisfactory to have paid good draftsmen to do the same work.

I am confident that no work of such magnitude as the Parramatta River and Iron Cove Bridges—involving an expenditure of £100,000—has ever been brought out *in all the details* by an engineer and only one draftsman, under such disadvantages as I have had to contend with under Mr. Bennett.

About the beginning of 1875, I asked for additional assistance to replace an officer who had begun the general elevation of Iron Cove Bridge, and to assist on the working drawings. Some arrangement with draftsmen from Messrs. Mort and Russell having fallen through, Mr. Bennett proposed to send for a field officer, Mr. Whiteside, who had brought out, under his (Mr. Bennett's) *sole direction*, the designs for Bombala Iron Foot-bridge, the Nimbooy and the Hay Bridge, and the Yass Iron Bridge.

I reminded Mr. Bennett of the considerable time I had spent, with other officers, in completing the information which had been omitted in these designs before the contracts were let, and in repairing blunders which had caused the Government some considerable expense; and respectfully ventured to advise him not to employ to work out the details of the Iron Cove Bridge a gentleman who had not shown himself sufficiently careful in works of such importance.

Mr. Whiteside was, however, entrusted to prepare, under Mr. Bennett's *sole direction*, the details of the Iron Cove Bridge.

Some months later, four drawings of this bridge, which I had never seen, were sent up to me by Mr. Bennett to take quantities, as a check upon Mr. Whiteside's estimate—for it had been stated in the House, in answer to a question of Mr. Farnell, that these plans and specification were ready.

My examination of these drawings soon convinced me that the whole time spent by Mr. Whiteside on them, and the time of others in making four corresponding tracings, had been completely wasted, and that a new set of drawings, with all the necessary calculations, would have to be made. The drafting could have been done better by some of our cadets; and, in an engineering point of view, the whole of the work is a disgrace to any office, showing in several parts ignorance of the most elementary principles of engineering.

As these are bold assertions, I must mention among other errors that the largest section of the main girders, *intended to be effective* to carry the load required, is 36.55 square inches in the bottom booms, whereas the *actual effective section* is only 23.76 square inches, showing that not only the strength of the girders would be reduced 35 per cent., but that on the eighteen girders a mass of 113 tons of iron is wasted, adding only dead weight without any strength or stiffness whatever, and causing a wasteful expenditure of not less than £4,000. A similar mistake had previously been made by the same gentleman in the Yass Bridge, where the *intended effective section* is 63.5 square inches in the bottom booms, but the *actual effective section* is only 26.4 square inches, showing that a large proportion of the metal is misapplied and consequently useless.

I need not mention any other grave mistakes in the design of the Iron Cove Bridge; suffice it to say that after drawing Mr. Bennett's attention to the matter, he requested me to set aside Mr. Whiteside's drawing and to begin a new set. I have been engaged on this work for some months, and surely this delay clearly caused by Mr. Bennett cannot be attributed to me. I had to make entirely fresh calculations for the girders, to bring in the same design to prevent unpleasant remarks, *although the style of girders adopted is not suitable in this case for the purposes of a railway*, however safe such girders may prove when constructed like in the Urara Bridge, on the continuous principle with a narrow roadway, and the addition of bracing arches.

The question of these bridges being made strong enough to carry a railway, as moved in the House by the Hon. Mr. Forster, also occupied much of my time in going over the calculations a second time. My instructions and data from Mr. Bennett, to which I have adhered, refer only to calculate sections for a *very light suburban traffic*, and any remarks from me were generally met by Mr. Bennett saying that these bridges were not likely to be used for a railway.

I am nevertheless confident that a saving would have been made by designing new girders, of different proportions to those adopted, and more suitable for railway traffic.

These bridges are by far the largest works ever entrusted by the Government to Mr. Bennett and the officers of the Roads Department, and I could hardly be censured for giving too much consideration to the details of their construction.

To return to the assistance I have had to carry out these important works, I must say that in May, 1876, Mr. Bullen, who had so satisfactorily helped me up to this time, was removed to another building, and his valuable services replaced by those of a new draftsman, a stranger to this work, and a worse draftsman than some of our cadets. This gentleman was however clever and intelligent and improved very fast, but I lost much time in giving him explanations, as he was at a loss to find references in some forty drawings and tracings of the largest size forming the two sets of plans for the office and for the contractors.

Feeling that much of my time had been wasted and was still being wasted by making drawings myself from the pencilling to the printing on the plans, which might have been done by a draftsman paid less than half my salary, I frequently asked for more assistance, explaining clearly to Mr. Bennett that I could scheme over the details of his designs and prepare in a few days the sketches to scale which generally occupy good draftsmen as many weeks to compile. But my requests were not granted.

Nearly the whole of the months of May and June, 1876, were employed by me in calculations and preliminary designs for the new bridges with hydraulic lifts, over the Murrumbidgee, at Balranald, and the Darling, at Bourke, and the new bridge over the Shoalhaven River, at Nowra. As other works and the office routine also required my attention, I again earnestly asked Mr. Bennett for additional assistance if he wished all these designs in hand to be completed before the end of the year. But no additional assistance was given to me; on the contrary, Mr. Bennett then requested me to prepare the detail drawings to which the last note of my memo. C refers. I willingly assented and began these drawings myself, which although not required for the contractors to take quantities will be necessary, and save time in the erection of the bridges.

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14. The Iron Cove Bridge set had to be supplemented in like manner. When I asked again for additional assistance, Mr. Bennett then told me to recommend to him some draftsman if I knew of any. Finding no efficient man willing to undertake the duties at the small remuneration offered (£200 per an.), other officers at my request made inquiries; and Mr. Franklin having succeeded in finding a gentleman apparently competent gave him some drawing to do as a specimen, which, when brought to me, I immediately took to show to Mr. Bennett to recommend the gentleman to be employed—this was last September.

Mr. Bennett would not even look at the specimen of the gentleman's drawing, but began to complain of my causing the delay of the designs in hand, &c., &c.

Such unjust remarks prompted me to talk of resigning my appointment unless my position could be better defined; for Mr. Bennett's ill-will against me had become so evident of late that I found it impossible to carry out, without proper assistance, the important works put in my charge.

Mr. Bennett would insist upon being the best judge of the assistance I required, and declared that having managed the department for twenty years he would not receive suggestions from anybody regarding the management of his officers and his department; but desired to know when I would be ready to go, as if I was his own private servant instead of a civil officer endeavouring to work cordially with him in the common interest of the Government.

Mr. Bennett puts his own intentional misrepresentation upon my application for leave of absence, which he states is "to enable me to consider whether I should leave the Service or not."

He understood my meaning very well when I stated that I might possibly resign before the end of the year, as my uncomfortable and undefined position in his office was not encouraging for my future prospects; but that if I did not resign I would apply for a leave of absence.

In applying now for such leave *it is not* my intention to resign. I require the time to attend principally to family matters.

On the 23rd of October, about five weeks after the previous conversation, Mr. Bennett sent for me to know when I intended to resign. I then informed him that after mature consideration *I did not intend* to resign, but to apply for a six months' leave, to which I was entitled by my time of service, and which I required to attend to family matters, and if necessary to visit England. Mr. Bennett rather excitedly said that "he was entitled to a long leave before me, and Mr. Moriarty was entitled to one before him," and declared that *I must* resign or he must leave the Service himself, adding that I had been conspiring for a long time past with Mr. Rae, the Under Secretary for Works, to displace him, and that as long as our friendship (which is of fifteen years standing) lasted, the work of the department could not go on, &c., &c. I requested Mr. Bennett to show some shadow of foundation for such a vile assertion, and assured him, on my honor, that such a thing had *never entered my mind*, and that no doubt Mr. Rae could speak for himself on that point.

The display of such an animus against me explains why my repeated assurances to Mr. Bennett, during the last few years, of my sincere wish to assist him cordially have been met with rebuke rather than encouragement. All I claimed from him was the mutual confidence necessary to carry on business, and which my position as second in his office entitles me to expect, but which I never received.

15. The delay since I applied for my leave requires some explanation, for it has been caused also by Mr. Bennett, who gave me instructions to get out accurate and revised statements of quantities which he required to supply to a friend of his tendering for the Parramatta River and Iron Cove bridges.

The schedules of these quantities, which contain 110 foolscap pages of close calculations, and occupied me at least four hours overtime daily for a month in addition to the office work, would not have been required but for this purpose, as a summary of approximate quantities obtained from mean sections has been generally found to be sufficient for office records.

Reference to  
part. 5 of Minute.

16. My being selected by the Council of the Agricultural Society to act as one of their stewards or judges during their exhibitions is, according to Mr. Bennett, another reason why my leave should not be granted.

With reference to my notes, I find that I have attended nineteen days since the Exhibition of 1870, and always with permission. In 1874 Mr. Bennett declined at first to let me go *for a day* up the country to the trial of implements, but reluctantly granted me the day's leave on my wishing to appeal to the Minister to explain that I required that day to prevent disappointment to the Society and to the public who had assembled at Richmond to see the trial of implements with a new dynamometer specially placed in my charge. In 1875 Mr. Bennett granted me two days in addition to the opening day, and also two days more in August to attend to the Singleton show (see paper E.) In 1876 I declined to act as a steward or a judge, to the great disappointment of my friends, and only visited the Exhibition on the opening day and on Saturdays. I have no objection to have the nineteen days so usefully employed by me in a national undertaking during the last seven years reckoned as an addition to the only month's leave I have had in fourteen years; but I must deny Mr. Bennett's statement that I declined to ask for permission to absent myself at any time from the office. Even when prevented by indisposition to attend to my duties for a day, which has not occurred more than once in a year for several years past, I have informed Mr. Bennett early of the cause of my absence.

(Paper E.)

Reference to  
part. 6.

17. With regard "to the accumulation of all works from votes of 76,—The Bourke, Balranald, and Nowra Bridges, &c."—I have shown that when I was engaged on these bridges in May and June, 1876, the assistance I requested to get this work done was refused to me, so that the whole blame of the delay must rest with Mr. Bennett *alone* and his management of his department, and cannot be a final reason for declining to recommend my leave.

I understand also that an office Assistant Engineer has already been appointed and has begun on these works this month.

In conclusion, I must still press my claims to the leave asked for, notwithstanding the report of Mr. Bennett thereon, the whole of whose statements I take leave to think I have successfully refuted.

G. A. MORELL,  
Assistant Engineer.

22/1/77.

I have been directed to return these papers, which were forwarded to Mr. Morell in compliance with the Under Secretary's minute, which does not appear to the Commissioner to have been seen by the Minister.

The Commissioner has refrained from reading Mr. Morell's answer, but if the Hon. Secretary for Public Works thinks any reply is required, Mr. Bennett is prepared to do so.—G.C.E.  
Under Secretary, B.C., 22/1/77.

Mr. Morell to The Commissioner of Roads.

HAVING been requested by the Committee of the Northern Agricultural Association to be present at the field trial of implements at the Singleton show this week, I beg to apply for leave to absent myself on the 17th and 18th instant.

G. A. MORELL, Assistant Engineer,  
16/8/75.

Approved—W.C.B., 16/8/75.

Herewith. Also  
some papers  
relating to Par-  
ramatta River  
Bridges.  
(Paper E.)

Mr. Morell to The Commissioner for Roads.

Department of Roads and Bridges, Sydney, 17/1/76.

MEMO.—I wish to absent myself from the office this day from 2 p.m.

Approved.—W.C.B., 17/1/76.

G.A.M.

(Paper D.)

Mr. Morell to The Commissioner for Roads.

I AM desirous of absenting myself for an hour this morning, with the Commissioner's permission.

Approved—W.B., 31/1/76.

G.A.M.  
31/1/76.

(Paper F.)

Mr. Morell to The Commissioner for Roads.

Department of Roads and Bridges, Sydney, 20 December, 1876.

MEMO.—I desire to absent myself from the office from 12 o'clock this day, with the Commissioner's permission.

G.A.M.

Yes—but I wish Mr. Morell could let me have the final drawings, calculations, &c., of the P. River Bridges. It is unreasonable the length of time they have been in hands.—W.B., 20/12/76.

For the last three weeks I have devoted, besides office hours, at least *four hours per day* and the whole of Saturdays, and *every holiday*, to push on the quantities and revising of drawings. In a few days more, when I submit the particulars to Commissioner, he will admit that there is a considerable amount of labour to be devoted to works of such magnitude as the Parramatta River and Iron Cove Bridges, designed entirely in this office to the smallest details.—G.A.M., 20/12/76.

I have before expressed my opinion on these matters to Mr. Morell; it is not necessary to write further until the drawings are submitted.—W.C.B., 20/12/76.

## No. 6.

Mr. Morell to The Commissioner for Roads.

I HAVE to request that you will have the goodness to forward the appended communication to the Hon. Secretary for Public Works in reference to my former application for leave of absence.

G.A.M., 26/3/77.

As I have declined to make any recommendation in the case, I now forward this paper to be dealt with by the Honble. Secretary for Public Works with the other matter. I would offer no objection under the circumstances, to the month's leave, as it is right the Honble. Secretary for Public Works should have a little time to consider the matter.—W.B., 26/3/77.

I approve of a month's leave of absence being granted to Mr. Morell, pending my decision upon that officer's application for six months' absence from his duties.—J.H., 26/3/77. Mr. Bennett, B.C., 26/3/77.—J.R. I now forward this paper for Mr. Morell's information, as I wish to have full access to all the documents and papers of a public nature in his room, and to put a gentleman to work there during his absence. I would be glad if he would remove all his private books and papers, and hand the keys of the presses, &c., to Mr. Bullen; it is most inconvenient to me not to have access to the public documents in Mr. Morell's room, and also to be obliged to have an officer, whom I wish to confer with frequently, on the other side of the street.—W.B., 28/3/77. Mr. Morell.

I shall remove my private books, &c., as directed by the Commissioner, and have my room ready for the gentleman he wishes to put there, on Wednesday morning, April 4, when I should like my leave to begin. As far as I am concerned the Commissioner has always had complete access to all the public documents in my charge, and I fail to see how I am the cause of the inconvenience mentioned in the last paragraph of his minute; as he insisted upon my occupying my present room, instead of going to the other side of the street, at the time he assigned rooms to his different officers.—G.A.M., 3/4/77.

Department of Public Works, Office of Commissioner and Engineer for Roads,  
Sydney, March 26, 1877.

Sir,

Pending a decision upon an application for six months' leave of absence, made by me in December last, I have the honor to request that you will authorize one month's leave being now granted to me, to be counted as a portion of the longer leave asked for, should it be ultimately approved.

I have, &c.,

G. A. MORELL,  
Assistant Engineer.

The Honorable Secretary for Public Works.

No. 7.

## No. 7.

## The Commissioner for Roads to The Secretary for Public Works.

Sir,

Roads Office, 4 May, 1877.

I now forward to you direct my reply to the fifteen pages of charges made against me by Mr. Morell. On the receipt of my refusal to recommend his leave, he brought the paper to me to know if I still persisted in forwarding it, threatening if I did to bring all sorts of charges against me. I then told him that what I had written was the truth, and that I adhered to it.

Even had Mr. Morell deserved the leave it was most awkward time to give it. The Department never had so much work to do, and having to carry on the duty single-handed, as I have been doing for some time, I feel that I have been unable to reply to those charges as fully or in as much detail as I would wish, as I really had not time to refer to the drawings or documents.

The only charge of the slightest weight is that of getting the quantities taken out for Captain Mann—a comparison between the quantities which I possessed—and the new quantities will prove how absolutely necessary it was that the new quantities should be taken out, and my recommendation as to the tenders will prove, I think, that I was not dishonest enough to expend the public money for private advantage; and, this being proved, I think the fact of Mr. Morell's making a malicious charge against me, amounting to dishonesty, unfits him for the Service, and it may save trouble to the Honorable Secretary for Public Works if I intimate to him that it is impossible I can again expose myself under any circumstances to the malignant treachery of a person base enough to endeavour to fabricate so vile a charge.

I regret to have to trouble the Minister with so long a communication, but it is better that such matters should be fully gone into and exposed.

I have, &amp;c.,

WILLIAM C. BENNETT.

P.S.—I would beg the Secretary for Public Works, in considering this question, to bear in mind that I have devoted myself entirely to my duties, and to nothing else. I have not interfered in any quasi-public matters out of doors, sought to make friends, or bring my name into notice. I have devoted the whole of my time and energies to the Public Service for twenty-three years in the Colony, and for nearly thirty-seven years, taking my service under the Imperial Government into account.

## No. 8.

## Commissioner for Roads' reply to accusations made against him by Mr. Morell.

The numbers correspond to numbers on Mr. Morell's paper.

I SUBJOIN my reply to the accusations made against me in Mr. Morell's paper on my Minute as to his leave of absence, received by me from the Secretary for Public Works on the 1st instant.

1. I did ask Mr. Morell to send in application for leave without delay, as after my interview with him in September the public business was suffering from the disunion in the office, and I wished as soon as possible to put an end to such a state of things.

2. With reference to my remarks to the late Secretary for Public Works on the Estimates for 1876, as to Mr. Morell's increase put on (as I considered) at the instance of the Under Secretary, I felt it my duty to point out that Mr. Morell was not giving me the co-operation I had a right to expect; that he was largely engaged in private practice, and did not give that attention to his duties which would warrant me in recommending an increase in pay, more particularly as he had an increase the preceding year, also without any recommendation from me.

3. Mr. Morell evades this question as to his being engaged in gold and tin mining and private practice, to the detriment of his official work from the date of the gold fever, which I assert he was.

4. Mr. Morell has certainly not of late years given up his own time to his duties, as he asserts. His statements are also incorrect as to my expression of displeasure and disgust at the credit which he alleges has been given to him out of doors for the works with which he was particularly identified. I did express annoyance at his being publicly dealt with as the Engineer of the Windsor Bridge, with which he had very little to do, and I stated what I have generally found to be the case here,—if there is a success credit goes to the subordinate, if failure the head of the department alone is responsible; and I have more than once since pointed out that, while I was doing the real hard work of the department, Mr. Morell was calmly making capital and experience, and the odium of the delay as in the Parramatta River Bridges fell on me.

5. Mr. Morell here partially admits the correctness of my statement, which I maintain is strictly correct; that I over and over again found him absent from his office, or his room crowded with people on private business when I wished to speak to him on duty.

6. Mr. Morell here asserts that he has devoted more time than the usual number of office hours to his duties. I would here point out that his memos. for permission to absent himself are all subsequent to September, when he stated he would leave the department. I can only say the work did not go on as fast as it used to before Mr. Morell went into private practice.

7. Mr. Morell misquotes and puts his own colouring on this. It was my obvious duty to get the work which Mr. Morell had in hands finished before he left the office. As to leaving me in the lurch as he calls it, the department built many very good bridges for many years before Mr. Morell came into it, and also since without his intervention.

8. As to the delay of fifteen months by me, I have not recorded the time taken in those preliminary investigations, but all of them were necessary, and some of them ordered by the Minister, but I believe the same result could have been obtained in a much shorter time had I even then the cordial co-operation of Mr. Morell.

Up

Up to the time of Mr. Bullen's removal, the best of the draftsmen and cadets were in Mr. Morell's rooms, and I was absolutely obliged to remove Mr. Bullen unless the whole of the operations of the department were to have been confined to the drawings for the Parramatta River Bridges, and I did not remove him without putting the best man I could get in his place; good draftsmen were not to be had at will—I employed all those at all likely who applied.

Mr. Morell on this point goes back to the year 1875, and brings forward Mr. Whiteside's name, with a view of throwing discredit on the work got out by him, under, as he states, *my sole direction*. The drawings for those works were, it is true, not prepared in that detail that Mr. Morell's are, but the works are efficient—two of them quite novel; and I think the Hay Bridge will compare most favourably with any work of the sort in the Colonies for simplicity and efficiency; and there was no material alteration whatever in its execution. I have not time to follow Mr. Morell's statements as to the alleged defects in the other bridges, or his endeavour to prove that every work not done by him has been inefficient and extravagant.

9.

The drawings of the Iron Cove Bridge were made by Mr. Whiteside under the following circumstances: he was stationed at Queanbeyan as a road superintendent, and the sections of the ironwork calculated by myself at home were enclosed to him at Queanbeyan. Mr. Whiteside made the drawings of the girder, and most of the others there, without any opportunity of conferring with me, using short plates in lieu of those usually used, 30 feet long; this was the cause of the alteration. Mr. Whiteside was some days in Sydney at the pier drawings.

As the drawings were not done in this office, and by a man unused to the work for some time, they were not so neat as Mr. Morell's; but Mr. Morell is not justified in stating they were a disgrace. As to the errors in the girders, the best reply is the calculated weight was very close to the weight calculated by Mr. Morell for the new girder. Mr. Whiteside deserved thanks for carrying out the work in addition to his ordinary duties. With respect to Mr. Morell's statements that those girders are not fit to carry a railway, it is rather late in the day to find out that now, and it is simply a piece of malice; it is certainly not a reason for giving Mr. Morell leave of absence that he has been doing useless work for nearly two years. I assert positively that the girders are quite strong enough to carry a suburban railway with any people that will be on the bridge at the same time, which is most certainly not likely to be very many.

10.

Mr. Morell states those bridges are the largest works entrusted to the Department; but larger spans have been constructed by the Department, and the question of size is simply one of repetition; the designing was confined to one 125 feet span, one 150 feet span, and the swing span.

11.

Mr. Morell complains of Mr. Bullen's being taken from him to go on with other more urgent work; this was unavoidable, as I before explained; other matters had to be attended to as well as the Parramatta River Bridges.

12.

With reference to the sketches for bridges at Balranald and Bourke, the same sketch was prepared for both; it has not been acted on; another design was prepared. I am not aware that Mr. Morell did anything whatever to the Nowra Bridge, for which a totally different design was prepared.

13.

Mr. Morell here gives *his* version of what occurred in September last, and, with his usual ingenious perversion of facts, points out that he brought me in a drawing to recommend the appointment of a draftsman, and that it was then the complete breach occurred between us; this is contrary to fact, and I cannot help thinking advisedly so.

14.

As well as I recollect, I sent for Mr. Morell on some day in last September, to ask him how his work was proceeding, and to remonstrate with him about some absence from office on his private business; he then stated that it was untrue that he had been absent from office, and accused me of using the messenger boy as a spy on him; it was then I pointed out to him that it was impossible we could continue to work together—that I had created the Department, and managed it for twenty years, and could not submit to such an imputation. Mr. Morell then distinctly stated that it had been for some time his intention to leave the Service and go into private practice, and that he would do so before the end of the year: I then told him that I considered that the best course for all, and asked him when he intended to leave.

Mr. Morell accuses me of putting my own intentional misrepresentation upon this statement that he intended to leave the Service, but I can prove by credible collateral evidence that such was his avowed intention at the time, and I am prepared to swear that he said so to me, and that he also said at the second interview referred to, that he required the leave to enable him to consider whether he should leave the Service or not.

It was *after* this interview that Mr. Morell came to me to employ this man, and made a sort of recommendation of him; it was then that I declined to accept Mr. Morell's recommendations—not before he had made himself so offensive.

Mr. Morell admits that on the 23d of October I sent for him to know *when* he intended to resign; it is not likely I would have done *this* if I had not been under the impression it was his intention to leave.

With reference to Mr. Morell's conspiring with Mr. Rae to get my place, I did not say so, but I said that I had long seen that he and Mr. Rae wished to make a new sub-department of Bridges independent of me. I still believe this to be the case; Mr. Rae's conduct when new houses were taken was very strong evidence of this wish; in every case he tried to get Mr. Morell on to the drawing rooms away from me. I resisted it as inconvenient, and Mr. Rae then informed me that I should have no other rooms, hence the reason the offices of the Road Department are so scattered through the buildings as to make it almost impossible to exercise the necessary surveillance over the offices. I have had many other reasons for entertaining this opinion, and think the conduct of Mr. Morell has for some years been advisedly shaped towards this end.

In this paragraph Mr. Morell makes the heaviest charge against me, and one, which if true, would unfit me for a continuance in the Service, and if false, the fact of having made it would unfit Mr. Morell for the Service; this is the only conclusion that can be arrived at on this, and I am prepared to stand or fall by it.

15.

It will be seen that from September last until the receipt of Mr. Morell's memoranda two days ago, that I was fully under the impression that he intended to leave the department. Under such circumstances it was my duty, and I was most anxious to get all possible detailed information as to the quantities in the Parramatta and Iron Cove Bridges, and my minute of the 18th instant asks for a clear statement of the quantities of iron, timber, concrete and stonework, such as is always given, and which up to that

time had not and could not have been given completely, as some of the drawings were incomplete. The bridge having to be made in England and, as Mr. Morell states, being the largest bridge entrusted to this department, made it all the more necessary that the quantities should be given in detail, more particularly as the officer best acquainted with them was about, as I thought, to leave the department.

Those quantities were, I think it will be admitted, indispensable for the proper control of the work, though Mr. Morell, with a malignant perversion of the truth, states that I ordered him to get them out to enable a friend of mine to tender for the work.

He is careful not to name the gentleman he refers to, Captain Mann, to whom I did lend the quantities to check his own computations by; I made no secret of it, and it is very unlikely that considering the feeling between myself and Mr. Morell, that I should have committed myself so far with his knowledge.

The quantities were, Mr. Morell states in paper attached, refused to others; this was in accordance with the decision of Mr. Sutherland, that quantities should not be given to contractors.

I deviated from the rule as a favour to Captain Mann, an old Government officer; the quantities were made out for the purposes of the office, and his being allowed to look over them did not lessen their value or put the Country to the expense of a farthing; if the same thing had to be done again, I would do it to-morrow, and do also, if advisable, what I have done in this case, my duty, by rejecting the tenders so sent in if I considered the terms disadvantageous. An inspection of the analysis of tenders will, I think, free me from any improper motive in having these quantities made out for the Service, and lending them to an old official, under and with whom I had served, to save him having to go through a laborious check of his own quantities.

16. On the occasions of the annual shows, Mr. Morell's time was so entirely taken up with them in the office as well as out of doors, that I requested him to ask for a fortnight's or month's leave each year, in order that his time might not be counted to the department, and a bad example given to the juniors by his neglect of duty. He refused to apply.

17. As to the accumulation of work, I have already stated I could not get qualified assistance, and I think had not Mr. Morell been almost overwhelmed with private practice, the work would have gone on more rapidly.

WILLIAM C. BENNETT,

Commissioner and Engineer for Roads.  
4 May, 1877.

Messrs. Halloran, Rolleston, and McLean to be appointed a Board to investigate this matter.—J.H., 17/5/77.

#### No. 9.

#### BOARD OF INQUIRY.

The Inspector General of Police to The Commissioner of Railways.

Sir, Police Department, Inspector General's Office, Sydney, 19 May, 1877.

In reply to your letter of this date (No. 77-2,337) I have the honor to inform you that I have no objection to act on the Board referred to, provided it is considered desirable by the Minister at the head of my Department.

I have, &c.,

EDMUND FOSBERY,

Inspector General of Police.

All the papers in this case have been forwarded to Mr. Halloran this day.—G.H., 21/5/77.

The Principal Under Secretary to The Under Secretary for Public Works.

Sir, Colonial Secretary's Office, 18 May, 1877.

I have the honor to acknowledge the receipt of your letter of yesterday, and in reply to state, for the information of the Secretary for Public Works, that I am willing to join the Comptroller General of Prisons and the Auditor General in the formation of a Board proposed to be constituted to inquire into a misunderstanding of an official nature between Mr. Bennett, the Commissioner, and Mr. Morell, the Assistant Engineer for Roads.

I have, &c.,

HENRY HALLORAN.

Mr. Rolleston's letter submitted, 18/5/77.

The Auditor General to The Under Secretary for Public Works.

Sir, 18 May, 1877.

In reply to your letter of yesterday's date, I do myself the honor to state that the business of this Department requires the whole of my attention, and I must beg to be excused from joining the Board of Inquiry referred to in that letter.

I have, &c.,

C. ROLLESTON.

Request Mr. Fosbery to act.—J.R., 18/5/77. E. Fosbery, 19/5/77. In a week, 77/2371.

Mr. Rolleston having declined, Mr. Fosbery may be requested to act.—J.H., 19/5/77. Mr. Fosbery having agreed to act, the papers may be forwarded to Mr. Halloran for the information of the Board.—J.H., 19/5/77. H. Halloran, Esq., 20/5/77.

The Comptroller General of Prisons to The Under Secretary for Public Works.

Sir, Department of Prisons, Comptroller General's Office, Sydney, 18 May, 1877.

In reply to your letter of the 17th instant, I have the honor to inform you that I am quite willing to join the Board, as desired by the Secretary for Public Works.

I have, &c.,

HAROLD MACLEAN.

My

My dear Rae,

Have you advised Messrs. MacLean and Fosbery in the matter of Messrs. Bennett and Morell? This is the practice in this Department, and no doubt in yours also; but your letter to me of yesterday does not say so. Pray let me know per bearer.

Faithfully yours,  
HENRY HALLORAN,  
23/5/77.

Inform Messrs. MacLean and Fosbery that the papers have been forwarded to Mr. Halloran, and request them to place themselves in communication with him.—J.R.  
All parties.—23/5/37.

## No. 10.

### Proceedings of the Board.

MINUTES of Proceedings of the Board of Inquiry held by direction of the Minister of Public Works into a misunderstanding between Mr. W. C. Bennett, Commissioner of Roads, and Mr. G. A. Morell.

May 25th, 1877.

PRESENT:—

H. Halloran, | H. Maclean,  
E. Fosbery.

The Board deliberated as to the direction the inquiry should take, and invited Mr. Bennett to a preliminary interview, which took place.

28th May, 1877.

The Board met at 11 a.m. All present.

Mr. Bennett attended.

The Board suggested that Mr. Bennett should state briefly his grounds of complaint against Mr. Morell, under separate heads, when the Board would proceed to take evidence thereon if needful. (Appendix A to Report of Board of Inquiry, No. 11.)

1st. Stated as follows: That Mr. Morell neglected his duty, attending to his private practice and other business.

2nd. That Mr. Morell evinced a disinclination to carry out Mr. Bennett's views, and did not co-operate or give that assistance the Head of his Department had a right to expect.

3rd. That Mr. Morell improperly and untruthfully charged Mr. Bennett with directing him to prepare statements of quantities of the Parramatta River and Iron Cove Bridges to supply to a friend of Mr. Bennett's, thereby misappropriating public time for private purposes.

*William C. Bennett*, Commissioner and Engineer of Roads and Bridges, examined: With regard to my first charge I refer to my report of the Minister of Works, dated the 8th of January, 1877; the statements therein made respecting Mr. Morell's inattention to his duties I still adhere to; I first definitely took Mr. Morell to task in September last, but previously (for some years) I had been dissatisfied with the progress of the work, and had expressed it to Mr. Morell; instructions are not given in writing—it would be impossible; I was aware that Mr. Morell was carrying on a private practice; I heard of his superintending the erection of the Grand Stand at Randwick, Mr. Tooth's house at Darling Point, and some filters for Messrs. Alderson, and other work; I think that this work must have interfered with the performance of public duties by Mr. Morell; the private business appeared to be increasing, and to require a great deal of his attention; before Mr. Morell had this private practice he performed his duties to my entire satisfaction; I never expressed my disapproval of Mr. Morell undertaking private practice, but I did with the result that the departmental work did not get on; lately an order was issued by the Minister that private practice was not to be allowed for remuneration; I do not know whether Mr. Morell received any payment for his private work; I never saw Mr. Morell engaged on private plans or work in office hours; I have never engaged in any private practice myself; Mr. Morell's theoretical attainments as an engineer are beyond question, but practically refines too much, and enters into unnecessary detail; when I speak of Mr. Morell not being available to me for business from the causes stated, I may say that such occasions have averaged four times in the week; generally, I am satisfied by my own observation that Mr. Morell did not devote a proper amount of time and attention to the work in hand; Mr. Morell did not obtain leave by written memoranda until after September last, when I took him to task; I do not think I required these written applications; I believe that I said I wished he would let me know when he wanted to leave the office; I am not aware that Mr. Morell worked after office hours on official business; I do not credit his statement that he worked four hours daily overtime for a month in getting out the quantities for the Parramatta River and Iron Cove Bridges; I think if such time was occupied it was excessive, and as much as possible appears to have been made of the work.

*Second Charge*.—I cannot well define or prove want of co-operation; but whereas formerly during the first few years of Mr. Morell's service he acted cordially with me, I could not but observe that latterly he has been obstructive, and caused unnecessary difficulties; I cannot say that I have been on friendly terms with Mr. Morell for some years past, but the distant terms upon which we now meet cannot but prejudice the public interests; we have not spoken, except on official business, since September last, nor at all since I read Mr. Morell's report of 22nd January last; I forwarded this report, but never read it before doing so.

*Third charge*.—It is not true that I instructed Mr. Morell to take out quantities for the bridges referred to, in order to furnish them to a friend; the work was commenced before the gentleman to whom Mr. Morell refers (Captain Mann) applied to me for the information; it is not the case that it has not been considered necessary to get out these quantities for similar works; similar quantities have been taken out by Mr. Morell himself for the Bathurst and Urara Bridges, which were not so necessary inasmuch as they were lesser works, and to be executed in the Colony; I exhibit the same statements of quantities as regards Cowra and Gundagai Bridges, of which Mr. Morell is cognizant; it was, in my opinion, indispensable that the quantities for the bridges in question should be brought out in full detail, and the more needful in view of Mr. Morell's intention of leaving the Department.

WILLIAM C. BENNETT.



29th May, 1878.

The Board met at 3 p.m.  
Mr. Morell in attendance.

*Gustavus Alphonse Morell* states: With regard to my alleged private practice, the first work in the nature of private practice I undertook was the competition plan for the Grand Stand at Randwick, which I did on the suggestion of Mr. Bennett, who advised me to do it, because I had been refused an increase of salary; I obtained the prize and also superintended the work, for which I was paid, but I never engaged myself on such business during office hours; beyond this the only remuneration I ever received for private practice was in connection with Mr. Tooth's house; any other work I did I received no payment for; I admit I have seen persons in my office on private business, but when my attention was likely to be occupied for more than a few moments I requested such persons to see me elsewhere after office time; for the first year or two of my public employment I made it a practice to remain at my office till dark, but subsequently I took calculations and other work home with me, and have done so up to the present time; I emphatically deny that any private business I had in any way interfered with my official duties; I deny that it is possible that Mr. Bennett has gone or sent for me on an average four times a week, when I have been either engaged with private persons, or absent; I usually arrived at the office between 9 and half-past; during the progress of the Urara and other bridges I had to superintend the work after office hours; I received an additional allowance, at the rate of £50 per annum, for overtime, during a portion of this period; until latterly it was not my practice to leave the office even for luncheon; I was not in the habit of leaving the office during office hours unless upon official business. With regard to the circumstance of an increase to my salary having been placed on the Estimates without Mr. Bennett's recommendation it occurred by the action of a friend of mine outside the Department and without my knowledge.

*Second Charge.*—Mr. Bennett and I have not been on such terms as could conduce to the proper working of the Department for some two years; Mr. Bennett has been disinclined to accept that cordial assistance which I have frequently tendered, or to place that confidence in me to which my position entitled me; Mr. Bennett's action in this respect appeared to me to have been prompted by a jealousy of letting me share so far as I ought in his duties; Mr. Bennett during temporary absences gave instructions to other officers incompatible with my taking charge as the second officer.

*Third Charge.*—In consequence of a difficulty that occurred in 1870 with the contractor for the Cowra Bridge, through his having been furnished with quantities similar to those now in question, an order was made that they should not in future be supplied to intending contractors; no such quantities except in this instance were taken out since 1870, save for the Casino Bridge, and these were taken after tenders were accepted; in the cases of such works as the Parramatta and Iron Cove Bridges, I am of opinion that it is desirable or necessary to have the quantities taken out in detail as was done, but they were not required at the time; Captain Mann called upon me to ask for the quantities; I told him it was not the practice to give them, and referred him to Mr. Bennett, who sent for me, and told me to give Capt. Mann the quantities, which I did; on the following day Mr. Bennett directed me to get out the new detailed quantities (those in question) after they were completed, and furnished to Mr. Bennett, I next saw them in Capt. Mann's possession; I never mentioned the matter until it became public through Parliament; it was my impression at the time that the information was ordered because of Capt. Mann's application. In making my statement about the quantities being furnished to Capt. Mann, I in no way intended to impute any corrupt or improper motive whatever, or anything beyond a friendly indiscretion, to Mr. Bennett.

G. A. MORELL.

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May 31st.

The Board met to deliberate upon the terms of Report.

June 1st.

The Board met and finally settled Report.

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No. 11.

### Report of Board of Inquiry.

Sir,

Sydney, 1 June, 1877.

In pursuing the inquiry intrusted to us by your directions into the official misunderstanding which has arisen between the Commissioner and Engineer of Roads and Bridges, and Mr. Morell, Assistant Engineer, we deemed it advisable (after a careful perusal of the papers) to invite the attendance of Mr. Bennett, and to suggest to him that he should put the grounds of his complaint against Mr. Morell in a concise form, under separate heads.

This he did in the following terms:—

- 1st. Stated as follows: That Mr. Morell neglected his duty, attending to his private practice and other business.
- 2nd. That Mr. Morell evinced a disinclination to carry out Mr. Bennett's views, and did not co-operate or give that assistance the Head of his Department had a right to expect.
- 3rd. That Mr. Morell improperly and untruthfully charged Mr. Bennett with directing him to prepare statements of quantities of the Parramatta River and Iron Cove Bridges, to supply to a friend of Mr. Bennett's, thereby misappropriating public time for private purposes.

Taking for the basis of our inquiry the minute of Mr. Bennett, forwarding Mr. Morell's application for leave of absence, which was in fact the immediate cause of the difficulty, we proceeded to take Mr. Bennett's further statement in support of his charges, which we reduced to writing. (*Vide notes of evidence. Appendix A.*)

Mr.

Mr. Morell was subsequently requested to attend, when he was made acquainted with the contents of Mr. Bennett's report to the Minister, dated 4th of May; also with the summary of the charges preferred by Mr. Bennett, and the evidence given by that gentleman.

Mr. Morell was then invited to make such statements as he thought fit in refutation of the charges, and a synopsis of his evidence will also be found in the Appendix to this Report.

In receiving the statements, we elicited such further information as we deemed desirable from both gentlemen, the replies to our questions being embodied in the epitome of evidence referred to.

Neither Mr. Bennett nor Mr. Morell was desirous of calling any witnesses; indeed, from the nature of the allegations and counter-statements, consisting either of expressions of opinion, or matter to which the evidence of other parties could not be well applied, we deemed it advisable to confine our consideration to the written documents before us and the notes we had taken.

We feel compelled, at the outset, to express our dissent from the course adopted by Mr. Bennett, in accompanying Mr. Morell's application for leave of absence with the minute before referred to, which contained, in effect, a series of most grave charges against Mr. Morell.

With such cause in his view then existing, and which had existed for a long time previously, Mr. Bennett's proper course would have been, at an earlier period, to have made a substantive report, after a warning to Mr. Morell, and a notification of an intention to do so. Mr. Morell, indeed, states that he would not have desired his application to have been forwarded at all, with such an unfavourable minute.

*1st Charge.*—With regard to the first charge preferred, we think that the question affecting Mr. Morell's private practice can be readily disposed of.

It seems that Mr. Bennett was aware of it; in fact, he admits having suggested to Mr. Morell that he should send in a competitive design for the Grand Stand at Randwick. Accepting Mr. Morell's assertion, that the only works of any magnitude he undertook, and exclusively those for which he received any remuneration (the Grand Stand and Mr. Tooth's residence), were supervised after office hours, and further, that such private practice for remuneration has now been forbidden, we do not consider that Mr. Morell has laid himself open to censure for what has passed. Mr. Bennett should have promptly checked such practice if he disapproved of it.

*2nd Charge.*—With reference to alleged inattention to duty, Mr. Bennett states that Mr. Morell's official duties would occasionally take him out of doors. Mr. Morell has assured us that, unless absent by permission, he never left the office but on official duties, or for a few minutes on some trifling private business. His assertion that he constantly took home official work ought to be admitted without calling for further proof.

We are, as a matter of course, not competent to form any opinion upon the professional question whether or not Mr. Morell has used due diligence and dispatch in the execution of the work entrusted to him. On that point the opinion to the contrary, expressed by the Head of his Department, must have due weight.

*3rd Charge.*—The third charge, to which Mr. Bennett evidently attaches the chief importance, is certainly a serious issue. It is evident, indeed Mr. Bennett admits it, that permitting Captain Mann to have access to the schedule of quantities of the Parramatta River and Iron Cove Bridges was an error, the gravity of which does not appear to have presented itself to Mr. Bennett's mind.

It would appear, from Mr. Morell's statement, that Captain Mann applied to him for the information in the first instance before the detailed calculations were made (Mr. Morell states before he was directed to make them), and that he referred Captain Mann to Mr. Bennett, who thereupon instructed Mr. Morell to prepare the detailed statements, which were subsequently handed to Captain Mann.

Mr. Bennett, on the other hand, states that he gave directions for the preparation of the revised quantities before Captain Mann applied for them—that it was usual to make such calculations—and that they were requisite for departmental purposes.

Mr. Morell admits that it was desirable to have such particulars, and qualifies the statement made in his report of the 21st of January, by saying that he meant to assert that the preparation of the statements was hurried forward to oblige Captain Mann, the calculations not being then required for any other purpose, but he emphatically disclaims imputing any dishonourable or improper motive to Mr. Bennett, characterizing his action as "a friendly indiscretion."

We think Mr. Bennett should accept this disclaimer, especially bearing in mind the admitted fact that an irregularity did occur, and making some allowance for the heat in which Mr. Morell wrote, when smarting under the unexpected and unfavourable report made against him by his superior officer, on an application for leave of absence.

Although, however, we think some allowance ought to be made for the irritation under which Mr. Morell naturally suffered, yet we take grave exception to the tone of his replies to Mr. Bennett's minute, as overstepping any necessity for vindicating himself, and in its terms unbecoming his position relative to Mr. Bennett.

We deprecate a subordinate officer making out his own defence by reflections upon his superior.

To ensure the proper working of the Department, it is obviously necessary that Mr. Morell should keep well within the lines of his position, in his subordinate relation to Mr. Bennett, to whom, as well as rendering cordial assistance and co-operation, he is bound to defer; and we think that it should be impressed upon him by Ministerial authority, that as the responsibility rests with the Head of the Department it is not consistent with the public interests that there should be any recurrence of such action on his part as we have felt it our duty to advert to.

We notice, however, Mr. Morell's representation that his position in the Department has never been clearly defined. This is a matter which we think should be at once remedied, as it would not be difficult to give such general written instructions as would set all doubts at rest.

Mr. Bennett bears testimony to the fact, that during the first few years Mr. Morell was attached to the Department a more efficient or willing assistant could not have been desired. We trust that by friendly interposition and mutual concession a similarly satisfactory state of affairs may be revived, especially in view of the emphatic denial on Mr. Morell's part of the imputation of any improper motive to Mr. Bennett in the paragraph of his report relative to Captain Mann, and which we understood from Mr. Bennett to be the main obstacle to any adjustment of the difference, and Mr. Morell's disposition, expressed to us, to resume his former relations towards Mr. Bennett.

The points at issue do not appear to us to be so serious as Mr. Bennett assumes.

We have endeavoured to address ourselves, as far as practicable, to the removal of any prejudice or false impression on either side, and it will be a matter of congratulation to us if our labours result in an accommodation of the differences which have existed between two officers of such high reputation.

We have, &c.,

HENRY HALLORAN.  
HAROLD MACLEAN.  
EDMUND FOSBERY.

To the Honorable the Secretary for Public Works.

I have had two copies of this Report made: shall I forward them to Mr. Bennett and Mr. Morell?—  
J.R., 5/6/77. Yes.—J.H., 5/6/77.

No. 12.

The Under Secretary for Public Works to The Commissioner for Roads.

Sir,

Department of Public Works, Sydney, 5 June, 1877.

I am directed to transmit to you herewith a copy of the Report of the Board of gentlemen constituted for the purpose of inquiring into a misunderstanding between yourself and Mr. Morell.

I also transmit a letter, enclosing a copy of the same Report, which I am to request you will cause to be forwarded to Mr. Morell, as an officer of your Department.

I have, &c.,

JOHN RAE.

[Copy of Report of Board of Inquiry, No. 11, enclosed.]

No. 13.

The Commissioner for Roads to The Under Secretary for Public Works.

Sir,

Department of Public Works.

Office of Commissioner and Engineer for Roads, Sydney, 7 June, 1877.

Referring to your letter of the 5th June, forwarding Report of Commission of Inquiry, &c., I have to request that I be permitted to see the evidence given before that Committee by Mr. Morell, pending receipt of which I delay forwarding your letter to that officer.

I am, &c.,

WILLIAM C. BENNETT,  
Commissioner for Roads.

Forward. I asked the whole to be sent forward.—J.R.  
G.H., for U.S.

Papers herewith—Roads, B.C., 7/6/77.—

No. 14.

Minute Paper from The Commissioner for Roads.

As I cannot concur in the Report of the Commission, and have only this morning received Mr. Morell's evidence, and would wish some time to think over the matter, may I beg that the letter for Mr. Morell be forwarded to him direct, as my doing so without any comment, which I have not time to make, might be held to show that I agreed with the paper.

Mr. Morell has applied to me for the paper, and as he is about to leave Sydney it is right it should be sent to him.

W.B., 7/6/77.

Under Secretary, B.C.

Approved.—J.H., 7/6/77. Forward to Mr. Morell direct.—J.R., 7/6/77. Handed to Mr. Morell this day.—G.H., 7/6/77.

No. 15.

The Principal Under Secretary to The Under Secretary for Public Works.

Sir,

Colonial Secretary's Office, Sydney, 12 June, 1877.

With reference to your communication of the 8th instant, I am now directed by the Colonial Secretary to state, for the information of the Secretary for Public Works, that Mr. G. A. Morell has been instructed to proceed by the first opportunity to Melbourne, to prepare plans illustrative of the proposals of Sir William Jervis for the defence of this Colony, and has been desired to report himself on arrival to His Excellency, under whose sole direction he is to consider himself in respect of the preparation of the plans.

2. Application has been made to the Under Secretary for Finance and Trade that an advance of £100 be made to Mr. Morell, on the usual terms, to meet the cost of his passage and expenses in Melbourne.

I have, &c.,

HENRY HALLORAN.

Mr. Bennett.—J.R., B.C., 14/6/77. I have already been advised of Mr. Morell's having been withdrawn from this Department. I presume all future communications will go to that gentleman direct.—W.C.B., 14/6/77. Under Secretary, B.C. As far as I understand Mr. Morell's position, he is still Assistant Engineer for Roads, and has been granted leave of absence for two months on full pay.—J.R., B.C., 18/6/77. Mr. Bennett.

No. 16.

The Under Secretary for Public Works to The Commissioner for Roads.

Sir,

Department of Public Works, Sydney, 16 October, 1877.

I am directed by the Secretary for Public Works to inform you that the resignation of Mr. G. A. Morell, Assistant Engineer for Roads under your Department, has been accepted by the Government, to take effect from the 1st instant.

I have, &c.,

JOHN RAE.

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

## SUBORDINATE ROADS.

(UNDER OFFICERS OF ROADS DEPARTMENT—SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 28 February, 1878.

### CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1878.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
<b>Northern Roads.</b>						
1	2	2	2	3	Road from Manly Cove, <i>vid</i> Balgowlah, to Middle Harbour ...	£ 75
2	4	4	4	12	" Wiseman's Ferry, <i>vid</i> Shepherd's Gully, to St. Alban's ...	120
3	5	5	5	22	" Wallsend to Maitland and Gosford Road, at Cooranbong ...	154
4	5	5	5	5	" Cooranbong Wharf to Dora Creek... ..	35
5	3	3	3	23	" The Broken-back Gap, <i>vid</i> Wyee, to Wyong Creek	345
6	2	2	2	13	" Wyong Creek to Gosford ... ..	325
7	4	4	4	11	" Main Northern Road near Laguna, Wollombi, to Upper Wattagan Creek... ..	110
8	4	4	4	10	" Wyong Creek to Bumble Hill ... ..	100
9	4	4	4	10	" Bumble Hill to the Blood-tree ... ..	100
10	4	4	4	6	" The Blood-tree to Mangrove Creek, at Pemberton's Hill ... ..	60
11	4	4	4	21	" Bullock Wharf to upper part of Mangrove Creek...	210
12	5	5	5	60	" Wollombi and Warkworth Road to Colo River (Bulga Road) ... ..	420
13	4	4	4	22	" Wollombi towards Wiseman's Ferry to 22nd Milepost ... ..	220
14	5	5	4	22	" Wiseman's Ferry towards Wollombi to 22nd Milepost ... ..	220
15	4	4	4	10	" St. Alban's, through Wallambine Common ... ..	100
16	2	2	2	20	" Main Northern Road, near West Maitland, <i>vid</i> Cessnock, to Eastern foot of the Dividing Range	500
17	4	4	4	9	" Newcastle Municipality to Wallsend ... ..	90
18	4	4	4	13	" Waratah to Maitland ... ..	130
19	2	2	2	3	" Union Inn, Rutherford, to Ford at Melville ... ..	75
20	2	2	2	15	" Eastern foot of the Dividing Range to Wollombi...	375
21	...	...	3	4	" Luskintyre Bridge to Lochinvah Railway Station..	60
		*		314	Carried forward ... ..	£ 3,824

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.

3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
				314	<b>Northern Roads—continued.</b>	£
					Brought forward ...	3,824
22	2	2	1	18	Road from East Maitland Municipality, <i>via</i> Oakvale, to Broken-back Gap ...	900
23	3	2	2	73	" Stroud <i>via</i> Gloucester to Tinonee ...	1,825
24	2	2	1	6	" Raymond Terrace towards Maitland to its junction with the Morpeth Road... ..	300
25	3	2	2	16	" Dunmore Bridge to Seaham and Clarencetown ...	400
26	5	5	5	7	" Deep Creek to Allandale Railway Station... ..	49
27	3	3	3	17	" Maitland and Paterson Road, within L. Harris's 1,114 acres, to Luskiintyre ... ..	255
28	4	4	3	13	" Paterson and Gresford Road to Clarencetown and Dungog Road ... ..	195
29	2	1	1	15	" Clarencetown, <i>via</i> south boundary of J. D. Walker's 1,280 acres, to Dungog ... ..	750
30	5	5	5	9	" Clarencetown to Half-way House on Raymond Terrace and Stroud Road ... ..	63
31	5	4	4	8	" Clarencetown, <i>via</i> Glen William, to Clarencetown and Dungog Road, at south boundary of J. D. Walker's 1,280 acres ... ..	80
32	3	3	2	8	" Dungog to Chichester River ... ..	200
33	5	5	2	15	" Dungog and Chichester Road to Underbank ... ..	375
34	5	5	4	6	" Dungog and Gloucester Road to Fosterton ... ..	60
35	5	5	5	13	" Dungog and Monkerai Road to Stroud ... ..	91
36	5	5	5	14	" Upper Myall to Bulladelah... ..	98
37	6	3	3	18	" Bulladelah to the Stroud and Raymond Terrace Road ... ..	270
38	...	3	3	7	" Bandon Grove to Little River ... ..	105
39	5	5	3	14	" Dungog, <i>via</i> Monkerai, to Stroud and Gloucester Road at Langworthy's ... ..	210
40	...	...	3	2	Main North Road at Harper's Hill to Allandale Railway Station ... ..	30
41	3	3	3	32	" Singleton to Denman ... ..	480
42	2	1	1	87	" Denman, <i>via</i> Cassilis, to Coolah ... ..	4,350
43	...	3	3	21	" Giant's Leap to Kerrabee ... ..	315
44	...	...	3	24	" Muswellbrook to Sandy Hollow ... ..	360
45	2	2	2	60	" Coolah to Coonabarabran ... ..	1,500
46	...	3	3	25	" Turee to Green Hills (Fitzgerald's Lane)... ..	375
47	4	4	4	33	" Main Northern Road to Nundle, Hanging Rock, and Swamp Creek ... ..	330
48	...	...	4	7	" Box-Tree <i>via</i> the Gap to Silver Mines ... ..	70
49	...	...	3	10	" Main North Road at Wallabadah to Quirindi ... ..	150
50	...	...	5	6	" Quirindi up Jacob and Joseph's Creeks ... ..	42
51	...	...	5	5	" Quipolly up north bank of creek to Railway ... ..	35
52	...	...	2	100	" Quirindi <i>via</i> Colly Blue to Coonabarabran ... ..	2,500
53	...	5	5	15	" Box-tree and Blandford Road to M'Donald's, on Isis River ... ..	105
54	2	2	2	15	" Muswellbrook to Denman ... ..	375
55	5	5	5	39	" Scone to Merriwa ... ..	273
56	...	5	5	45	" Scone and Denison Diggings Road at Bellevue, <i>via</i> Crawney, to Nundle ... ..	315
57	...	6	6	8	" Bowling Alley Point to Nundle ... ..	40
58	6	6	6	50	" Main Northern Road, <i>via</i> Currabubula, to Tamworth ... ..	250
59	2	2	2	30	" Tamworth, <i>via</i> Dungowan, to Bowling Alley Point ... ..	750
60	...	...	5	16	" Dungowan <i>via</i> Cadell's to head of Ogumbil Creek ... ..	112
61	...	...	6	12	" Tamworth, <i>via</i> Moore Creek to Attunga ... ..	60
62	1	1	1	50	" Tamworth to Gunnedah ... ..	2,500
63	4	4	4	65	" Willow Tree to Gunnedah ... ..	650
64	4	1	1	65	" Gunnedah to Narrabri ... ..	3,250
65	5	3	3	130	" Narrabri to Walgett... ..	1,950
66	2	1	1	29	" Tamworth to Manila ... ..	1,450
67	...	...	5	45	" Bingera to Moree ... ..	315
68	...	...	2	66	" Coonabarabran to Gunnedah ... ..	1,650
69	...	...	2	60	" Rocky Creek to Moree ... ..	1,500
70	...	...	2	45	" Barraba to Gunnedah ... ..	1,125
71	...	...	5	48	" Baradine to Pilliga ... ..	336
72	...	5	5	62	" Narrabri and Walgett Road to Moree ... ..	434
73	...	5	5	58	" Warialda to Moree ... ..	406
74	...	5	5	57	" Warialda to Yetman ... ..	399
75	1	1	1	70	" Manila, <i>via</i> Baraba to Bingera ... ..	3,500
76	1	1	1	25	" Bingera to Warialda ... ..	1,250
		*		2,108	Carried forward ...	£ 43,582

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
				2,108		
					<b>Northern Roads—continued.</b>	
					Brought forward	£ 43,582
77	2	2	2	50	Road from Cobbedah to Rocky Creek	1,250
78	1	1	1	42	" Glen Innes to Inverell	2,100
79	5	4	4	45	" Inverell to Warialda	450
80	...	...	3	43	" Inverell to Queensland Border, <i>via</i> Ashford	645
81	...	...	5	30	" Inverell to Bannockburn, <i>via</i> Graman	210
82	3	3	3	10	" Middletown, <i>via</i> Gilgai and Howard's Lane to Crutchley's Crossing, Inverell	150
83	2	2	2	90	" Main Northern Road at Rocky Gully, <i>via</i> Bundarra, to Inverell	2,250
84	...	5	5	30	" Bendemeer to Walcha	210
85	1	1	2	135	" Armidale to Grafton	3,375
86	4	4	4	85	" Armidale Municipality to Inverell	850
87	5	5	3	24	" Main North Road at Uralla to Walcha	360
88	...	6	6	28	" Armidale to Uralla and Walcha Road at 12-mile post, Salisbury Plain	140
89	2	2	2	15	" Glen Innes to Wellingrove	375
90	...	1	1	30	" Newton Boyd Road to Vegetable Creek	1,500
91	...	...	3	9	" Newton Boyd Road to Nymboida	135
92	1	1	1	126	" Lawrence to Tenterfield	6,300
93	...	...	3	50	" Tenterfield towards Bonshaw and Clifton	750
94	...	...	4	40	" Tabulam to Solferino Road	400
95	3	3	3	55	" Grafton to Solferino	825
96	4	4	4	27	" Grafton to Cross Roads towards Casino	270
97	4	1	1	38	" Cross Roads to Casino	1,900
98	2	2	2	40	" Casino to Ballina	2,000
99	5	5	5	50	" Casino to Mount Lindsay, on the Queensland Border	350
100	2	1	1	60	" Lismore to Queensland Border	3,000
101	...	...	3	9	" Lismore, <i>via</i> Gunderimba to Wyrallah	135
102	2	1	1	12	" Wardell, <i>via</i> Tuckombil, to the Lismore and Ballina Road	600
103	...	5	5	27	" Woodburn to Casino <i>via</i> Coraki and Codrington	189
104	4	2	2	120	" Walcha to Port Macquarie	3,000
105	2	2	2	35	" Port Macquarie to Kempsey	875
106	1	1	1	85	" Kempsey to Armidale and Grafton Road	4,250
107	3	3	3	60	" Kempsey to Bellinger River	900
108	1	1	1	5	" Kempsey to Frederickton	250
109	...	5	3	25	" Frederickton to M'Leay River Heads	375
110	...	5	5	18	" Oakes Plains <i>via</i> Klybuca to M'Leay River Heads	126
111	...	3	3	25	" East Kempsey Ferry <i>via</i> Gladstone, and Boggy Creek to Trial Bay	375
112	...	4	4	6	" East Kempsey to Euroka Village	60
113	...	4	4	5	" Green Hills to Yarrowell Falls	50
114	...	3	3	6	" Warneton to the New England Road	90
115	...	3	3	4	" Belgrave to Kempsey and New England Road	60
116	...	3	3	50	" Fernmount, <i>via</i> Never Never to Grafton and Armidale Road	750
117	5	5	5	18	" Missibotti <i>via</i> Bowra to Nambuccra Heads	126
118	...	4	4	16	" Wilson River <i>via</i> Saltwater Creek, Bar Scrub, to Port Macquarie and Walcha Road	160
119	4	2	2	50	" Cundle through Jones's Island to Port Macquarie	1,250
120	4	4	3	16	" Cundle, <i>via</i> Lansdowne, to Junction with Jones's Island Road, near Pipeclay Creek	240
121	2	2	2	8	" Tinonee to Cundle	200
122	5	5	5	17	" Tinonee and Gloucester Road to Clarkin's Crossing, Wollomba River	119
123	5	5	5	12	" Tinonee to Bohnock	84
124	3	3	3	6	" Tinonee to Wingham Ferry	90
125	3	3	3	2	" Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road)	30
126	2	2	2	8	" Tinonee and Cundle Road to Wingham	200
127	5	5	4	11	" Wingham to Wherrol Flat, Dingo Creek	110
128	6	4	4	7	" Burril Creek to Wingham and Black Flat Road	70
129	5	5	5	11	" Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	77
130	4	4	4	7	Road through Oxley Island	70
		*		3,941	Total miles.	Total ... £ 88,288

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
<b>Western Roads.</b>						
131	1	1	1	2	Road from Main Western Road at Burwood to Main Southern Road	100
132	6	6	6	5	" Sackville Reach to Post Office, mouth of Colo River	25
133	5	5	5	8	" Churchill's Wharf to mouth of Colo River	56
134	3	3	3	13	" Bell's Line to Colo River (Comleroy Road)	195
135	2	3	2	3	" Blacktown Road to Riverstone Railway Station	75
136	3	3	2	50	" Richmond Bridge <i>via</i> Mount Tomah, to Mudgee Road, near Bowenfels (Bell's Line)	1,250
137	4	4	4	10	" Main Western Road, at Little Hartley, to Gambenang Swamp	100
138	4	4	4	30	" Hartley to Oberon	300
139	5	5	5	11	" Mount Victoria to Govett's Leap and Mount King George	77
140	5	5	5	17	" Ginkin to the Fish River Creek and Hartley Road	119
141	...	...	2	5	" Ginkin Road to Oberon Deviation (Boggy Flat Road)	125
142	...	3	3	5	" Hartley, <i>via</i> Brown's Gap to Lithgow	75
143	1	1	1	11	" Bathurst to O'Connell's Plains	550
144	...	5	5	4	" Kelso to Kelloshiel	28
145	3	3	3	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest...	330
146	2	2	2	15	" Limekilns Road to Palmer's Oakley Road and Upper Turon	375
147	2	2	2	28	" Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road	700
148	3	3	3	11	" Bathurst and O'Connell's Plains Road, <i>via</i> Dirty Swamp, to the Road from Mutton's Falls to O'Connell's Plains	165
149	6	2	2	30	" Magpie Hollow to O'Connell	750
150	3	3	3	14	" Mutton's Falls to Oberon	165
151	1	1	1	17	" O'Connell to Oberon and Fish River Creek	850
152	2	2	2	8	" O'Connell to Wiseman's Creek	200
153	3	3	3	20	" Oberon to Swatchfield	300
154	1	1	1	30	" Bathurst, <i>via</i> Kelloshiel, to near Monkey Hill	1,500
155	1	1	1	20	" Near Monkey Hill to Tambaroora and Hill End	1,000
156	1	1	1	42	" Hill End, <i>via</i> Bragg's, to Main Western Road	2,100
157	1	1	1	39	" Hill End, <i>via</i> Hargraves, to Cudgegong Municipality	1,950
158	3	3	3	60	" Home Rule to Coolah	900
159	3	3	3	34	" Bathurst to Ophir	500
160	5	3	2	18	" Ilford to Sofala	450
161	1	1	1	29	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon	1,450
162	1	1	1	12	" Sofala, <i>via</i> Circus Point and Cockatoo Hill, to Tambaroora Road, at Monkey Hill	600
163	3	3	3	16	" Rockley to Caloola and Tuena Roads	240
164	1	1	1	16	" Bathurst and Caloola Road to Rockley	800
165	...	...	2	5	" Bathurst, Gorman's Hill and Campbell's River Road <i>via</i> Sandy Creek to Railway Platform, Perth	125
166	2	2	2	13	" Bathurst and Caloola Road <i>via</i> Limekilns and Cow Flat to Rockley Road	325
167	1	1	1	38	" Bathurst to Caloola and Trunkey Gold Field	1,900
168	...	2	1	14	" Blayney, <i>via</i> Costolo's and Hoodley's Lanes to Shaw and No. 1 Swamp, near Post Office	700
169	2	2	2	15	" Arthur Town to Tuena	375
170	...	1	1	12	" Back Creek Ry. Station, <i>via</i> Five Islands, to No. 1 Swamp	600
171	4	4	4	13	" Tea-pot Swamp, <i>via</i> Mallow Grove and Regan's Falls, to Carcoar	130
172	...	...	4	10	" Tea-pot Swamp Road at junction with Trunkey Creek and Carcoar Road <i>via</i> Willow Glen to Mallow Grove	100
173	4	4	4	17	" Tea-pot Swamp to Trunkey	170
174	2	2	2	25	" Orange to Carcoar	625
175	1	1	1	30	" Mandurama to Canowindra	1,500
176	3	2	2	22	" Canowindra to Eugowra	550
177	1	1	1	25	" Orange to Cargo	1,250
178	3	3	3	16	" Orange to Ophir	240
179	2	2	2	38	" Orange to Stony Creek	950
180	3	3	3	27	" Stony Creek to Wellington	405
181	1	1	1	50	" Orange and Forbes Road, at Boree, <i>via</i> Bumberry, to Bushman's	2,500
				1,025	Carried forward	£ 30,845

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
 3rd and 4th " 50 " "  
 5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
					<b>Western Roads—continued.</b>	£
				1,025		
					Brought forward ...	30,845
182	3	1	1	14	Road from Icely to Spring Grove Railway Station ...	700
183	...	...	2	12	" Spring Grove Railway Station to Cadia ...	300
184	...	...	4	40	" Obley to Dubbo ...	400
185	...	...	2	40	" Dubbo to Gilgandra... ..	1,000
186	...	1	1	4	" Nesbitt's on Orange and Carcoar Road to Spring Hill Railway Station ...	200
187	4	1	1	8	" Lucknow, <i>via</i> Spring Hill, to the Orange and Carcoar Road ...	400
188	...	2	2	18	" Molong to Moranburn, on Boree and Bushman's Rd. ...	450
189	4	4	4	40	" Molong to Obley ...	400
190	6	6	6	22	" Molong to Stony Creek ...	110
191	...	3	3	24	" Forbes to Parkes ...	360
192	3	3	3	47	" Cowra to Young ...	705
193	...	1	1	10	" Main Road at Guyong to M'Kennas ...	500
194	3	3	3	70	" Cudgegong Municipality to Dubbo ...	1,050
195	3	3	3	30	" Solitary Junction to Cobborah ...	450
196	1	1	2	16	" Cudgegong Municipality, <i>via</i> Menah to Gulgong ...	400
197	3	3	2	40	" Cudgegong Municipality to Cassilis ...	1,000
198	...	3	3	35	" Faulkner's, <i>via</i> Cobborah, to Mundooran ...	825
199	...	...	3	44	" Guntawang to Wellington ...	660
				1,539	Total miles. Total ...	£ 40,755
					<b>Southern Roads.</b>	
200	3	3	3	2	Road from Campbelltown Railway Station to Raby ...	30
201	1	1	1	5	" Campbelltown to Narellan ...	250
202	3	2	2	3	" Fitz Roy Iron Mines to Bowral ...	150
203	2	2	1	18	" Bowral, <i>via</i> Alcorn's Hill, to Village of Robertson ...	900
204	2	2	1	1	" Alcorn's Store to the Macquarie Pass Road ...	50
205	3	3	2	22	" The Old South Road from Cross Roads, <i>via</i> Moss Vale, to Little Forest ...	550
206	3	3	2	4	" Berrima to Railway Station at Sutton Forest ...	100
207	3	3	3	5	" The Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality ...	75
208	3	3	3	12	" The Kangaloon and Bowral Road, at Robertson Park, to the western boundary of Central Illawarra Municipality, near Mount Murray ...	180
209	1	1	1	30	" Moss Vale, <i>via</i> Robertson, to foot of Jamberoo Mountain Road ...	1,500
210	1	1	1	26	" Throsby Park, <i>via</i> Kangaroo Valley and Cambewarra, to Broughton Creek Municipality ...	1,300
211	1	1	1	3	" Kangaroo Ground Road at Byrnes' 169 acres, through C. Throsby's 640 acres to Old South Road at Moss Vale ...	150
212	3	3	3	46	" Bomadary Ferry, <i>via</i> Tomerong, to north boundary of Ulladulla Municipality ...	690
213	3	3	2	12	" Kangaroo Valley to Broughton's Creek ...	300
214	3	2	2	9	" Kiama Road at Blenkinsop's, <i>via</i> Wild's Meadows, to Barragaray Road ...	225
215	2	2	2	11	" Picton, <i>via</i> the Oaks, to Burragarang Road, near Vanderville ...	275
216	3	3	3	12	" Vanderville to foot of Burragarang Mountain ...	180
217	3	3	3	25	" Marulan, <i>via</i> Bungonia and Jacqua, to Windellama ...	375
218	4	4	3	13	" Goulburn Municipality to Upper Tarlo ...	195
219	3	3	3	22	" Goulburn Municipality to Windellama ...	330
220	2	2	2	15	" Collector towards Goulburn ...	375
221	2	2	2	20	" Currawang towards Goulburn ...	500
222	1	1	1	42	" Goulburn Municipality, <i>via</i> Crookwell to Binda ...	2,100
223	...	3	3	10	" Wheeo towards Crookwell ...	150
224	2	1	1	42	" Mount Wayo <i>via</i> Laggan to Peelwood ...	2,100
225	4	4	3	15	" Peelwood, <i>via</i> Tuena, to the Abercrombie River ...	225
226	2	2	2	28	" Goulburn Municipality to Taralga... ..	1,400
				453	Carried forward ...	£ 14,655

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 3rd and 4th " 50 " "  
 5th and 6th " 100 " "



No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
<b>Southern Roads—continued.</b>						
				453	Brought forward ...	14,655
227	3	3	3	10	Road from Taralga northwards <i>via</i> Richlands ...	150
228	1	1	1	39	" Goulburn Municipality, <i>via</i> Gullen, to Wheeo ...	1,950
229	3	3	3	15	" Gullen, <i>via</i> Crookwell, to Laggan ...	225
230	5	5	5	13	" Laggan to Binda ...	91
231	2	2	2	17	" Goulburn to Bungonia ...	425
232	2	2	2	17	" Collector, <i>via</i> Collector Lane, to Gunning ...	425
233	3	3	3	50	" Gunning to Burrowa... ..	750
234	3	3	3	30	" Main Southern Road, at Sharpening Stone Creek, to Burrowa ...	450
235	...	...	3	2	" Sharpening Stone Creek and Burrowa Road, near Walls, to Bowning ...	80
236	...	...	4	17	" Bowning to Binalong ...	170
237	4	4	3	29	" Main Southern Road near Yass, <i>via</i> Muntoonen, to Gundaroo... ..	435
238	3	2	2	53	" Goulburn and Braidwood Road, near Doughboy Hill, <i>via</i> Bungendore and Gundaroo, to junction with Main South Road, 3 miles east of Yass ...	1,325
239	5	5	4	16	" Yass to Woolgarlo ...	160
240	5	5	5	58	" Young to Bland ...	406
241	2	2	2	35	" Braidwood to Nelligen—Clyde Road ...	875
242	4	6	6	9	" Nelligen to Bateman's Bay and Milton Road at M'Millan's ...	45
243	3	3	3	40	" Milton to Bateman's Bay ...	600
244	2	2	2	16	" Braidwood, <i>via</i> Dirty Butter Creek, to Araluen ...	400
245	5	5	5	27	" Braidwood to Molonglo (Cole's Line) ...	189
246	2	2	2	36	" Araluen to Moruya ...	900
247	2	2	6	10	" Braidwood to Elrington ...	50
248	4	4	4	7	" Elrington to Ballalaba ...	70
249	3	5	5	12	" Braidwood to Reidsdale ...	84
250	3	3	3	8	" Elrington to Araluen ...	120
251	2	3	3	12	" Monga to Major's Creek, "Elrington" ...	180
252	2	2	1	42	" Queanbeyan, <i>via</i> Gundaroo, to Gunning ...	2,100
253	3	2	2	57	" Cooma to Bombala ...	1,425
254	5	5	5	40	" Cooma towards Braidwood ...	280
255	5	5	4	35	" Cathcart to Bobundarah ...	350
256	3	3	3	20	" Kameruka to top of Mountain ...	300
257	...	3	2	2	" Candelo to Kameruka ...	50
258	2	2	2	37	" Cathcart Junction, <i>via</i> Wyndham, to Panbula ...	925
259	2	2	2	6	" Panbula to Wolumla... ..	150
260	3	3	3	13	" Wolumla Junction to Cross Roads... ..	195
261	...	...	4	10	" Wolumla, <i>via</i> Lithgow Flat, to Candelo and Wyndham Road... ..	100
262	2	2	2	18	" Holt's Flat to Railway Bridge ...	450
263	2	2	2	25	" Bombala to Delegate ...	625
264	4	4	4	12	" Merimbula to Jellatt Jellatt ...	120
265	4	4	4	6	" Briandairy to Bega ...	60
266	2	1	1	10	" Bega, <i>via</i> Jellatt Jellatt, to Tathra... ..	500
267	1	1	1	12	" Bega to Wolumla ...	600
268	3	2	2	56	" Bega to Bodalla ...	1,400
269	...	3	3	16	" Bega to Numbugga ...	240
270	...	4	4	17	" Ponkally Creek to Dignam's Creek, on Bega and Bodalla Road ...	170
271	...	4	4	5	" Ponkally Road to Walluga Lake ...	50
272	5	5	4	90	" Wagga Wagga to Young, <i>via</i> Cootamundra ...	900
273	3	3	3	23	" Coolac to Cootamundra, <i>via</i> M'Leod's ...	345
274	3	3	3	12	" Wallanbeen to Murrumburrah ...	180
275	2	2	2	30	" Burrowa to Young ...	750
276	...	3	2	22	" Binalong to Burrowa ...	550
277	2	2	1	54	" Murrumburrah, <i>via</i> Wombat and Young to Grenfell ...	2,700
278	3	3	4	45	" Grenfell to Forbes ...	450
279	1	1	1	20	" Gundagai to Tumut ...	1,000
280	...	...	3	10	" Gundagai to head of Jones' Creek... ..	150
281	3	3	3	16	" Tumut to Blowering, on Road to Kiandra... ..	240
282	5	1	1	14	" Gundagai to Brungle ...	700
283	5	3	3	11	" Tumut to Brungle ...	165
284	1	1	1	14	" Tumut to Adelong ...	700
		*		1,831	Carried forward ...	£ 44,080

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
					<b>Southern Roads—continued.</b>	
				1,831	Brought forward ...	£ 44,080
285	3	3	2	48	Road from Gundagai to Wagga Wagga, "north side of River"	1,200
286	3	3	3	7	" Upper Tumberumba to Tumberumba ...	105
287	...	...	3	20	" Adelong to Main South Road, at Hillas Creek ...	300
288	5	5	5	30	" Middle Adelong to Tumberumba ...	210
289	2	2	2	40	" Main Southern Road at Little Billabong to Tumberumba ...	1,000
290	1	1	1	24	" Main Southern Road to Middle Adelong ...	1,200
291	2	2	2	7	" Downing's Inn, at Gilmore Creek, to Reily's Crossing, at Adelong Creek ...	175
292	...	3	3	8	" Reily's Crossing to Reedy Flat ...	120
293	3	2	2	25	" Main Southern Road, at Tarcutta, to Wagga Wagga	625
294	3	3	2	60	" Wagga Wagga to Narrandera ...	1,500
295	6	4	3	90	" Deniliquin to Urana ...	1,350
296	1	1	1	103	" Albury to Turner's Inn, south of Tocumwall ...	5,150
297	4	2	2	50	" Albury and Corowa Road to Urana ...	1,250
298	5	5	4	29	" Tocumwall to Deniliquin ...	270
299	3	3	3	20	" Gerogery, <i>via</i> Jindera, to Albury and Deniliquin Road at Bungowannah ...	300
300	1	1	1	85	" Albury Municipality to Wagga Wagga ...	4,250
301	3	3	3	20	" Walla Walla to Gerogery and Bungowannah Road, at Dead Horse Creek ...	300
302	4	4	3	100	" Twelve-mile Creek to Wallaragang ...	1,500
303	4	6	6	140	" Balranald, <i>via</i> Euston, to Wentworth ...	700
304	2	4	6	50	" Deniliquin to Moama ...	250
305	5	4	2	120	" Deniliquin to Balranald ...	3,000
306	6	5	4	70	" Moama to Moulamein ...	700
307	4	4	3	80	" Albury Municipality to Urana ...	1,200
308	1	1	1	14	" Main Southern Road at Germanton to Albury and Wagga Road at Cookendina ...	700
309	4	3	3	80	" Municipality of Hay to Municipality of Deniliquin	1,200
310	5	6	6	100	" Balranald to Hay ...	500
311	...	...	4	50	" Hay to Booligal ...	500
312	...	6	4	15	" Moama to Bama ...	150
313	...	...	4	5	" Wagga Wagga to Lake Albert ...	50
314	...	6	3	90	" Wagga Wagga to Urana ...	1,350
315	...	...	2	30	" Welaregang to Tumberumba Road ...	750
		*		3,441	Total miles.	Total ... £ 75,935

NOTE.—The amount per mile proposed to be expended on each class of Roads is as follows:—1st class, £50; 2nd class, £25; 3rd class, £15; 4th class, £10; 5th class, £7; 6th class, £5.

Northern Roads	...	3,941 miles	...	...	£ 88,288
Western Roads	...	1,539 "	...	...	40,755
Southern Roads	...	3,441 "	...	...	75,935
		8,921 ... TOTAL			£204,978

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## SUBORDINATE ROADS UNDER TRUSTEES.

(SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

*Ordered by the Legislative Assembly to be printed, 28 February, 1878.*

## CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1878.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
<b>Northern Roads.</b>						
1	3	3	3	4	Road from Balgowlah to Pittwater Road	£ 60
2	3	3	1	16	" Manly Cove to Pittwater	800
3	...	...	2	5	" Willoughby, at Pearce's Corner, to Pennant Hills	125
4	5	5	5	16	" Newcastle to Lake Macquarie Heads	112
5	4	3	3	57	" Wingham, on the left bank of the Manning River, <i>vid</i> Black Flat to Nowendoc	855
6	4	4	4	6	" Morton's Creek to Papenborough Creek, and J. Gurney's, on north bank of Hastings River	60
7	5	5	5	20	" Rolland's Plains to Glen Esk, Upper Plains	140
8	5	5	5	4	" Rolland's Plains to Ballingara Wharf	28
9	5	5	5	20	" Rolland's Plains to Yarrowell Falls, Macleay River	140
10	3	3	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
11	3	3	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality	60
12	5	5	3	5	" Stockton and Raymond Terrace Road to Saltash	75
13	3	3	3	17	" Stockton to Raymond Terrace	255
14	2	2	2	31	" Raymond Terrace to Stroud	775
15	2	2	2	2	" Raymond Terrace and Maitland Road to River Hunter	50
16	5	5	5	3	" Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miskell's Road)	21
17	5	5	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road)	42
18	5	5	5	12	" Raymond Terrace and Stroud Road, <i>vid</i> the Duck-hole Swamp, to the Parading Ground	84
19	3	3	3	10	" Raymond Terrace, by east side of Williams River, to Seaham	150
20	4	4	3	9	" Seaham, by east side of Williams River, to Clarencetown	135
21	2	2	2	8	" Raymond Terrace to Hinton	200
22	3	3	3	4	" Raymond Terrace and Hinton Road to Seaham	60
23	3	2	2	6	" Raymond Terrace to Hexham	150
24	4	4	4	5	" Alwrick to Hexham	50
25	5	4	3	8	" Hexham to Fullerton Cove	120
26	3	3	2	5	" East Maitland, <i>vid</i> Largs, to Dunmore Bridge	125
27	2	2	2	22	" Dunmore Bridge to Paterson and Gresford	550
28	3	3	3	17	" Gresford to Eccleston	255
29	3	2	2	12	" Gresford to Lowstock	300
30	...	...	4	13	" Lostock to Carraboler	130
31	...	...	3	4	" Penhurst to Alleyn River	60
32	...	...	4	8	" Eccleston to Upper Alleyn River	80
33	3	3	2	8	" Largs, <i>vid</i> Tocal, to Paterson	200
		*		372	Carried forward	£ 6,322

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
 3rd and 4th " 50 " "  
 5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
				372	<b>Northern Roads—continued.</b>	<b>£</b>
					Brought forward ... ..	6,322
34	3	3	2	6	Road from West Maitland to Dunmore ... ..	150
35	...	4	4	3	" West Maitland, <i>via</i> Glenarvon, to Dunmore and Paterson Road ... ..	30
36	4	3	3	5	" The north boundary of West Maitland Municipality, up the right bank of Hunter's River ... ..	75
37	2	2	2	4	" Morpeth Municipality, <i>via</i> Hinton Punt, to Dunmore and Seaham Road ... ..	100
38	4	4	4	4	" Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek ... ..	40
39	2	2	2	3	" West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road ... ..	75
40	5	5	5	15	" West Maitland to Mulbring Creek ... ..	105
41	4	4	4	15	" Mulbring, <i>via</i> Ellalong, to Millfield (Quarrybylong Road) ... ..	150
42	5	5	5	10	" Lochinvar, <i>via</i> Windermere, to Pritchett's 2,000 acres, and loop-line to same place, <i>via</i> Kaloudah ... ..	70
43	4	4	4	5	" Branxton, <i>via</i> Dalwood Ford, to Irishtown ... ..	50
44	...	...	4	4	" Branxton to Elderslie ... ..	40
45	...	4	4	10	" Rutherford to Scotch Corner ... ..	100
46	2	2	2	5	" Morpeth Municipality to Four-mile Creek ... ..	125
47	3	3	3	2	" Morpeth Municipality to Largs ... ..	30
48	5	5	4	4	" Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp ... ..	40
49	3	3	2	4	" Morpeth Punt, through Phoenix Park, to Largs ... ..	100
50	4	4	4	8	" Gosford to Kincumber ... ..	80
51	...	4	4	7	" Kincumber to Lloyd's Wharf ... ..	70
52	3	3	3	8	" Erina Creek, near East Gosford, to Long's Grant ... ..	120
53	4	4	4	4	" Town of Ellalong to Main Road from Maitland to Wollombi ... ..	40
54	4	4	4	11	" Wollombi Road to Congewai ... ..	110
55	5	5	5	29	" Wollombi to Warkworth ... ..	203
56	4	4	4	15	" St. Alban's, up the M'Donald River, to Melon Creek, and up that Creek ... ..	150
57	4	4	4	3	" Wiseman's Ferry Road into Parish of North Colah ... ..	30
58	2	2	2	1	" Tomago Crossing-place to Railway Station at Hexham ... ..	25
59	4	4	3	12	" Branxton, <i>via</i> Elderslie Bridge and Glendon Brook, to junction with Paterson and Gresford Road... ..	180
60	4	4	4	4	" Anvil Creek and Glendon Brook Road to Stanhope ... ..	40
61	4	4	4	14	" Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road ... ..	140
62	3	3	3	8	" Pokolbin Hills to Cessnock Road ... ..	120
63	...	...	4	6	" Cessnock to south-west corner of M'Donald's 1,050 acres at Pokholbin (Marrowbone Road) ... ..	60
64	4	4	4	11	" Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton... ..	110
65	3	3	3	16	" Main Northern Road, near Munnimba Brook, <i>via</i> Warkworth, to Jerry's Plains Road ... ..	240
66	4	4	4	25	" Singleton <i>via</i> New Bridge to Cooper's Flat ... ..	250
67	5	5	4	37	" Singleton, <i>via</i> Boyce's, at Glendon Brook, to Gresford ... ..	370
68	5	5	4	9	" Cooper's Flat Road to Karakoora Creek and up that creek... ..	90
69	4	4	4	25	" Singleton, <i>via</i> Goorangoola to Archinall's, Dry Creek ... ..	250
70	4	4	4	10	" Camberwell to Goorangoola Road... ..	100
71	4	4	4	15	" Goorangoola Road to Carrow Brook ... ..	150
72	5	5	4	17	" Combo, near Singleton, through Town Common, to north boundary of Parish of Dyrning ... ..	170
73	4	4	4	12	" Singleton, <i>via</i> Abbey Green to Bulga ... ..	120
74	4	4	4	15	" Singleton, <i>via</i> Wittingham Reserve to Broke, Wollombi Brook ... ..	150
75	5	5	4	10	" Broke, <i>via</i> Nine-mile Creek to the Munnimba and Warkworth Road ... ..	100
76	4	4	4	5	" Singleton and Jerry's Plains Road to Warkworth... ..	50
77	4	4	4	5	" Main North Road near Muswellbrook to Muscle Creek ... ..	50
78	...	...	5	10	" Scone and Merriwa Road at Kingdom Ponds Bridge to Middle Creek ... ..	70
79	...	...	4	6	" Quirindi to Middle Island ... ..	60
80	6	6	6	16	" Scone <i>via</i> Dartbrook and Kayugah to Muswellbrook ... ..	80
		*		845	Carried forward ... ..	£ 11,380

\* This year (1877) additional sums were voted for repairs to roads, viz. :—

1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
<b>Northern Roads—continued.</b>						
						£
81	...	...	6	12	Brought forward ...	11,380
					Road from The Scone, Dartbrook, Kayuga, and Muswellbrook Road at Kayuga, <i>vid</i> Sandy Creek, to Great Northern Road, near Aberdeen ...	60
82	5	4	4	34	" Scone to Denison Diggings, at Moonan ...	340
83	...	5	5	25	" Merriwa to top of Main Range ...	175
84	4	4	4	15	" Blandford <i>vid</i> Box-tree to Timor ...	150
85	...	...	5	20	" Blandford to Scott's and Green's Creeks... ..	140
86	5	5	5	5	" Main North Road south of Clifdale to Dynamigan or Dry Creek ...	35
87	4	4	4	4	" Main North Road, at Uralla, to the Rocky River... ..	40
88	4	4	4	24	" Grafton <i>vid</i> Copmanhurst to Apple-tree Flat ...	240
89	5	5	5	16	" Grafton to Southgate and Lawrence, <i>vid</i> Alumny Creek Bridge ...	112
90	5	5	3	80	" Coonabarabran, <i>vid</i> Baradine, to Coonamble ...	1,200
				1080	Total miles. Total ...	£ 13,872
<b>Western Roads.</b>						
91	2	2	2	3	Road from Main Western Road to Canterbury ...	75
92	2	2	2	2	" Main Western Road to Rookwood Railway Station ...	50
93	3	3	3	6	" Main Western Road, near Parramatta, to Main Southern Road (Dog-trap Road) ...	90
94	4	3	2	3	" Irish Town to Rookwood Railway Station... ..	75
95	4	4	4	5	" Main Southern Road, near Burwood, over Cook's River, into Parish of St. George ...	50
96	3	3	3	2	" Main Western Road to Government Wharf at Longbottom ...	30
97	4	4	4	2	" Kenyon's Bridge, towards Cabramatta, to boundary of Liverpool Municipality ...	20
98	3	3	3	2	" Longbottom to Breakfast Point ...	30
99	2	2	2	3	" Parramatta to Ryde ...	75
100	2	2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road ...	25
101	2	2	2	1	" Parramatta and Ryde Road to Pennant Hills Wharf ...	25
102	3	3	3	7	" the Western Boundary of Ryde Municipality, at Duggan's Corner, <i>vid</i> Pennant Hills, to Castle Hill, to the Road from Baulkham Hills to G. Acre's 1,500 acres at Dural ...	105
103	2	2	2	1	" Castle Hill to the Old Parramatta Road ...	25
104	...	...	4	5	" Parramatta and Windsor Road to Pearse's, at Seven Hills ...	50
105	...	...	3	5	" Pearce's Corner to Pennant Hills... ..	75
106	...	4	4	2	" Main North Road at Castle Hill to Government Reserve (Old Castle Hill Road) ...	20
107	3	3	3	3	" Main Western Road towards Parramatta River (Concord Road) ...	45
108	2	2	2	4	" Parramatta to Pennant Hills ...	100
109	3	3	3	8	" Main Western Road, near St. Mary's, to Orphan School Road ...	120
110	3	3	3	8	" Do. do. to Blacktown Road ...	120
111	5	5	3	13	" Main Western Road, near Penrith, to Richmond... ..	195
112	4	4	3	18	" Main Western Road, near Penrith, to Bringelly Cross Roads ...	270
113	4	4	4	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty ...	60
114	4	4	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural ...	110
115	6	6	6	15	" South boundary of G. Acre's 1,500 acres at Dural, to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road) ...	75
116	4	4	4	18	" Parramatta Municipality to Windsor ...	180
117	2	2	2	5	" Windsor Road to Pitt Town Punt ...	125
118	2	2	2	1	" Windsor Road to Mulgrave Railway Station ...	25
119	3	3	3	4	" Nelson to Riverstone Railway Station ...	60
120	2	2	2	4	" Parramatta and Windsor Road, through Pitt Town Bottoms ...	100
121	5	4	4	4	" Broken-back Bridge to Pennant Hills ...	40
122	4	4	4	20	" Pitt Town to Wiseman's Ferry ...	200
		*		192	Carried forward ...	£ 2,645

\* This year (1877) additional sums were voted for repairs to roads, viz:—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876	1877	1878.			
<b>Western Roads—continued.</b>						
				192		£
					Brought forward	2,645
123	4	4	4	7	Road from Pitt Town Punt to Churchill's Wharf	70
124	3	3	2	6	" Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	150
125	4	4	3	5	" Enfield to Freeman's Reach	75
126	3	3	3	6	" Freeman's Reach to Windsor Bridge	90
127	5	5	5	6	" Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
128	5	5	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach	14
129	...	...	5	2	" Churchill's Wharf to Sackville Reach Postal Road	14
130	...	...	6	14	" Bulga Road to Spicer's Wharf, Colo River (Wheelbarrow Road)	70
131	5	5	5	5	" Windsor to Richmond	35
132	2	2	2	3	" Windsor to Cornwallis	75
133	2	2	2	3	" Richmond to Richmond Bottoms	75
134	3	3	3	2	" Windsor to Blacktown Road	30
135	5	5	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
136	2	2	2	2	" Richmond to New Bridge	50
137	4	4	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
138	3	3	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
139	4	4	4	6	" Blacktown Road to Windsor Road	60
140	3	3	3	10	" Penrith Municipality, <i>via</i> Castlereagh, to Richmond	150
141	5	5	5	9	" Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong.	63
142	4	4	4	4	" Yarra Mundi Road, <i>via</i> Aston's Falls, to Road from Richmond Bridge to Kurrajong	40
143	...	...	4	3	" Bathurst Road to bottom of Kanimbla Pass	30
144	4	4	4	5	" Hartley to Blaxland's Swamp	50
145	2	2	2	4	" Bowenfels to Blaxland's Swamp	100
146	5	5	5	7	" Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
147	...	...	2	4	" Main Western Road, Little Hartley, to Kerosene Mines	100
148	3	3	3	10	" Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	150
149	5	5	5	9	" Mudgee Road, to Wolgan Valley	63
150	...	4	4	25	" Glen Alice to Mudgee Road	250
151	4	4	4	16	" Warrangunyah, <i>via</i> Crudine Creek, to Monkey Hill	160
152	4	3	3	18	" Mudgee Road to Rylstone	270
153	...	6	6	12	" Rylstone to Narengo	60
154	5	5	5	22	" Cudgegong Municipality to Rylstone	154
155	5	5	5	20	" Grattai, <i>via</i> Windeyer and Upper Pyramul, to the Tabrabucca and Sally's Flat Road, at Suttor's 640 acres	140
156	4	4	4	4	" Peel to Junction of Kelso and Sofala Road	40
157	...	...	3	18	" Lyndhurst, <i>via</i> Cobb's, to Milburn's Creek Copper Mines	270
158	3	3	3	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon	135
159	3	3	3	12	" Sofala to Palmer's Oakey Creek	180
160	5	5	5	18	" Sally's Flat to Hargraves	126
161	5	4	4	7	" Lower Turon and Tambaroora Road, near Sally's Flat, to Grattai and Tabrabucca Road, at G. Suttor's 640 acres	70
162	3	3	3	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	60
163	3	3	3	12	" Mitchell's Creek Quartz Reefs, towards Palmer's Oakey	180
164	5	5	5	12	" Bathurst and Ophir Road, near Stewart's, at Moulder's 333 acres, <i>via</i> Emu Swamp, to Orange and Ophir Road	84
165	4	4	4	3	" Bathurst and Rockley Road, to Camping Reserve, on the Vale Creek Road	30
		*		570	Carried forward	£ 6,902

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
 3rd and 4th " 50 " "  
 5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure
	1876.	1877.	1878.			
<b>Western Roads—continued.</b>						
				570	Brought forward	£ 6,902
166	4	4	4	20	Road from Rockley to the Isabella River	200
167	2	2	2	4	" Great Western Road, at Dr. Favelle's, to Junction with Guyong and Icely Road, at Byng	100
168	5	5	5	12	" Orange to Icely, <i>vid</i> Byng	84
169	5	5	5	6	" Guyong, <i>vid</i> Byng, to Tom's, on the Orange and Icely Road	42
170	4	4	4	12	" Orange to Canoblas	120
171	4	4	4	16	" Orange to Cadia	160
172	...	...	2	12	" Cadia, <i>vid</i> Long Swamp and Forest Reefs, towards Bathurst	300
173	5	5	5	9	" Lucknow to Junction with Vittoria and Carcoar Road at Cochrane's	63
174	5	5	5	16	" Cowra to Howell's Creek	112
175	4	4	4	13	" Bathurst and Caloola Road to Tea-pot Swamp	130
176	4	4	3	14	" Carcoar, <i>vid</i> Village of Shaw, to Tea-pot Swamp...	210
177	4	4	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
178	2	2	2	9	" Peel to Duramana	225
179	6	6	6	25	" Cargo to Nanima	125
180	...	...	5	18	" Cargo Road, <i>vid</i> Paling Yard Creek, to Cudal	126
181	5	5	5	16	" Stony Creek to Burrendong	112
				802	Total miles. Total	£ 9,311
<b>Southern Roads.</b>						
182	2	2	2	7	Part of Road from Sydney to South Head (Upper South Head Road)	175
183	2	2	2	5	Lower South Head Road...	125
184	2	2	2	1	Road from Upper to Lower South Head Road (Point Piper Road)	25
185	2	2	2	1	" Upper to Lower South Head Road (Glenmore Road)	25
186	2	2	2	1	" Lower South Head Road to Darling Point	25
187	4	4	4	4	" Sydney to Coogee (Randwick Road)	40
188	4	4	4	3	" Randwick Road to Upper South Head Road at Waverley...	30
189	2	2	2	4	" Sydney to Botany Bay (Mudbank Road)	100
190	2	2	2	3	" Mudbank Road to Banks' Meadow (Bunnerong Road)	75
191	4	4	4	2	" Mudbank Road to Botany Bay (Gardner's Road)	20
192	4	4	4	2	" Mudbank Road, at Williamson's, <i>vid</i> Franksville, to Cook's River Road	20
193	2	2	1	2	" Banks' Meadow, <i>vid</i> Lord's and Hancock's, to the Bunnerong Road, near the Tannery	100
194	2	2	2	3	" Undercliff Bridge to George's River Road	75
195	3	3	3	2	" Newtown Road, near the Church, to the Botany Road	30
196	2	2	2	2	" Norwood to the Old Canterbury Road (New Canterbury Road)	50
197	2	2	2	6	" Cook's River Dam to Rocky Point (Rocky Point Road)	150
198	2	2	2	6	" Rocky Point Road to George's River (Forest Road)	150
199	3	3	3	4	" Illawarra Road to Bond's Road (Broad-arrow and Stony Creek Road)	60
200	3	3	3	3	" Main Southern Road near Irishtown to George's River (Old Road)	45
201	...	...	3	1	" Dog-trap Road to Guildford Railway Platform	15
202	3	2	2	2	" Dog-trap Road to Fairfield Railway Station	50
203	2	2	2	4	" Fairfield Railway Station <i>vid</i> Smithfield to Prospect Creek Municipality	100
204	2	2	2	2	" Main Southern Road to Punchbowl Creek	50
205	3	3	3	4	" Punchbowl Creek to Saltpan Creek	60
206	2	2	2	10	" Canterbury, <i>vid</i> Saltpan Creek, to George's River	250
207	4	4	4	10	" Liverpool Municipality to Penrith and Bringelly Road (Part of Orphan School Road)	100
		*		94	Carried forward	£ 1,945

\* This year (1877) additional sums were voted for repairs to roads, viz. :—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "



No.	Class.			Length in Miles.		Proposed Expenditure
	1876.	1877.	1878.			
				94		
					<b>Southern Roads—continued.</b>	
					Brought forward ...	£ 1,945
208	4	4	4	8	Road from Liverpool, <i>vid</i> Holdsworthy, to Illawarra Road ...	80
209	...	...	4	5	" Liverpool Municipality to Old Cowpasture Road (Bernera Road) ...	50
210	5	5	5	2	" Liverpool Municipality to Fairfield Railway Station ...	14
211	4	4	4	10	" Main Southern Road to Campbelltown ...	100
212	4	4	4	6	" Campbelltown to Menangle ...	60
213	2	2	2	4	" Menangle to Main South Road, at foot of Razorback ...	100
214	5	5	5	12	" Menangle to Picton ...	84
215	4	4	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road ...	40
216	4	4	4	10	" Main Southern Road, at Carne's Hill, towards Bringelly ...	100
217	5	5	5	3	" Main Southern Road to Campbelltown Road, near Denham Court ...	21
218	3	3	3	10	" Main Southern Road to Cobbitty ...	150
219	3	3	3	2	" Main Southern Road at Narellan, through Orielton, to Liverpool and Cobbitty Road ...	30
220	6	6	4	4	" Great Southern Road, near Raby, to the Campbelltown Road ...	40
221	5	5	5	8	" Cobbitty to Matavai, Westwood, and Vermont ...	56
222	3	3	3	7	" Main South Road near Camden, to Mulgoa Forest and Vanderville ...	105
223	5	5	5	3	" Main South Road, at Cawdor to Westbrook Bridge ...	21
224	3	3	3	10	" The Camden and Vanderville Road at Lefever's Corner, <i>vid</i> the new Bridge across Mount Hunter Creek, to Mulgoa Forest ...	150
225	4	4	4	2	" Camden and Mulgoa Road to Glendarual and Brownlow Hill ...	20
226	3	3	3	10	" Campbelltown to Appin ...	150
227	4	4	4	7	" Wollongong and Kiama Road, to Mount Keira, towards Appin ...	70
228	4	4	4	8	" Broughton's Pass <i>vid</i> Wilton to Stonequarry Creek ...	80
229	2	2	2	9	" Appin and Mount Keira Road, <i>vid</i> Douglass Park Railway Station, to Soapy Flat Creek ...	225
230	4	3	3	4	" Appin to Broughton's Pass ...	60
231	5	5	5	4	" Appin to Brooke's Point ...	28
232	...	...	6	10	" West Bargo, <i>via</i> the Pot-holes, to Main Southern Road ...	50
233	2	2	2	5	" North boundary of North Illawarra Municipality, <i>vid</i> Bulli and Westmacott's Pass, towards Appin, to the top of the Mountain ...	125
234	3	3	3	15	" Top of Mountain, near Westmacott's Pass, to Appin ...	225
235	...	...	6	7	" Bulli Pass to Cataract River ...	35
236	4	4	4	18	" Top of the Mountain, near Westmacott's Pass, to Bottle Forest ...	180
237	2	2	2	15	" Bottle Forest, <i>vid</i> George's River Punt and Koggerah, to the Rocky Point Road ...	375
238	5	5	5	6	" The Bulli and Westmacott's Pass Road to the Coal Cliff ...	42
239	5	5	5	7	" Main South Coast Road to Jervis Bay ...	49
240	3	3	3	17	" Bateman's Bay to Mullenderric Cross Roads ...	255
241	5	5	5	13	" Milton and Bateman's Bay Road, <i>vid</i> Woodburn, to Brooman's Ford ...	91
242	4	4	4	5	" Nowra to boundary of Numba Municipality ...	50
243	5	5	5	75	" Nowra, <i>vid</i> Sassafras Range, Narriga, and Marlow, to Braidwood ...	525
244	5	5	5	9	" Nowra Municipality to Burriar ...	63
245	3	3	3	2	" Eastern boundary of Nowra Municipality through Terrara to Greenwell Point Road ...	30
246	5	5	5	8	" Illaroo, <i>vid</i> Brown's Mountain, to Bomaderry Ferry	56
					The Old South Road:—	
247	5	5	5	10	A. From the Cross Roads towards Taralga ...	70
248	5	5	5	7	B. From Well's Creek to Paddy's River ...	49
249	5	3	3	5	Road from Main Southern Road near Berrima to Bowral ...	75
250	5	5	5	10	" Berrima, <i>vid</i> Soapy Flat, to Wanganderi ...	70
251	3	3	3	2	" The Old Southern Road, at Mittagong, near Burke's, to the Main Southern Road, near the Old Fitz Roy Inn ...	30
		*		492	Carried forward ...	£ 6,224

\* This year (1877) additional sums were voted for repairs to roads, viz:—1st and 2nd class, 25 per cent. on annual vote.  
3rd and 4th " 50 " "  
5th and 6th " 100 " "

No.	Class.			Length in Miles.		Proposed Expenditure.
	1876.	1877.	1878.			
<b>Southern Roads—continued.</b>						
				492		£ 6,224
252	4	3	3	3	Brought forward ...	
					Road from Throsby Park and Kiama Road, at M'Cullum's, to the Mittagong and Illawarra Road, at Simpson's 200 acres ...	45
253	...	2	2	5	" Kiama Road at Bunter's to Cedar Mountain Road ...	125
254	5	5	5	5	" Throsby Park and Robertson Road, at north-west corner of Cotton Company's Reserve, near Robertson, to Lake's and Wakeford's farms ...	35
255	2	2	2	15	" Goulburn Municipality, <i>via</i> Mummell, to Pomeroy ...	375
256	4	4	4	30	" Kippielaw, <i>via</i> Gurrunda and Bialla, to Dalton on the Fish River ...	300
257	...	...	5	10	" Kippielaw Ford, <i>via</i> Parkesburne, to Bredalbane Railway Station ...	70
258	4	4	4	14	" Greenwich Park to Towrang ...	140
259	5	5	5	22	" Binda to Bigga ...	154
260	...	...	...	12	" Taralga, <i>via</i> Bannaby, towards Swallowtail ...	84
261	3	3	3	36	" Wheeo to Burrowa ...	540
262	4	4	4	9	" Collector to Mutbilly ...	90
263	5	5	5	15	" Ginindera to Gundaroo ...	105
264	3	3	3	14	" West side of Big Hill to Gundaroo, <i>via</i> marked tree line ...	210
265	...	6	6	10	" Collector to Currawang ...	50
266	4	4	4	10	" Foxlow to Molonglo ...	100
267	...	3	3	5	" Reidsdale to Warumbuccra (Tudor Valley Road) ...	75
268	2	2	2	2	" Currawang Copper Mine to the Bangalore Road ...	50
269	5	5	5	16	" Queanbeyan to Lanyon Ford ...	112
270	5	5	5	34	" Queanbeyan to Murrumbateman ...	238
271	5	5	5	40	" Cooma to Jindabyne ...	280
272	5	5	5	12	" Cooma and Jindabyne Road near Coolringdon to Middlingbank ...	84
273	5	5	5	30	" Cooma to Buckley's Crossing ...	210
274	5	5	5	34	" Bobundarah to Seymour ...	238
275	5	5	5	45	" Cooma and Jindabyne Road to Kiandra ...	315
276	5	5	5	26	" Cooma to Count-a-guinea <i>via</i> the Big Badger ...	182
277	3	5	5	6	" Towamba to Perico ...	42
278	4	4	4	16	" Cobargo to Bermagnee ...	160
279	4	4	4	8	" Cobargo to Wandella ...	80
280	2	2	2	12	" Eden to Panbula ...	300
281	2	2	2	4	" Panbula to Merimbula ...	100
282	5	5	5	16	" Eden to Sturt ...	112
283	5	5	5	10	" Araluen and Moruya Road, <i>via</i> Kiora, to Moruya ...	70
284	5	5	5	10	" Araluen, <i>via</i> Bettowynd, to Back Creek ...	70
285	3	3	3	4	" Moruya to the Heads ...	60
286	3	3	3	16	" Moruya to Bodalla ...	240
287	5	5	5	8	" Wogonga to Eurobodalla ...	56
288	5	5	5	8	" Eurobodalla to Nerrigundah ...	56
289	5	5	5	5	" Tuross Heads to the Bega and Bodalla Road ...	35
290	3	3	3	9	" Braidwood to Sergeant's Point (Little River) ...	135
291	6	6	6	15	" Braidwood and Tarago Road, <i>via</i> Larbert, to Lower Boro ...	75
292	6	6	6	8	" Sergeant's Point (Little River) to Clyde Road ...	40
293	...	3	2	12	" Bega to Nelson ...	300
		*		1,113	Total miles.	£ 12,362

\* This year (1877) additional sums were voted for repairs to roads, viz.:—1st and 2nd class 25 per cent. on annual vote.  
 3rd and 4th " 50 " "  
 5th and 6th " 100 " "

SUMMARY OF PROPOSED DISTRIBUTION:—		£
Northern Roads ...	1,080 miles	13,872
Western Roads ...	802 "	9,311
Southern Roads ...	1,113 "	12,362
<b>TOTAL</b> ...	<b>2,995</b>	<b>£35,545</b>

NOTE.—The amount per mile proposed to be expended on each class of Roads is as under:—  
 1st Class ... £50 per mile.  
 2nd Class ... 25 "  
 3rd Class ... 15 "  
 4th Class ... 10 "  
 5th Class ... 7 "  
 6th Class ... 5 "



1876-7.

## NEW SOUTH WALES.

## ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEAR ENDED 31 DECEMBER, 1876.)

Presented to Parliament, in accordance with the provisions of the several Acts.

NO.	SCHEDULE.	PAGE.
1. South Head Roads .....	11 Vict., No. 40, clause 6 .....	2
2. Parramatta .....	13 " 41, 19 .....	2
3. Windsor .....	18 " 16, .....	3
4. Richmond .....	18 " 16, .....	3
5. Maitland .....	17 " 16, 29 .....	4

## ROAD TRUST ACCOUNTS.

No. 1.

## COMMISSIONERS OF THE SOUTH HEAD ROADS TRUST.

ACCOUNT of Receipts and Disbursements for Half-year ending 31st December, 1876.

Dr.		RECEIPTS.		DISBURSEMENTS.		Cr.	
1876.		£	s. d.	1876.		£	s. d.
30 June..	To Balance .....	583	14 2	31 Dec...	By Secretary and Surveyor's salary.....	50	0 0
	„ Rent of tolls.....	1,852	1 8		„ Miscellaneous Expenditure— £ s. d.		
	„ For entrance to Victoria Barracks.....	9	19 8		Interest on Mortgage .....	165	0 0
	„ Government grant .....	375	0 0		Butcher v. Commissioners, law costs .....	95	0 0
					Tools and sundries .....	17	3 1
						277	3 1
					„ Old South Head Road—		
					Blue metal .....	500	0 0
					Ballast, wages, &c. ....	171	2 2
						671	2 2
					„ New South Head Road—		
					Blue metal .....	200	0 0
					Ballast, wages, &c. ....	574	6 6
					Rent of Toll-house allot- ment .....	5	0 0
						779	6 6
					„ Glenmore Road—		
					Ballast, wages, &c. ....	142	3 4
					„ Point Piper Old Road—		
					Wages, ballast, &c. ....	13	3 9
					Balance in Bank New South Wales ...	887	16 8
						2,820	15 6
		£	2,820 15 6			£	2,820 15 6

Memo:—Amount borrowed upon mortgage £25,500 0 0  
Less balance in Bank ..... 887 16 8  
Amount of debt to 31 Dec., 1876.. £4,612 3 4

For the Commissioners,—

WM. WALLIS, Hon. Treasurer.  
GERARD PHILLIPS, Secretary.

No. 2.

## PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ended 31st December, 1876.

Dr.		RECEIVED.		EXPENDED.		Cr.	
		£	s. d.			£	s. d.
	Six months' rental of Toll-gate at Broken-back Bridge	150	10 0	SALARIES—			
	Rental of Old Toll-house .....	0	12 0	Clerk and Treasurer .....	18	15 0	
				Overseer .....	8	5 0	27 0 0
				MISCELLANEOUS—			
				Wages for labour .....	22	1 6	
				Stationery and advertising .....	2	0 6	
				Road metal, and carriage of same .....	3	16 0	
				Repairs to roads, dams, and bridges ...			
				Repairs to tools .....	2	18 4	
				Purchase of tools .....	2	8 11	
				Commission to Auctioneer .....	1	1 0	
				Law expenses.....	2	2 0	36 8 3
	Total receipts .....	151	2 0	Total expenditure .....			63 8 3
	Balance, 30th June, 1876 .....	660	15 2	Balance, 31st December, 1876 .....			748 8 11
		£	811 17 2			£	811 17 2

JAMES BYRNES,  
NEIL STEWART,  
AND. PAYTEN, } Commissioners.

No. 3.

## No. 3.

## WINDSOR ROAD TRUST.

THE RECEIPTS and EXPENDITURE of the Commissioners of the Windsor Road Trust, for the Half-year ended 31st December, 1876.

Dr.			Cr.		
1876.		£ s. d.	1876.		£ s. d.
July 1	To balance in hand .....	109 16 2	Aug. 5	By paid J. Beedall, repairs Windsor Road 1	1 16 0
" 10	" Rent of Fitz Roy Bridge Tolls for June.	19 0 0	" 7	" Faux and Beard, tools .....	0 7 8
Aug. 10	" " " July.	19 0 0	" 7	" A. W. Hobbs, posting placards... 3	0 5 0
Sep. 7	" " " Aug.	19 0 0	" 14	" P. Motteram, repairs, George-st. 4	10 1 6
Oct. 5	" " " Sept.	19 0 0	" 14	" W. Wood, " 5	25 19 0
Nov. 8	" " " Oct..	19 0 0	" 14	" J. Beedall, " 6	2 10 0
Dec. 7	" " " Nov.	19 0 0	" 14	" J. Holden, " 7	13 3 6
			Sep. 30	" B. Isaacs, printing..... 8	0 10 0
			" 30	" Secretary, quarter's salary, &c. ... 9	6 12 6
			Oct. 16	" P. Motteram, gravelling, Windsor to Richmond .....	11 15 9
			" 16	" J. Beedall, repairs, George-st....11	0 18 0
			" 16	" W. Crozier, repairs, Windsor to Richmond .....	1 8 0
			Dec. 12	" J. Hough, repairs, Windsor Road.13	12 0 0
			" 12	" F. Sunon, repairs, Fitz Roy Bridge.....14	5 17 0
			" 13	" P. Motteram, repairs, George-st. and Richmond Road.....15	3 4 6
			" 24	" "Australian" newspaper, advertising .....	0 16 0
			" 24	" W. Crozier, repairs, George-st...17	0 9 2
			" 24	" J. Everingham, repairs, Fitz Roy Bridge.....18	3 4 0
			" 31	" Secretary, quarter's salary, &c....19	6 10 0
				Balance on hand .....	116 8 7
		£ 223 16 2			£ 223 16 2

RICH. RIDGE,  
THOMAS PRIMROSE, } Commissioners.  
JOHN WOOD,

## No. 4.

## RICHMOND ROAD TRUST.

RECEIPTS and EXPENDITURE of the Commissioners of the Richmond Road Trust, for the Half-year ended 31st December, 1876.

Dr.			Cr.		
1876.		£ s. d.	1876.		£ s. d.
July 1	To balance on hand .....	4 3 2	Sep. 6	To paid H. Pye, gravelling Windsor-st., on account .....	10 0 0
Aug. 2	" Rent of Tolls, Blacktown Road, for July	8 13 4	" 6	" B. Isaacs, printing..... 2	0 10 0
Sep. 6	" " " Aug.	8 13 4	" 30	" Secretary, quarter's salary, &c.... 3	7 17 0
Oct. 4	" " " Sept.	8 13 4	Oct. 4	" H. Pye, gravelling Windsor-st., balance .....	20 9 0
Nov. 1	" " " Oct..	8 13 4	Dec. 31	" G. Gart, commission on sale of gate .....	1 1 6
Dec. 6	" " " Nov.	8 13 4	" 31	" G. Davies, advertising .....	0 16 0
" 31	" " " Dec..	8 13 4	" 31	" Secretary, quarter's salary .....	7 17 0
				Balance on hand .....	7 12 8
		£ 56 3 2			£ 56 3 2

EDWD. POWELL,  
JOHN DUCKER, } Commissioners.  
W. T. PRICE,  
JOSEPH ONUS,

## No. 5.

## MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts and Expenditure of the Maitland District Council, from June 30th to December 31st, 1876.

Dr.			Cr.		
1876.		£ s. d.	1876.		£ s. d.
31 Dec.	To Advances from Roads.....	24 6 0	30 June	By Balance.....	24 11 2
	„ Dr. to Balance.....	35 7 6	31 Dec.	„ Incidental expenses:—	
				<i>Maitland Mercury</i> ...	2 17 9
				Tucker, Gillies, &	
				Thompson .....	2 13 9
				Stamps .....	0 13 0
				Secretary's salary ...	27 10 0
				Interest on overdraft	1 7 10
					35 2 4
					59 13 6
		£ 59 13 6		„ Balance.....	£ 35 7 6

JOHN BOWDEN, Warden.  
WALTER CRACKNELL, Secretary.

We have examined the books of accounts, and compared them with the vouchers, and find same correct,—

RICH. CRACKNELL, }  
C. F. SÖLLING, jun., } Auditors.

1877-8.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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MINOR ROADS.  
(PETITION OF RICHARD SADLEIR, R.N.)

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*Ordered by the Legislative Assembly to be printed, 6 March, 1878.*

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To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of Richard Sadleir, R.N.,—

HUMBLY SHOWETH :—

That the system of repairing and forming the Minor Roads is most unsatisfactory and wasteful.

That the law is imperfect, the Justices having no legal power to fulfil their functions, and are liable to actions of law, to their injury.

Therefore, your Petitioner prays that the Subordinate Roads may as far as possible be included in the Municipalities as elective and responsible bodies, while a Trust Bill may be provided for outlying Districts similar to one he introduced when in Parliament, making the Justices elective bodies with corporate power so to enable them to fulfil their functions.

Your Petitioner prays the consideration of your Honorable House to the above premises.

And will in duty bound ever pray.

RICHARD SADLEIR.  
Feby. 26th, 1878.





1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

**ROADS IN THE ELECTORATE OF THE WILLIAMS.**  
(PARTICULARS RESPECTING AMOUNTS VOTED FOR REPAIR OF.)

*Ordered by the Legislative Assembly to be printed, 7 March, 1878.*

*(Laid upon Table in accordance with promise made in answer to Question 7, Votes 36, 6 March, 1878.)*

## LIST of Amounts voted for Repair of Roads in the Williams Electorate, for 1877.

Name of Road.	Amount voted.
<i>To be expended by Officers of Roads Department.</i>	
	£
Stroud, <i>via</i> Gloucester, to Tinonee (portion of) ... ..	2,281
Dunmore Bridge to Seaham and Clarence Town (portion of) ... ..	500
Paterson and Gresford Road to Clarence Town and Dungog Road (portion of) ...	195
Clarence Town <i>via</i> south boundary of J. D. Walker's 1,280 acres to Dungog ...	875
Clarence Town to the Half-way House on the Raymond Terrace and Stroud Road	126
Clarence Town <i>via</i> Glen William, to Clarence Town and Dungog Road, at south boundary of J. D. Walker's 1,280 acres ... ..	120
Dungog to Chichester River ... ..	180
Dungog and Chichester Road to Underbank ... ..	210
Dungog and Gloucester Road to Fosterton ... ..	84
Dungog and Monkerai Road to Stroud ... ..	182
Upper Myall to Bulledelah ... ..	196
Bulledelah to the Stroud and Raymond Terrace Road ... ..	405
Bandongrove to the Little River ... ..	157
Dungog, <i>via</i> Monkerai, to the Stroud and Gloucester Road, at Langworthy's ...	196
Cobark Road (Special Vote on 1877 Estimates) ... ..	500
Dungog to Bandongrove (Special Grant from further Unclassified Vote)... ..	80
Total ... ..	£ 6,287
<i>Votes on Schedule to be expended by Trustees.</i>	
	£
Raymond Terrace to Stroud (Stroud end) ... ..	484
Raymond Terrace and Stroud Road to Raymond Terrace and Clarence Town (Caswell's Road, part of) ... ..	84
Underbank to Upper Chichester (Special Grant from further Unclassified Vote)...	50
Total ... ..	£ 618



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**ROADS IN THE ELECTORATE OF THE WILLIAMS.**  
(PARTICULARS OF AMOUNTS EXPENDED ON, DURING 1877 AND 1878.)

*Ordered by the Legislative Assembly to be printed, 12 March, 1878.*

[Laid upon Table, in accordance with promise made in answer to Question 16, Votes No. 39, 12 March, 1878.]

RETURN of Amounts expended on Roads in the Williams Electorate, in 1877 and 1878.

Road.	Classification, 1877.			Classification, 1878.			Expenditure, 1877.	Expenditure, 1878.	Totals.	
	Class.	Rate per Mile.	Vote.	Class.	Rate per Mile.	Vote.				
<b>EXPENDED BY DEPARTMENT.</b>										
Stroud <i>via</i> Gloucester to Tinonee.....	2nd	25	1,825 & 456	2nd	25	1,825	£ 2,163 13 7	£ 484 3 4	£ 2,647 16 11	
Dunmore Bridge to Seaham and Clarence Town	2nd	25	400 & 100	2nd	25	400	409 14 6	20 1 0	429 15 6	
Paterson and Gresford Road to Clarence Town and Dungog.	4th	10	130 & 65	3rd	15	195	322 0 0	0 14 0	322 14 0	
Clarence Town, <i>via</i> south boundary of Walker's, to Dungog.	1st	50	700 & 175	1st	50	750	907 2 6	173 15 8	1,080 18 2	
Clarence Town to Half-way House .....	5th	7	63 & 63	5th	7	63	114 19 0	3 10 0	118 9 0	
Clarence Town <i>via</i> Glen William to Dungog ...	4th	10	80 & 40	4th	10	80	150 19 5	Nil.	150 19 5	
Dungog to Chichester River .....	3rd	7	120 & 60	2nd	25	200	222 0 0	26 17 9	248 17 9	
„ Underbank .....	5th	7	105 & 105	2nd	25	375	165 0 0	32 19 0	197 19 0	
„ and Gloucester Road to Fosterton.....	5th	7	42 & 42	4th	10	60	104 18 9	Nil.	104 18 9	
„ and Monkerai Road to Stroud .....	5th	7	91 & 91	5th	7	91	150 7 10	35 3 0	185 10 10	
Upper Myall to Bulladelah .....	5th	7	98 & 98	5th	7	98	105 10 0	57 0 0	162 10 0	
Bulladelah to Stroud and Raymond Terrace Rd.	3rd	15	270 & 135	3rd	15	270	202 13 9	11 5 6	213 19 3	
Bandon Grove to Little River .....	3rd	15	105 & 52	3rd	15	105	194 0 0	23 0 0	217 0 0	
Dungog, &c., to Langworthy's .....	5th	7	98 & 98	3rd	15	210	162 0 0	17 0 0	179 0 0	
Cobark Road .....			Special Vote £500				Nil.	Nil.	Nil.	
Dungog to Bandon Grove .....			Special Appropriation £80 *				„	„	„	
							£ 5,374 19 4	885 9 3	6,260 8 7	
<b>EXPENDED BY TRUSTEES.</b>										
Raymond Terrace to Stroud (Stroud end, 15½ miles).	2nd	25	387 10s. & 96 10s.	2nd	25	387 10s.	† 387 10 0	Nil.	387 10 0	
Raymond Terrace and Stroud Road to Raymond Terrace and Clarence Town Road (Caswell's Road).	5th	7	42 & 42 †	5th	7	42	.....	.....	.....	
							£ 387 10 0	Nil.	387 10 0	

\* The Annual and Additional Votes of 1877 are here entered.

† Vouchers for this amount have been received in office.

‡ As no vouchers have yet been received for this £84, it is not known whether amount has been expended.

SUMMARY

## SUMMARY.

	Expenditure, 1877.	Expenditure, 1878.	Totals.
	£ s. d.	£ s. d.	£ s. d.
Roads under Officers of the Department ... ..	5,374 19 4	885 9 3	6,260 8 7
„ Trustees ... ..	387 10 0	Nil.	387 10 0
	£ 5,762 9 4	885 9 3	6,647 18 7

Sydney: Thomas Richards, Government Printer.—1878.

[3d.]

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## PARRAMATTA RIVER AND IRON COVE BRIDGES.

(CORRESPONDENCE.)

*Ordered by the Legislative Assembly to be printed, 24 April, 1878.**[Laid upon Table in accordance with promise made in answer to Question 15, Votes No. 36, 6 March, 1878.]*

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**PARRAMATTA RIVER AND IRON COVE BRIDGES.**

No. 1.

Mr. Franklin to The Commissioner for Roads.

Department of Public Works, Roads and Bridges Branch,  
Sydney, 27 December, 1877.

Sir,

I am about to tender for the erection of the Parramatta River Bridges, and in the event of my tender being accepted I beg to hand you my resignation, to be dealt with as you may think proper.

I have, &c.,

F. A. FRANKLIN.

This step will compromise me very seriously. I regret I have no option but to recommend acceptance.—W.C.B., 27/12/77. Approved.—J.S., 27/12/77. Is it intended to accept this resignation unconditionally?—J.R., 7/1/78. Yes.—J.S., 7/1/78. Mr. Franklin informed.—7/1/78.

Note.—The original letter and the minutes thereon having been mislaid, are now reproduced from information supplied by Mr. Franklin and the Department.

No. 2.

The Under Secretary to The Commissioner for Roads.

Department of Public Works, Sydney, 27 December, 1877.

Estimated cost ..... £32,000.  
Amount voted ..... £90,000  
Less cost of iron ..... 49,054

Sir,

Amount of tender ..... £40,946.  
Erection of iron Bridges, Parramatta River and Iron Cove. £47,568 1s.  
Deposit receipts received from Messrs. Royce, Musson, and Franklin. No deposit received from Mr. Low.

The tenders, four in number, for the work specified in the margin, are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct, for submission to the Minister.

I have, &c.,

JOHN RAE.

No. 3.

Minute of Commissioner for Roads.

In consequence of Mr. Franklin, the next in rank to myself in this office, having tendered for the Parramatta and Iron Cove Bridges, I think it desirable that I should not be asked to report on such tenders, and have advisedly absented myself from the opening of same; and should Mr. Franklin's tender be accepted, I would be glad if some other officer was appointed to superintend the construction.

Under Secretary, B.C.

W.C.B., 27/12/77.

No. 4.

Minute of Secretary for Public Works.

Parramatta River and Iron Cove Creek Bridges.

THESE papers have been submitted to me without any report upon the tenders received, in consequence of the extraordinary action taken by Mr. Franklin, the Assistant Engineer for Roads and Bridges, who retained his appointment up to the very hour fixed for opening the tenders for these bridges. I accepted Mr. Franklin's resignation as the most lenient course I could take towards that gentleman, but now having to deal with these papers I cannot too strongly express my disapproval of Mr. Franklin's conduct in this matter, calculated as it is to create a sense of distrust amongst the *bona fide* contractors who tender for the public works, and to bring discredit on the department. As Assistant Engineer, Mr. Franklin in his high official and trusted position was acquainted with all the particulars connected with these bridges, and had opportunities of seeing the prices of the contractors who had on previous occasions tendered for them. Under such circumstances as these a tender from Mr. Franklin could not of course be entertained, and I regret that he should not himself have seen how grossly improper his conduct was in making the offer under the circumstances set forth.

The Commissioner for Roads will please furnish me with his report on the other tenders received, excluding that from Mr. Franklin from any consideration whatever.

JOHN SUTHERLAND,

2 Jan., 1878.

Mr. Franklin to be furnished with a copy of this minute.—J.S., 2/1/78. Copy to Mr. Franklin accordingly, 4/1/78. Roads, for report, B.C., 4/1/72.—G.H., for U.S.

No. 5.

The Under Secretary for Public Works to Mr. Franklin.

Sir,

Department of Public Works, Sydney, 7 January, 1878.

Referring to your letter of the 27th December last, I am directed to inform you that the resignation of the office of Assistant Engineer for Roads, held by you in this department, has been unconditionally accepted by the Secretary for Public Works, from the date of your letter above referred to.

I have, &c.,

JOHN RAE.

No. 6.

## No. 6.

## Minute of Commissioner for Roads.

The tenders, excluding Mr. Franklin's, are :—

	Parramatta River Bridge.	Iron Cove Bridge.	Total.
G. H. Royce ... ..	£32,987 2 11	£24,624 19 9	£57,612 2 8
J. Musson & Co. ... ..	26,809 12 0	20,759 7 0	47,568 19 0
J. C. Low ... ..	27,475 0 0	22,825 0 0	50,300 0 0
— Franklin ... ..	26,530 4 0	20,638 0 0	47,168 13 3
			W.C.B., 12/2/78.

The tender of J. Musson & Co. is the lowest. It does not, according to the form of tender, state any time for completion, and is in that respect informal; the tender is however to do the work in accord with specification, in which the time is clearly stated.

There is also a reference at foot to the quantities given by the department, but they were given informally, and with the distinct understanding which was indorsed on the copy, that the department would not be bound by them. When the specification was first drawn it was not intended to give quantities, so that there is no mention whatever of them therein.

The estimated cost of the work is £32,000. Mr. Musson's tender is £47,568, so that if otherwise eligible, as I have already reported, I could not recommend acceptance of a tender so much over the estimate.

It will be observed that Mr. Musson's prices for the masonry are excessive; this portion of the work could be proceeded with in the first instance, and drawn on; the price for sinking and fixing cylinders, being proportionally much less, there would, even with the amount lodged as security, be hardly sufficient left to pay for a span or a pier if dropped in the river or injured, together with the completion of work. The price for timber, without spikes, is also high at the water-side.

I would also point out that the price asked by Mr. Musson for excavating at a depth below 80 feet is also excessive, five pounds per cube yard.

In a previous paper (herewith) I referred to the department's past experience of Mr. Musson, and to my recommendation, made seven years ago, that his tender for other works be not accepted until he had proved his fitness to carry out a contract, by the satisfactory completion of the Darling Harbour work; how that was completed is matter of history; but in order that Mr. Musson may not state that he is entirely deprived of an opportunity of showing what he can do, I have recommended that his tender for the erection of the Muswellbrook Bridge be accepted; but I cannot recommend that this, the most difficult and hazardous work of the sort that has yet been undertaken in the Colony, should be entrusted to a man who, to say the least of it, has not yet proved his fitness to undertake such a work.

I therefore adhere to my recommendation that the work be carried out by the department, that is, that the timber and masonry be let separately, and that the sinking and fixing of cylinders and girders be done by day work, the riveting by task.

The Under Secretary, B.C.

W.C.B., 7/1/78.

I would be glad to have the specifications, conditions, and schedule of quantities supplied to the contractors in tendering for these works.—J.S. Mr. Bennett, B.C., 11/1/78.—G.H., for U.S.

Printed specification and conditions herewith; quantities also herewith. Copies of the summary of first pages only given to contractors.—W.C.B., 11 Jan./78.—Under Secretary, B.C.

## No. 7.

*Précis*—Parramatta and Iron Cove Bridges.

In 1862 the cost of bridges was estimated at £80,000, and a Committee of the Legislative Assembly, on the 26th of September in that year, reported against their construction, on the ground that the value of the land did not justify the outlay.

In 1870 the Assembly carried a resolution in favour of resuming the Field of Mars Common and construction of the bridges.

A vote of £50,000 was accordingly taken in 1873, and appropriated by Loan Act, 36 Vic. No. 21. £50,000.

In June, 1874, an Act was passed resuming possession of Common, authorizing its sale, and appropriation of proceeds towards cost and maintenance of the bridges, 38 Vic. No. 3.

In 1876 a further Loan Act was passed (40 Vic. No. 12) appropriating an additional vote of £40,000.

Tenders were accordingly invited in August, 1876, to be opened on 10th October. The time was subsequently extended to 7th November, and again to 30th January, 1877, and ultimately were opened on 13th February of the present year. £40,000.

Five tenders were received as under, viz. :—

Pearson and Downie—Construction and erection—Parramatta Bridge	£73,856
Ditto ditto Iron Cove ditto	56,671
G. K. Mann—Construction only—Parramatta Bridge	35,000
Ditto ditto Iron Cove ditto	27,500
T. Smithyman—Erection only, of both bridges	54,000

The Commissioner for Roads was unable to recommend acceptance of any of these tenders, but advised that tenders should again be invited both in England and the Colony simultaneously, to be opened on the 14th of August, 1877.

This was done, and the tenders shown on next page were received.

The land consists of 6,235 acres of good land for gardens and villa sites.

The tenders opened on the 14th August were as follows :—For superstructure by telegraph from England, lowest for— Field of Mars Common.

	Estimate.
Parramatta Bridge	£25,534
Iron Cove Bridge	20,708
	£46,242
	£45,176

Acceptance



Acceptance was recommended by Commissioner for Roads, and Mr. Hoskins, then Minister, who went out of office on the 17th, minuted the paper:—

"I leave this matter for my successor, but recommend this tender for acceptance."

A few days afterwards a telegram was received from England, stating that there was a misapprehension that the lowest tender for Parramatta Bridge was—

Iron Cove Bridge					Estimate.
	Appleby Bros. ... ..	£27,466	...	...	£24,916
	Darlaston Company ... ..	21,588	...	...	20,260
		£49,054	...	...	£45,176

Commissioner for Roads recommended on 20th August a telegram to be sent to Agent General:—

"Accept tenders for both bridges. Use own judgment. Both bridges from one firm desirable, even at a slight advance."

No action was taken on this, but tenders were invited on 25th September, to be opened on 2nd October, for cast-iron cylinders. The tenders were:—

Davy ... ..	£15 0 0	per ton
Musson ... ..	14 5 0	"
Fairlie Co. ... ..	11 7 6	"
Mort's ... ..	14 18 0	imp. $\Psi$ ton

Commissioner for Roads recommended that no tender be accepted, as the English tenders delivered were much lower, and the fitting of wrought and cast iron in one shop would make a much better job.

On the 13th October the Agent General's letter was received, and as the difference between the Darlaston Company's and Appleby's tender was but £320, the Minister minuted on the 21st November:—

"In the spirit of the Commissioner for Roads' recommendation, and as we have now all the papers before us, I approve of the acceptance of Messrs. Appleby's tender. Telegraph through Colonial Secretary—

"Accept Appleby's tender for both bridges. Telegraph reply"—which was done, the amount being £49,374.

The tenders for the erection—or section 2 of contract, including masonry of approaches and embankments and roads of same—opened on the 14th August, were—

	Musson & Co.	Low & Kerr.	Estimate.
Parramatta Bridge ... ..	£27,000	£27,211	£17,657
Iron Cove Bridge ... ..	21,000	22,330	14,563
	£48,000	£49,541	£32,220

The Commissioner for Roads reported, on the 20th August and 21st November, that the two lowest, those of Musson & Co. and Low & Kerr, were 50 per cent. over the estimated cost, and he recommended that the work should be carried out by the department, the masonry and timber-work to be sublet by tender; and at the same time pointed out that Musson & Co.'s tender was informal, inasmuch as the quantities were not moneyed out to agree with the bulk sum, as specified. On the 21st November, the then Minister (Mr. Combes) directed that fresh tenders should be invited immediately, which was done, and tenders appointed to be opened on the 27th December. Just prior to the meeting of the Tender Board on that date, Mr. Franklin, Assistant Engineer for Roads, informed the Commissioner that he had put in tenders for the work, at the same time handing in the resignation of his office in the event of his tenders being accepted. The Commissioner thereupon at once wrote a minute declining to sit at the Tender Board, and requesting that some officer other than himself might be asked to report upon the tenders, and that should Mr. Franklin's tender be accepted some one else might be appointed to supervise the work.

The tenders received were as follow:—

	Parramatta.	Iron Cove.	Total.
F. A. Franklin ... ..	£26,530 4 0	£20,638 9 3	£47,168 13 3
J. Musson & Co. ... ..	26,809 12 0	20,759 7 0	47,568 19 0
J. C. Low ... ..	27,475 0 0	22,825 0 0	50,300 0 0
G. H. Royce ... ..	32,987 2 11	54,624 19 9	87,611 21 10

Mr. Franklin's resignation was accepted, unconditionally, on the 27th December, by direction of the Minister, who pointed out, in a minute of the 2nd of January, 1878, the impropriety of Mr. Franklin's conduct, and directed the Commissioner for Roads to report upon the tenders, excluding from consideration those of Mr. Franklin.

On the 7th January Mr. Bennett accordingly reported that the tenders of Musson & Co. (excluding Franklin's) were the lowest, but as they stated no time for completion, in that respect were informal, and pointed out that a reference was made at foot of their tenders to the fact that the quantities were those given by the department, but by which it had been expressly stated that the Government was not bound; that the tenders were nearly 50 per cent. in excess of estimate (£32,000); that the prices given for masonry, timber, and excavation below 80 ft. were excessive, and that as former contracts undertaken by Musson, both in the Roads and Harbours and Rivers Department, had been of so unsatisfactory a nature, and as he had been recommended for and had obtained the contract for Muswellbrook Bridge with the view of showing what he could do, he adhered to his former recommendation that this work, which was the most difficult and hazardous of the kind that had yet been undertaken in the Colony, should be carried out by the department, letting separately the masonry and timber-work.

What is the date of signing the contract in England, and under whose superintendence is the work to be carried out?—JOHN SUTHERLAND, 28/1/78. I cannot state exact date, but I presume a week or so after telegram was sent to accept—the 21st November. I do not know what Engineer, but I presume Mr. Fowler, who superintends all other similar work for the Agent General.—W. C. B., 28/1/78.

## No. 8.

## Mr. Franklin to The Commissioner for Roads.

Sir,

In accordance with your instructions conveyed by Mr. Flynn on 27th instant, I on that date gave over charge of my office duties to Mr. Coleman, and the North Shore contract and other works to Mr. Bibra.

As the latter is somewhat new to office, I shall be glad with your permission to render him some further assistance in furnishing the current month's measurements, &c.; also to be permitted to make the necessary references for drawing up my Bank statement for the quarter ending 31st December, 1877.

F. A. FRANKLIN.

2/1/78.

I have not seen Mr. Franklin since the Minister's instruction to accept his resignation. I now forward this for the instruction of the Minister. Mr. Franklin has been paid off up to date of his resignation. Questions of further payments will arise.—W.C.B., Commissioner, 2 Jan. /78. Under Secretary, B.C.

## No. 9.

## The Under Secretary for Public Works to Mr. Franklin.

Sir,

Department of Public Works, Sydney, 4 January, 1878.

I am directed to transmit for your information a copy of the Minute of the Secretary for Public Works respecting your tender for the erection of Bridges over Parramatta River and Iron Cove Creek.

I have, &amp;c.,

JOHN RAE.

## No. 10.

## Mr. Franklin to The Secretary for Public Works.

Sir,

Sydney, 8 January, 1878.

I have the honor to reply to your Minute accompanying letter from the Under Secretary for Works, dated 4th instant, which reached me yesterday, referring to the Parramatta and Iron Cove Bridges.

I must premise that the tenor of your Minute is to me of a most damaging character; and if allowed to exist without a clear and thorough explanation of the circumstances under which I fell into the error, will make it impossible for me again to hold any position of trust in this or any other Colony.

When I found the step about to be taken was so unfavourably viewed, at which I then expressed my great surprise, I at once proposed to withdraw the matter before any official action had been taken with either my tenders or conditional resignation. This offer being peremptorily refused, I had no alternative but to await the issue of your decision before taking steps to defend myself.

The following is a true statement of the sole cause of the mistake I have made:—Early in November the Commissioner for Roads mentioned to me that there was some difficulty in the matter of the tenders for the construction of the Parramatta and Iron Cove Bridges, and that if Mr. Musson's tenders were accepted, he would feel himself compelled to decline the responsibility of the supervision of the works, and in that case the duty would probably devolve on me. I at once informed the Commissioner that should such an arrangement be decided upon, I should feel justified in supporting his views by declining a responsibility that he, in his superior judgment and position, would not enter into, and that rather than do so I would resign my appointment; at the same time I expressed regret at not being in a position to relieve the department of the difficulty by offering to undertake the work as a contract; this the Commissioner then considered impossible.

Later, on Novr. 14th, while in the country on sick leave, I received a private note from Mr. Eames, the Chief Clerk of the Department of Roads, which conveyed the intimation that fresh tenders were to be invited for the bridges, and the expression of belief that a tender from me would not be objected to.

Upon my return to Sydney, I ascertained such suggestion had been conveyed to me after a conversation upon the subject between the Commissioner for Roads and the Chief Clerk.

I was not surprised when the proposition was made, nor did I, under the circumstances, see any impropriety in it, as it was not unusual for me to move in and out of the department for the performance of works presenting more than ordinary difficulties.

In 1870 I temporarily relinquished my position in the department to undertake a contract under the Government, on Gabo Island, being a case of emergency, and in 1867 while engaged upon the contract of the Gundagai Bridge, in which I had an interest, I was requested by the then Minister for Works to temporarily relieve the local Road Superintendent of his duties, and was appointed to that office while I was in effect a contractor; a junior officer of the department meanwhile inspected my contract works. Again, in 1870, while engaged upon the contract for the Aberdeen Railway Bridge, I was urgently requested to take up the work of Mr. Statham, in the Tamworth District, that gentleman, from sudden ill health, being obliged to give it up; this I did until the completion of the work.

I am satisfied the Commissioner for Roads will be just enough to admit that there were grounds for the action of the Chief Clerk, and will so explain the whole matter as to prevent my being condemned in the very extreme terms of your minute for acting on a suggestion I had no doubt was conveyed from him to me.

I must point out that, in answering a question lately asked in the Legislative Assembly, as to the cost of construction of the several bridges erected under my supervision, I furnished the Commissioner with the detailed cost of each, which information I believe became public property.

My knowledge of the value of such work is based upon long practical experience, and I did not require, as must be well known, to take advantage of official access to prior tenders in framing my estimate for the work, as such estimate was furnished to the Commissioner some months since. And again, my branch of the department is quite distinct and removed from that in which such documents are held; I therefore most distinctly refute the suggestion that I used my position to obtain information from persons or papers to establish my prices for the work.

I

I finally desire to say that, in tendering for the work, I was influenced by professional interest as to the proper carrying out of so extensive a work, to take charge of which I came to Sydney, now nearly three years since, and also by the belief that I should save the department from a great difficulty and the Country from loss; the question of impropriety could not enter into my mind with my knowledge of previous practice and of the wishes of the head of my department.

I have, &c.,

F. A. FRANKLIN.

Mr. Bennett, for report.—J.S., 9/1/78., B.C.

Mr. Eames, for very full and specific report on the portion marked, more particularly on the part underlined.—W.C.B., 10 Jan., /78. Mr. Eames.

Report herewith.—G.C.E., 10/1/78.

### No. 11.

#### Memo. by Mr. Eames.

I REGRET extremely that any action of mine should have contributed to the false position into which Mr. Franklin has been placed through having submitted a tender for these bridges; and in justice to all parties, I now beg to state what actually occurred—neither adding to nor detracting from the plain facts of the case.

It will be seen from Mr. Franklin's letter that the subject of his taking up these works as a contractor had been mooted early in November, before it was decided to call for fresh tenders, and that the Commissioner then considered that course impossible; subsequently, and while Mr. Franklin was absent on leave, it was determined that fresh tenders should be invited, and, in the course of conversation with the Commissioner, I remarked that if Mr. Franklin could become the contractor for the bridges, it would save the department a great deal of trouble and annoyance. The Commissioner seemed quite pleased at my having broached the subject, said it was the very thing he had been thinking of himself, but that he did not like to say anything about it, lest it might be said that he had prompted the action—that he had always got on very well with Mr. Franklin when he was a contractor, and he had no doubt he should be able to do so again.

I naturally understood from this that there would be no objection on the part of the Commissioner to Mr. Franklin's putting in a tender for the work. Even then I should not have made any special communication on the subject to Mr. Franklin, but it happened that there were one or two private letters by that day's post for Mr. Franklin, one of which was I think marked "Urgent," or "Important," and I also had a railway pass to despatch to him, so I wrote a hurried note to him covering the enclosures, and mentioned the fact that fresh tenders were about to be invited, and that I did not think there would be any objection on the part of the Commissioner, were he (Mr. F.) to tender for the work. *The Commissioner was not aware of my having written thus, nor did he know of it until some time after the tenders were opened.* The next day, amongst other matters, the Commissioner referred to our previous conversation, and said that he had been since thinking the matter over and had come to the conclusion that it would be better left alone, as it would undoubtedly be said that he had instigated it and was a party to it. These last utterances of the Commissioner were duly imparted by me to Mr. Franklin upon his return to Sydney, and as it appeared to us that the Commissioner's only objection was a purely personal one, and only referred to a possible misconstruction of his action in the matter, and not to any impropriety on the part of Mr. Franklin, the latter determined upon tendering; and, with the view of protecting the Commissioner and precluding the possibility of its being affirmed afterwards that the Commissioner was privy to it in any way, it was studiously concealed from him. Mr. Franklin at one time thought of tendering in some other person's name, but upon talking the matter over it was decided that the more straightforward and honest course was to do everything openly and above board, and I concurred with him in thinking that if he placed his resignation in the Commissioner's hands on the day tenders were to be opened, he would have done all that was incumbent upon him, either as a gentleman or as an officer of the department.

G.C.E., 10/1/78.

### No. 12.

#### Report on Mr. Franklin's letter to the Minister for Works, dated 8th January, 1878.

MR. FRANKLIN seeks to justify the course taken by him, by the statement that a "proposition" was made to him, coming from me to tender for this work, and that "suggestion had been conveyed to him after a conversation between the Chief Clerk and myself."

Mr. Eames's letter explains his view of the conversation—indeed it was hardly a conversation, but a mere reply to a remark of Mr. Eames that Mr. Franklin thought of tendering. I replied, on the spur of the moment, that I also had thought of that solution of the difficulty but did not like to suggest it—that I had always found Mr. Franklin a satisfactory contractor. Thinking, on reflection, that what I had said might be held to convey more than I intended, I, the next morning, told Mr. Eames, as he admits, that it had better be left alone—that it would not do for Mr. Franklin to tender. This Mr. Eames states he also conveyed to Mr. Franklin verbally on his return. I thought no more of the matter until Mr. Franklin astonished me about fifteen minutes before opening of tenders, by handing in a conditional resignation, which I at once took to the Under Secretary and the Minister, first representing to Mr. Franklin the gross impropriety he had been guilty of, and recommending him to withdraw his tender if allowed. This was not permitted, and his resignation was there and then accepted.

Mr. Franklin has therefore not the slightest grounds for his allegation that he acted on a suggestion conveyed from me to him.

I would add that, on the Minister refusing to allow Mr. Franklin to withdraw his tender, I, in a hurried minute now on record, declined to be present at opening of tenders, asked that they be reported on by another officer, and that if the work was to be carried out by Mr. Franklin that I be relieved from its superintendence.

I have not thought it necessary to refer to other statements in Mr. Franklin's letter, but can do so if required. They do not seem to me to bear on the present case.

Under Secretary, B.C.

WILLIAM C. BENNETT,  
10th January, 1878.

No. 13.

## No. 13.

## Mr. Franklin to The Secretary for Public Works.

Sir,

Stoneleigh, Lavender Bay, 17 January, 1878.

I am informed that the Commissioner for Roads and the Chief Clerk have reported on my letter of the 8th instant, and respectfully request to be furnished with a copy of each statement.

I have, &amp;c.

FREDK. A. FRANKLIN,

Does Mr. Bennett see any objection to furnish copies?—J.R., B.C. 19/1/78. None whatever.  
 It was presumed copies would be furnished when papers were written.—W.C.B., 21 Jan. /78. Under  
 Secretary, B.C. Copy of each may be given.—J.S. 28/1/78. F. A. Franklin, Esq. 29/1/78. Roads.  
 To be placed with previous papers.—B.C. 29/1/78. Now herewith.

## No. 14.

## Minute of Secretary for Public Works.

Parramatta and Iron Cove Bridges.

I HAVE received the *précis* of the case connected with these bridges, and also the specifications and conditions of contract. It was in 1873 that Parliament made the first appropriation for these works; but tenders were not invited until August, 1876, owing to the insufficiency of the first appropriation, which Parliament supplemented in that year by £40,000, making with the first vote £90,000. The lowest tender received amounted to £62,500 for construction, and £54,000 erection—in all, £116,500; the estimate being £45,128 for the first, and £32,220 for the second—in all, £78,348, or £28,154 below the tenders.

These tenders were invited in the Colony and in England simultaneously, resulting as follows:—No Colonial tender was received for construction; lowest English tender for construction, £49,054; lowest (being Colonial) for erection, £48,000.

At my request, after pointing out some 2,000 tons of pig iron in a paddock in front of Mr. Secretary Combes' window, and that these Colonial producers had not up to that time any opportunity of tendering for their branch of the work, an unsuccessful attempt was made to get the cast-iron cylinders made in the Colony, but the tenders were considered to be too high, and after reading the conditions I am surprised that they were not much higher.

In October, 1877, it was determined to accept the English tender for construction and invite tenders in the Colony again for the erection,—tenders to be opened on the 27th December.

The lowest eligible tender received was £47,569, over 50 per cent. in excess of the estimated cost, and the Commissioner for Roads recommends that the work be carried out by the department, the masonry and timber-work being let separately.

It appeared to me to be so remarkable that, after so many attempts, we should have failed in getting anything approaching an eligible tender in the Colony, that I was induced to study the terms and conditions of the contract; and I must say that on reading these over, the cause of the high prices demanded and the limited number of tenders received were at once explained. I think it would be difficult to conceive of more binding and oppressive conditions than are contained in this document, and I am no longer surprised that many of the *bonâ fide* contractors of the Colony shunned the work.

I am ready to admit that conditions of contract should be so drawn that litigious contractors should not be allowed to take advantage of law points in their contract which may be legally availed of in the Law Courts, but a distinction should be drawn between disputes of that nature, and those broad and equitable differences which may arise between two parties to any contract, and which should be settled in a spirit of equity, with the rights of both sides duly reserved.

The very first principle in the contract appears to my mind to entail an injustice, viz., that the directions given by the superintending officer shall not be held to be valid or good till the same shall have been confirmed by the Engineer; the Engineer may appoint any incompetent man to superintend, or being competent, he and the Engineer may not coincide in the orders given—is it right that the contractor should be made to suffer for this?

Then, as to discrepancies; the whole power of deciding them is left with the Engineer, he shall judge decide, award, and determine them without reference or notice to the contractor, who is to have no power in law or in equity to demur on any ground whatever.

Then in addition to the fines for non-completion within time, the Engineer may dictate to the contractor the number of mechanics and labourers he shall employ and the plant he shall use; and if he fail in a week to comply, the Engineer shall cancel the contract, or employ the men and plant himself at the contractor's expense.

There are other conditions subjecting the contractor to all manner of pains and penalties for injuries over which he has but partial control; but the clause which provides that the contractor shall do his work as directed is so arbitrary as to raise a doubt whether it is actually a contract or not which is being superintended, or a work which is being carried out by the department by what is known as task work.

The following clause, exempting the Engineer from giving any information at all in respect to his decisions or measurements, is to my mind enough to deter any contractor from tendering, unless happily he should be able to credit the Engineer with perfect infallibility:—

Engineer no party to law-suit.—The said Engineer shall not be a party to or be required to defend or answer any bill, claim, or proceeding in law or in equity at the instance of the contractor, nor shall the said Engineer be required or compellable by any proceedings whatsoever, either in law or in equity or otherwise, to answer or explain any matter touching or relating to any certificate or award made by him, nor to state why or in what manner he determined the measurements and amounts in such certificate.

The whole of the conditions are bristling with similar arbitrary terms, and as I said before they do not leave to the contractor sufficient exercise of his own judgment and skill in devising means for carrying out the work, but dictate to him the machinery and plant he shall make use of. The result being that good contractors are warned off, or they tender at prices which are far above the estimate. I am quite aware that this arises from the anxiety of the Engineer for Roads that the Government should not be placed at any disadvantage; but has he ever considered that his efforts to prevent this—if they take this shape—may result in creating the very evil he is trying to prevent; not perhaps in the direction he provides against, but by the loss to the Country of good contractors, and in largely increased prices for the public works.

I trust that in the conditions of future contracts consideration will be given to these representations. I can assure the Engineer that the true interest of the Country requires some elasticity in these conditions, recognising the equitable rights of the second parties to the agreements, and providing more liberally for the conduct of the work.

As regards the recommendation of the Engineer for Roads for the erection of these bridges, it appears to me that under all the circumstances of the case, I cannot do better than approve of it, but I do so on the distinct understanding that as the tenders have been rejected because they are in excess of the estimate, the work when carried out by the department will not exceed the estimate.

JOHN SUTHERLAND.  
28/1/78.

Roads, B.C., 29/1/78.—J.R. Return deposit receipts.—J.R., 29/1/78. Deposit receipts of £132 13s. and £103 3s., F. A. Franklin (2); £225, John Musson; £123 2s., R. Royce, returned to Treasury, 29/1/78.

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No. 15.

The Under Secretary for Public Works to Mr. Franklin.

Sir,

Department of Public Works, Sydney, 29 January, 1878.

In compliance with the request contained in your letter of the 17th instant, I am directed to enclose copies of the reports of the Commissioner for Roads and Chief Clerk respectively on the subject of your letter of the 8th instant, namely, the erection of the Parramatta River and Iron Cove Bridges.

I have, &c.,  
JOHN RAE.

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No. 16.

Mr. Franklin to The Secretary for Public Works.

Sir,

Lavender Bay, 29 January, 1878.

I have to acknowledge a letter from the Under Secretary for Works of this date, replying to mine of the 17th inst., enclosing copies of Messrs. Bennett and Eames's statements in answer to my explanation in regard to tendering for the Parramatta and Iron Cove Bridges.

Mr. Eames gives a very clear review of the circumstances that led to my action in the matter, but omits to mention that, in answer to my frequent inquiries up to the latest possible date, he still considered it advisable I should tender for the works, believing Mr. Bennett saw no impropriety in my obtaining the contracts—only in *his* suggesting such a course to me.

And I must correct Mr. Eames upon one point, *i.e.*, that of submitting the tenders in another's name. This suggestion came from him, but was objected to by me.

I am of course not in a position to say what took place between the Commissioner and Mr. Eames; but I must point out the disparity in the statements as to the origin of their conversation on the subject. The Commissioner makes it appear that Mr. Eames said *I thought of tendering*. I have no hesitation in saying that I then had no such intention. The Commissioner says—"It was hardly a conversation, but a mere reply to a remark of Mr. Eames that Mr. Franklin *thought* of tendering."

Mr. Eames says:—"I remarked that if Mr. Franklin could become the *contractor* for the bridges, it would save the department a great deal of trouble and annoyance."

I trust you will see from the whole of the facts now before you that I do not (to use the Commissioner's expression) "seek to justify" my action by straining or distorting the circumstances which induced it, nor, had the act originated solely with me, should I, in the slightest manner, have shrunk from the responsibility of its consequences; and, I unhesitatingly assert that, but for the suggestion made to me, I should never have tendered for the work.

I now most respectfully submit for your consideration my defence in this and my former letter, and trust you will accept my admission of error, and see sufficient grounds for removing the minute of censure recorded against me.

I have, &c.,  
FRED. A. FRANKLIN.

Mr. Bennett, in the first instance, for report.—B.C., 1/2/78., J.R. Mr. Eames, for his remarks.  
*Urgent.*—W.C.B., 2/2/78. Report herewith.—G.C.E., for Com. Under Secretary, B.C., 4/2/78.

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No. 17.

Memo. by Mr. Eames.

MR. FRANKLIN appears to me to be pushing the admissions which tell in his favour too far. I have already stated my own impression that the objection to Mr. Franklin's tendering was lest the Commissioner should be compromised, and not to any impropriety in the act itself. On Mr. Franklin's return from the country I told him of the Commissioner's remark that *he had better leave it alone*; and as to my replying to Mr. Franklin's repeated inquiries that I still considered it desirable he should tender, I must state that any such replies were solely on my own responsibility and opinion; and after the Commissioner expressed to me his *disapproval* I never spoke to him again on the subject, or led Mr. Franklin to believe that he was aware of the fact that he was about to tender, and therefore, any encouragement given by me in answer to Mr. Franklin's repeated inquiries was of a negative character only, and to the effect that nothing further had transpired to alter the complexion of the case so far as I was aware. Mr. Franklin also says that, up to the "latest possible moment," I still stated that I considered it advisable he should tender. I may say that I left the office on the 21st December for Bathurst, and did not return until 2nd January, the tenders having been opened in the interim, *i.e.*, on the 27th December.

If

If my private note to Mr. Franklin is still in his possession I have no objection to its production, so as to show the exact terms in which I first communicated the idea that a tender from him would not be objected to. Such note was certainly never intended by me to (nor do I believe that it does) convey any suggestion as coming from the Commissioner; and having communicated verbally to Mr. Franklin the views subsequently expressed by the Commissioner *against his tendering*, I looked upon Mr. Franklin as a perfectly free agent in the matter, and as acting entirely on his own responsibility.

The point as to who suggested the course of tendering under another name is not a material one. I know the question was raised, and it may have been suggested by myself as stated by Mr. Franklin.

There does not appear to be anything further in Mr. Franklin's letter calling for any remark from me.

G.C.E.

2/2/78.

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### No. 18.

#### Memoranda on Mr. Franklin's letter of the 29th January, 1878.

I FORWARD herewith Mr. Eames's memo. on Mr. Franklin's letter of 29 January.

Mr. Franklin in this letter states,—“Had the act originated solely with me, should I in the slightest manner have shrunk from the responsibility of its consequences, and I unhesitatingly assert that but for the suggestion made to me I should never have tendered for the work.”

This still infers that the suggestion came from me in a private note from the Chief Clerk. The production of this note will be the best evidence of what was really conveyed, but Mr. Franklin's admission, in his letter of the 8th January, that he mentioned to me in November his regret that he could not execute the work as a contractor is certainly incompatible with the statement that the idea of contracting for the work originated in a suggestion from me.

Mr. Franklin has not anywhere denied what is so strongly asserted by Mr. Eames, that he conveyed to Mr. Franklin my objection to his tendering, made on the morning following the conversation referred to; he also takes exception to the disparity of the statements as to this conversation. Mr. Eames asserts that his is strictly correct; my impression is that my view is substantially what occurred, but this is a matter of no moment, as the whole was set aside by my remark on the following morning, conveyed by Mr. Eames to Mr. Franklin on the latter's return to Sydney.

My action the moment I learned that Mr. Franklin had tendered, my advice to him to withdraw his tender, and my verbal request to the Minister that Mr. Franklin be allowed to withdraw his tender before the opening, are the best contradictions to the statement that I deliberately suggested his tendering.

WILLIAM C. BENNETT.

4 February, 1878.

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### No. 19.

#### Minute of Commissioner for Roads.

##### Parramatta and Iron Cove Bridges.

IN acknowledging receipt of the Minister's Minute of the 28th January, I beg to offer a few remarks in explanation of the clauses in specification which are so strongly objected to by the Minister.

As it was doubtful whether there would be a bridge at all or not, if too expensive, the work had to be designed in the most economical manner, and the dimensions of iron cut down to the lowest inch consistent with safety. The sites also offer peculiar difficulties: a navigable tideway with strong current, 40 feet of water, a deep mud bottom with no prospect of foundation at much less depth than 100 feet below high-water. To meet those difficulties the bridges were designed from the beginning to be floated into place; hence the necessity for defining, in such detail, how the work was to be proceeded with, and for very stringent clauses in the specification, which was prepared with great care and the assistance of the Crown Solicitor. Had the mode of inviting tenders adopted in England by the Agent General been in use here and selected contractors only been allowed to tender, I am free to admit such clauses would not have been necessary; but when the tender of any person, no matter how they may have conducted other works, is liable to be accepted, I respectfully submit that it is necessary to secure the Government against any legal steps which a litigious or captious contractor might be disposed to take; and it is patent that when the department goes into Court an adverse verdict or judgment is generally given; and I would add that the conditions of contract are not more severe than those in use in Victoria, indeed many of the clauses most strongly objected to by the Minister are the same as those in the specification for the Echuca Bridge, though less stringent.

The Minister's first specific objection is to the clause stating that the orders of the superintending officer shall not be held to be valid till the same shall have been confirmed by the Engineer; this provision is also in the Victorian contracts. I would point out that a weak or dishonest subordinate might be persuaded by the contractor to give orders which would either endanger the stability of the work in a way which could not be remedied, or commit the Government to a large and unnecessary expenditure, and that the entire contract is drawn on the supposition that the Engineer is to have full control, subject of course to the Minister, and with a view as far as possible to prevent the Government being brought into Court.

The clause as to discrepancies is the usual clause, perhaps amplified more than in ordinary contracts. The Engineer, it is presumed, is appointed by the Government to judge between the contractor and the Government, and the clause only provides that he shall finally determine on all points.

The clause giving power to decide on the number of mechanics and labourers to be employed is the same as in the Victorian contracts; and as fines have in most cases hitherto been a dead letter, so much so as to have been omitted for the last two years from the ordinary contracts of this branch of the department, it did not seem to me unreasonable to provide for a control over the number of people to be employed, and I cannot help thinking that it would have the effect of ensuring the completion of the work in time, which the fines would hardly have hitherto done on account of the uncertainty of their being exacted. (The conditions in question were drawn nearly twelve months ago.)

Further, this power to employ people must be necessary to secure some portions of the work from loss or injury on some sudden emergency, or in the event of the contractor neglecting to take proper precautions against same. Such loss or injury might amount, in this instance, to thousands of pounds, and involve great delay, if not imperil the completion of the work, which is not, like a railway or a public building, independent of winds or waves, but on the contrary, much exposed to the adverse influences of both.

The clause binding contractor to do work as directed was intended to ensure the safety and completion of the work in due order, and to apply the material delivered and expected in the most advantageous manner, and also in order to secure the safety of the public and provide for the safe navigation of the river.

The clause that the Engineer is not to be a party to lawsuit is same as in Victorian conditions, and intended to protect the Engineer in his private capacity from liability to defend a suit against him from anything done in his official capacity, and also to protect him from vexatious demands for frivolous and unimportant information. No right-thinking man would really refuse information *necessary* to clear up any difference.

With reference to the general objection that the conditions fetter the contractor,—as I have pointed out, it was from the beginning determined that the erection of the iron-work should be carried out in a certain way, and it was designed with this view, and hence the stringency of the specification in this respect and the specific instructions as to mode of carrying out work. Had the work got into the hands of an inefficient contractor, much blame might have been attributed to me for any loss, legal or pecuniary, arising from laxity in the conditions of contract.

With regard to the suggestion of the Minister that good contractors are warned off by such strict specifications, I think the small number of tenders may also be attributed to the great risk in carrying out this work and the number of other contracts now in the market; and indeed one of our oldest contractors stated to me that he would not tender or compete with certain other persons who were about tendering for this work.

Having now frankly given my reasons for the strict nature of the specifications, which cost me many an anxious hour, I will in future endeavour to modify such documents to meet the Minister's wishes.

The Minister's approval of my suggestion that the work should be carried out by the department will entail much extra labour and anxiety on me, but I will be better able to meet all contingencies, and we will not be hampered by having to adjust differences of cost or extras that may arise from modifications in the mode of carrying out work arising from any unforeseen difficulties.

The straightforward work, such as masonry, supply of timber, and riveting, will all be let by tasks or small contracts. The only day work will be that necessary for putting cylinders and girders in place, as I hope to do the whole of the sinking by machinery.

With reference to the understanding that the cost of the work shall not exceed the estimate, I can only state that the estimate was made after most careful inquiry and consultation with officers who had executed similar work for the department. I hope to be able to complete the work for the amount, and will do all I can to do so; but in such a work no man can guard against contingencies, and I think it better for the Government to take the chance of none occurring than the certainty of payment to contractor of the amount which he would put on to cover such risk.

And I would point out that hardly any amount of security or retention-money from a contractor would cover the loss which might be caused in the iron-work by one accident from neglect.

WILLIAM C. BENNETT,  
February 4th, 1878.

## No. 20.

### Minute of Secretary for Public Works.

#### Conditions of Contract, Parramatta River and Iron Cove Bridges.

I HAVE read Mr. Bennett's paper on my minute of the 28th of January, in which I considered it my duty to comment in deserved terms upon the extraordinary severe conditions of contract for the Parramatta River and Iron Cove Creek Bridges.

Having duly weighed the reasons afforded for the stringent, and as I think *prohibitory* terms of this contract, I am constrained to say that I can see nothing to justify my altering or modifying in any way the views I have expressed.

Mr. Bennett says that the conditions of contract were prepared with the assistance of the Crown Solicitor, but I do not suppose that that officer did more than put into legal phraseology the terms which Mr. Bennett proposed. I cannot believe, nor do I think I am asked to believe—though it might be considered to be so implied—that these conditions were adopted on the suggestion or advice of the Crown Solicitor.

I gather from Mr. Bennett's explanation that these conditions were made so exceedingly stringent to meet the probability of the work being tendered for by one or two contractors whom he considered ineligible. This, I need not say, was wrong in principle, and unfair to the *bona fide* contractors of the Colony, who, as a class, are fully able to carry out such works as the spanning of the Parramatta River with a bridge, even though such an undertaking should present to Mr. Bennett's mind "peculiar difficulties."

I think it would not be difficult to point out in this and other Countries engineering works (which have been carried out by public contractors in no way superior to some of those whom Mr. Bennett might have secured had he adopted reasonable conditions), compared with the magnitude of which the "peculiar difficulties" connected with the erection of a bridge over the Parramatta River would have been a mere trifle.

The expressed policy of the Country by resolution of Parliament is that the public works should be carried out by public contract, and this principle must not be jeopardised nor its intention weakened or reversed, as it has been of late years in several departments of the Government of this Colony, by the adoption of conditions of contract which deter, I might say debar, the contractors in the Colony from competing on equal terms for the works of the Colony.

I might have pointed out in my previous minute many more of these conditions, which no man of means and honor could become bound to carry out, except at a large advance on the proper value of the work. I have no doubt whatever that Mr. Bennett's intention in inserting such conditions as the following:—

*Castings.*

The castings required to be of the very best cold, blast, grey, cast-iron, as hard as can be worked; castings to be perfectly free from all flaws, cracks, holes, or defects of any kind; the class of iron used to be to the entire satisfaction of the Engineer, and of such strength that a 1-inch bar, 2 inches deep, placed on bearings 3 feet apart, will sustain a weight of 24 cwt. in the centre. The castings to be true, straight, and of the exact shape and dimensions specified.

was what he has stated, but the effect of this and other conditions has been to give the foreign contractors a large advantage over our own. There is no cold blast iron made in the Colony, and very little now in England, and I might not be far from the truth in saying that there will not be one pound of cold blast iron used in the Parramatta or Iron Cove Bridges, because it is from £4 to £6 per ton dearer than the ordinary hot blast iron, which has been and is now used for all such works, and will be for the works in question.

Relying on Mr. Bennett's assurance that he will in future modify the terms of contract to meet the views expressed in my minute of the 28th of January, I consider it unnecessary to say more on the subject at present.

JOHN SUTHERLAND,  
11/2/78.

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No. 21.

The case of Mr. Franklin, in connection with the tendering for Parramatta River and Iron Cove Bridges.

I HAVE carefully considered the correspondence that has passed since the date of my minute, in which I expressed my opinion of the conduct of Mr. Franklin in having retained his position as an officer of the department up to the very hour of opening tenders, and then with one hand handed in his resignation, and with the other a tender for the work.

Mr. Franklin's defence is that a proposition that he should tender for this work had been conveyed to him as a suggestion of the Commissioner for Roads, and that in submitting a tender he was, he thought, meeting the wishes of Mr. Bennett, though as that gentleman appeared to be fearful that he would be compromised by such an action the fact that he was tendering was carefully concealed from him. On these grounds Mr. Franklin asks me to remove the minute of censure recorded against him.

I desire that Mr. Franklin should have any benefit which can be derived from the aspect of the case as now submitted, which I must confess has taken me by surprise, but I am unable to alter or vary in any way my minute on the gross impropriety of Mr. Franklin's proceedings, *however influenced*, nor withdraw my views as to the discredit which they were calculated to bring upon the department; the mere fact that Mr. Franklin considered it necessary to conceal his action from Mr. Bennett should have warned him that there was something in the affair very irregular and improper.

JOHN SUTHERLAND,  
11/2/78.





1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## PARRAMATTA RIVER AND IRON COVE BRIDGES.

(INFORMATION RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 9 April, 1878.*

[Laid upon Table in accordance with promise made in answer to Question 3, Votes No. 55, 9 April, 1878.]

Department of Public Works, Sydney, 9 April, 1878.

## 9. MR. MACINTOSH to ask THE SECRETARY FOR PUBLIC WORKS,—

- (1.) How often have Tenders been called for the erection and completion of the Iron Cove and Parramatta River Bridges?
- (2.) Over what period have these Tenders been called?
- (3.) What are the names of the Contractors who tendered on each occasion; and the respective amount of each Tender?
- (4.) What percentage of the work done was payable each month?
- (5.) When, and under what conditions, was the balance due to the Contractor?
- (6.) What was the nature of the security that the Contractor had to give for the faithful completion of the work?
- (7.) Is it true that the Contractors in England for the supply of the ironwork refused to comply with the condition to provide cash security.

1. Three times.

2. From August, 1876, to December, 1877.

	<i>Name.</i>	<i>Particulars.</i>	<i>Parramatta.</i>	<i>Iron Cove.</i>
3. <i>First time</i> (In the Colony only.)	Pearson & Downie	Construction and erection	£73,856 0 0	£56,671 0 0
	G. K. Mann	Construction only	35,000 0 0	27,500 0 0
	T. Smithyman	Erection only of both bridges	£54,000 0 0	0 0
<i>Second time</i> (In London.)	Appleby Bros.	Construction	£27,467 16 3	£21,908 18 9
	Head & Wrightson	Do.	27,500 0 0	22,300 0 0
	Handyside	Do.	27,856 7 11	22,694 0 0
	Crumlin	Do.	27,874 11 10	22,771 12 8
	Darlaston Comp.	Do.		21,588 0 0
NOTE.—There were five other higher tenderers, but amounts were not given by the Agent General.				
(In the Colony.)	Musson & Co.	Erection	£27,000 0 0	£21,000 0 0
	Low & Kerr	Do.	27,211 0 0	22,330 0 0
<i>Third time</i>	F. A. Franklin	Erection	£26,530 4 0	£20,638 9 3
	J. Musson & Co.	Do.	26,809 12 0	20,759 7 0
	J. C. Low	Do.	27,475 0 0	22,825 0 0
	G. H. Royce	Do.	32,987 2 11	24,624 19 9

4. For Section 1:—85 per cent. on ironwork completed; 10 per cent. on delivery, and 5 per cent. on final completion.

For Section 2:—80 per cent. on value of work done in erection, and 70 per cent. on value of materials delivered on the ground; balance on completion of contract.

5. Upon certificate of Engineer that work was completed to his satisfaction.

6. 2½ per cent. on amount of tender, and 4 per cent. additional when tender accepted; to be lodged with Colonial Treasurer or Agent General.

7. The majority of the *selected* firms accompanied their tenders by the half per cent. deposit, but from their well known high standing proposed security or references in lieu of the 4 per cent. cash deposit.



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## PARRAMATTA RIVER AND IRON COVE BRIDGES.

(DETAILED ESTIMATE OF COST, BY MR. FRANKLIN.)

*Ordered by the Legislative Assembly to be printed, 2 May, 1878.*

## DEPARTMENT OF PUBLIC WORKS—ROAD BRANCH.

*Tender for Erection, &c., of Iron Bridge and appurtenances at Parramatta River.*

I HEREBY propose to execute the whole of the works required for the erection of Bridge and approaches in strict accordance with the specification and plans, and to the entire satisfaction of the Engineer for Roads, or other authorized officer, and to complete the same within twenty-four months after signing the contract, for the sum of twenty-six thousand five hundred and thirty pounds four shillings (£26,530 4s.), and do hereby agree that any addition, deduction, or alteration shall be valued at the undermentioned rates, or at a price to be agreed upon at the time, and added to or deducted from the above amounts, as the case may be.

DETAILS of bulk sum, add Schedule of prices for valuation of increase or decrease.

Quantities.		Amounts.		
		£.	s.	d.
Fixing and sinking cast-iron cylinders	... ..	₤	ton	5 10 0
Excavating in cylinders...	... ..	₤	cube yard	1 10 0
Concreting cylinders	... ..	do.	...	2 5 0
Granite in bed-stones	... ..	₤	cube foot	0 7 0
Fixing caps	... ..	₤	ton	6 0 0
Fixing wrought-iron cylinders	... ..	do.	...	6 0 0
Fixing wrought-iron in bracing and girders, bolts, spikes, handrail, &c.	... ..	do.	...	5 5 0
Gun metal sliding plates	... ..	do.	...	8 0 0
Supply of, and fixing, lead	... ..	₤	lb.	0 0 6
Painting coats	... ..	₤	superficial yard	0 1 0
Tarring	... ..	do.	...	0 0 3
Timber, in deck, &c.	... ..	₤	cube foot	0 6 6
*Excavating in rock for abutments, &c., under low water	... ..	₤	cube yard	6 0 0
Do. do. above low water	... ..	do.	...	1 0 0
*Masonry in cement, under low water	... ..	do.	...	8 0 0
*Do. do. between high and low water	... ..	do.	...	5 10 0
Do. do. above high water...	... ..	do.	...	4 10 0
Do. in mortar	... ..	do.	...	3 15 0
Do. fine axe and draft tooled in quoins, parapets, &c.	... ..	₤	cube foot	0 5 3
Rubble stone work, in mortar	... ..	₤	cube yard	2 0 0
Kerb and gutter	... ..	₤	yard run	2 0 0
Filling in approaches	... ..	₤	cube yard	0 2 6
Metalling on roadway, 2½ inch gauge...	... ..	do.	...	0 15 0

\* Including unwatering.

NOTE.—I submit the above price on the condition that my tender for the Iron Cove Bridge is accepted.—F.A.F.

The prices in the preceding Schedule include all labour, materials, tools, staging, plant, machinery, and workmanship of every kind necessary for the full and perfect completion of Bridge to the entire satisfaction, &c., of the Engineer for Roads, or other authorized officer.

FREDK. A. FRANKLIN,  
Lavender Bay, North Shore.

To the Under Secretary for Public Works.

Should the foregoing tender be accepted, I, the undersigned, hereby undertake to execute the contract, and to deposit with the Honorable Colonial Treasurer, within six days from the notification of the acceptance of the said tender, a sum of money equal to four pounds per centum on the gross amount of such tender, as security for the due performance of the contract.

FREDK. A. FRANKLIN,  
Lavender Bay.

NOTE.—A sum of £182 13s., being equal to one-half per centum on amount of tender, has, according to the conditions of the specification, been deposited with the Honorable Colonial Treasurer, which sum I agree to forfeit to the Government should I fail to provide the cash deposit and to complete the bond at the time specified.

FREDK. A. FRANKLIN,  
Lavender Bay.

DEPARTMENT OF PUBLIC WORKS—ROAD BRANCH.

*Tender for Erection, &c., of Iron Bridge and appurtenances at Iron Cove.*

I HEREBY propose to execute the whole of the works required for the erection of Bridge and approaches in strict accordance with the specification and plans, and to the entire satisfaction of the Engineer for Roads, or other authorized officer, and to complete the same with twenty-four months after signing the contract, for the sum of twenty thousand six hundred and thirty-eight pounds nine shillings and three-pence (£20,638 9s. 3d.), and do hereby agree that any addition, deduction, or alteration shall be valued at the undermentioned rates, or at a price to be agreed upon at the time, and added to or deducted from the above amounts, as the case may be.

DETAILS of bulk sum, and schedule of prices for valuation of increase or decrease.

Quantity.					Amounts.		
					£	s.	d.
Fixing and sinking cast-iron cylinders	...	...	...	⌘ ton	6	0	0
Excavating in cylinders	...	...	...	⌘ cube yard	1	10	0
Concreting cylinders	...	...	...	do.	2	5	0
Granite in bed-stones	...	...	...	⌘ cube foot	0	7	0
Fixing caps	...	...	...	⌘ ton	5	0	0
Fixing wrought-iron cylinders	...	...	...	do.	5	0	0
Fixing wrought-iron in bracing and girders, bolts, spikes, handrail, &c.	...	...	...	do.	5	0	0
Gun metal sliding plates	...	...	...	⌘ cwt.	0	8	0
Supply of, and fixing, lead	...	...	...	⌘ lb.	0	0	6
Painting, coats	...	...	...	⌘ superficial yard	0	1	0
Tarring	...	...	...	do.	0	0	3
Timber, in deck, &c.	...	...	...	⌘ cube foot	0	6	6
*Excavating in rock for abutments, &c., under low water	...	...	...	⌘ cube yard	.....	.....	.....
Do. do. above low water	...	...	...	do.	1	0	0
*Masonry in cement, under low water	...	...	...	do.	.....	.....	.....
*Do. do. between high and low water	...	...	...	do.	4	10	0
Do. do. above high water	...	...	...	do.	.....	.....	.....
Do. in mortar	...	...	...	do.	3	15	0
Do. fine axe and draft tooled in quoins, parapets, &c.	...	...	...	⌘ cube foot	0	5	3
Rubble stonework, in mortar	...	...	...	⌘ cube yard	2	0	0
Kerb and gutter	...	...	...	⌘ yard run	2	0	0
Filling in approaches	...	...	...	⌘ cube yard	0	2	6
Metalling on roadway, 2½ in. gauge	...	...	...	do.	0	15	0

\* Including unwatering.

NOTE.—I submit the above price on the condition that my tender for the Parramatta Bridge is accepted.—F.A.F.

The prices in the preceding Schedule include all labour, materials, tools, staging, plant, machinery, and workmanship of every kind necessary for the full and perfect completion of Bridge to the entire satisfaction, &c., of the Engineer for Roads, or other authorized officer.

FREDK. A. FRANKLIN,  
Lavender Bay, North Shore.

To the Under Secretary for Public Works.

Should the foregoing tender be accepted, I, the undersigned, hereby undertake to execute the contract, and to deposit with the Honorable Colonial Treasurer, within six days from the notification of the acceptance of the said tender, a sum of money equal to four pounds per centum on the gross amount of such tender, as security for the due performance of the contract.

FREDK. A. FRANKLIN,  
Lavender Bay.

NOTE.—A sum of £103 3s., being equal to one-half per centum on amount of tender, has, according to the conditions of the specification, been deposited with the Honorable Colonial Treasurer, which sum I agree to forfeit to the Government should I fail to provide the cash deposit and to complete the bond at the time specified.

FREDK. A. FRANKLIN,  
Lavender Bay.

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WELLINGTON, WAGGA WAGGA, MUSWELLBROOK, AND  
NIMBOY BRIDGES.  
(INFORMATION RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 5 February, 1878.*

FRIDAY, 1 FEBRUARY, 1878.

(12.) Wellington, Wagga Wagga, Muswellbrook, and Nimboy Bridges:—Mr. Macintosh asked the Secretary for Public Works, pursuant to Notice,—

(1.) Will he be pleased to lay upon the Table of this House the contract price for sinking per foot run and per ton the piers of the Wellington, Wagga Wagga, and Muswellbrook Bridges, and the price per ton for erecting the superstructures of the same bridges?

(2.) Also the cost per ton for the supply of the wrought and cast iron work of the bridge over the Nimboy River, and the contract price per ton of Messrs. Bell and Franklin for fixing and erecting the same, and what it subsequently cost the Government per ton, in labour, plant, tools, supervision, &c., in completing the same work by day labour after it had been taken out of the hands of the contractors?

Mr. Sutherland answered,—I will have this information prepared, and lay it upon the Table on Tuesday next.

	(1.)		
	<i>Wellington.</i> 11 & 9 ft. cylinders.	<i>Wagga.</i> 9 ft. cylinders.	<i>Muswellbrook.</i> 5 & 6 ft. cylinders.
Sinking and fixing cylinders, } per foot run ... .. }	£7 0 0	£6 0 0	£5 10 0
Erecting superstructure, per } ton ... .. }	15 0 0	6 15 6	11 15 0

(2.)

The price per ton for Nimboy Bridge, made in the Colony. (Tender accepted, December, 1868.)

Cast-iron ... ..	£18 13 4
Wrought-iron cylinders ... ..	37 0 0
Wrought-iron girders... ..	32 0 0

The tender of Bell and Franklin was a bulk sum, with no Schedule rates; it amounted to £2,290, and included other work besides fixing cylinders. As nearly as can be ascertained by estimating cost of this other work, their tender would be about £9 per ton for fixing superstructure. The cost to the Government per ton, in labour, plant, tools, &c., in completing the work by day labour after it had been taken out of the hands of the contractors was, as nearly as can now be ascertained, about £7 per ton for riveting and fixing superstructure, and about £4 9s. per foot run for sinking, fixing, and filling cylinders—or £8 per ton.

It should be noted that comparisons of this sort are extremely delusive,—so much depends on the locality, and the size and weight of the iron-work. The Nimboy cylinders were very light and with riveted bracing, and had much more work per ton on them than any of the others.



1877-8.

NEW SOUTH WALES.

# SYDNEY SEWERAGE AND WATER SUPPLY.

(TWENTY-FIRST ANNUAL REPORT FROM THE MUNICIPAL COUNCIL—1877.)

Presented to both Houses of Parliament, pursuant to Act 30 Vic. No. 36, sec. 75.

The Town Clerk to The Principal Under Secretary.

Sir,

Municipal Council, Sydney,

Town Clerk's Office, 5 March, 1878.

I have the honor, by direction of the Right Worshipful the Mayor, to transmit herewith, for the information of the Parliament of New South Wales, the Twenty-first Annual Report of the Municipal Council of Sydney, of their proceedings under the Water and Sewerage Acts, during the year 1877.

I have, &amp;c.,

CHAS. H. WOOLCOTT,

Town Clerk.

*TWENTY-FIRST ANNUAL REPORT of the Municipal Council of Sydney, of their proceedings under the Water and Sewerage Acts.*

THE Municipal Council of the City of Sydney have the honor to furnish, for the information of the Parliament of New South Wales, the following Report of their proceedings in connection with the Water and Sewerage Works during the year 1877, together with Statements of their Receipts and Expenditure under each fund for the same period.

### WATER-WORKS.

The pumping machinery and engines at Botany have been working throughout the year most efficiently, nothing but the ordinary repairs being necessary. Two of the engines have been constantly at work, except occasionally for three to five hours at a time, when the service reservoirs have been signalled full.

The total quantity of water pumped up from Botany into Crown-street and Paddington Reservoirs during the year was twelve hundred and thirty million forty-seven thousand four hundred and sixty-eight (1,230,047,468) gallons, being an increase on the year 1876 of one hundred and fifty-five million four hundred and sixty-three thousand nine hundred and ninety-six (155,463,996) gallons,—the quantity pumped to Crown-street being seven hundred and sixty-three million four hundred and sixty-eight thousand seven hundred and eighty (763,468,780) gallons; and to Paddington, four hundred and sixty-six million five hundred and seventy-eight thousand six hundred and eighty-eight (466,578,688) gallons respectively. The increase is attributable to the large extension of the mains to the suburbs, where seven and three-quarter ( $7\frac{3}{4}$ ) miles of new pipes have been laid, supplying over two thousand (2,000) additional houses.

The quantity of coal consumed during the year was five thousand two hundred and sixty-three and a half ( $5,263\frac{1}{2}$ ) tons, or two hundred and thirty-seven and a half ( $237\frac{1}{2}$ ) tons more than last year.

A large increase has been made to the storing capacity of the dams in the Lachlan Reserve, by raising and enlarging the embankments, &c., the water from which is delivered into Sydney by gravitation, thus relieving the Botany engines very considerably. Every farthing expended on these works is remunerative in the extreme.

The Bunnerong Dam has been completed during the year, and the quantity of water thrown back and conserved in the dam has surpassed general expectations.

The Botany Dams throughout the year have had an unusual supply of water, being very nearly full all the year—the water running to waste into Botany Bay for fully six months continuously; the embankments and weirs only requiring ordinary attention to keep them in repair.

The pumping engines and machinery at Crown-street for the purpose of relieving the Botany engines from the duty of raising the water the additional height of seventy-three feet (the difference between Crown-street and Paddington Reservoirs) are now nearly completed, as well as the engine-house and chimney.

The number of houses connected with the water mains during the year was two thousand and sixty (2,060), and the total number of houses now receiving and paying for water is twenty-three thousand nine hundred and three (23,903).

The number of meters fixed at the end of the year was three hundred and nineteen (319), and the quantity of water registered as passing through them was eighty-nine million and sixteen thousand (89,016,000) gallons.



The total length of pipes laid during the year for the extension of the water supply to the city and suburbs is seven and three-quarter miles and two hundred and eighty-nine yards, and the mains that have been taken up and replaced by new ones is twelve hundred and ninety-three (1,293) yards, making a total length of mains laid during 1877 of eight and a half miles two hundred and sixty-two yards. (*Appendix A.*)

During the year 1870 there were pumped up from Botany sixteen hundred million three hundred and eighty-three thousand four hundred and fifty-six (1,600,383,456) gallons, and the revenue from the Water Fund was £32,420 12s. 4d.; since then there have been laid forty-one miles and thirty yards additional new mains in the city and suburbs, with six thousand one hundred and fifty-seven (6,157) additional house connections and numerous meters, and still the quantity of water pumped from Botany and the expenses are considerably less. Thus, water pumped from Botany during 1877 was twelve hundred and thirty million forty-seven thousand four hundred and sixty-eight (1,230,047,468), or less than in the year 1870 by three hundred and seventy million three hundred and thirty-five thousand nine hundred and eighty-eight (370,335,988) gallons, and the revenue from Water Fund is for 1877, £50,404 13s. 1d., or £17,984 0s. 9d. more than during 1870, with less consumption of fuel and expenses. This wonderfully favourable result has been attained by the construction of dams on the Lachlan watershed which did not exist in 1870, and the water from which is delivered into Sydney by gravitation, thus relieving the pumping machinery very considerably, and effecting the enormous increase in the revenue of £17,984 0s. 9d.

## COMPARISON.

Year.	Pumped from Botany.		Revenue Water Fund.			No. of houses supplied.
	gallons.		£	s.	d.	
1870 ... ..	1,600,383,456		32,420	12	4	17,686
1877 ... ..	1,230,047,468		50,404	13	1	23,903
Less ... ..	370,335,988	Increase	£17,984	0	9	Increase 6,157

## SEWERAGE.

The main sewers throughout the city are in good order.

During the year 1877 a tender was accepted for sewerage works in Darling Harbour. The contract was for the construction of a 4 feet 6 inch brick sewer from the silt-pit in Lackey-street along Pier-street, and then southerly along Hay-street to the Railway culvert, a distance of about 650 feet, with a branch 3 feet 6 inch brick sewer in Hay-street northerly to the Railway, a distance of about 230 feet; a 3 feet 6 inch brick sewer from the silt-pit easterly along Pier-street for about 430 feet, together with the laying of stoneware pipe sewers in Hay-street, Factory-street, Burns-street, Little Pier-street, Little Harbour-street, and Little Quay-street; and the construction and connection therewith of street gullies.

The contract is in progress, but owing to the difficulty of obtaining bricks in sufficient quantity the work has been delayed over the contract time.

The only casualties to the sewers has been the blowing up of a portion of the Blackwattle sewer in Wattle-street, near Parramatta-street; the sewer burst up twice in the same place during the year, and was repaired each time. The cause is attributable to the obstruction placed at the end of the sewer in the silt-pit constructed by the Government, and until this is removed frequent occurrences of the same thing must be expected.

During the year, 4,369 feet of pipe drain sewers have been laid, of the dimensions and in the localities detailed in Appendix B.

Four hundred and seventy (470) additional houses have been connected with the sewers, making a total of eight thousand five hundred and ninety-six (8,596).

## FINANCIAL.

The annual statements of Revenue and Expenditure for the year, duly certified by the City Auditors, are appended.

JAMES MERRIMAN,  
Mayor.

Adopted by the Municipal Council, this fifth day of March, A.D. 1878,—  
CHAS. H. WOOLCOTT, Town Clerk.

## APPENDIX A.

## WATER-MAINS laid during 1877.

3-INCH PIPES.			4-INCH PIPES.		
	Pipes.	Yards.		Pipes.	Yards.
Wharf-street, City .....	9	27	Edgecliff Road, Woollahra .....	197	591
Bethel-street, do. ....	30	90	Cooper-street, do. ....	44	132
Carlton-street, do. ....	10	30	Bay-street, do. ....	148	444
John-street, Camperdown .....	23	69	William-street, do. ....	154	462
Casey's-lane, do. ....	63	189	South-street, do. ....	20	60
Gipps-street, Paddington .....	54	162	Cross-street, do. ....	109	327
Brodie-street, do. ....	21	63	Bent-street, City .....	4	12
James-street, Redfern .....	22	66	Swan-street, do. ....	3	9
Mary-street, Waterloo .....	64	192	Hardman's-lane, do. ....	24	72
Bayview-street, Pyrmont .....	12	36	Nobbs-street, do. ....	44	132
M'Donald's-lane, Darlington .....	18	54	Landsdowne-street, do. ....	23	69
Deane-street, do. ....	24	72	Old Parramatta Road, Forest Lodge ..	27	81
Quarry-street, Pyrmont .....	8	24	University-street, Camperdown .....	93	279
Goodiet-street, Surry Hills .....	14	42	Pyrmont Bridge Road, do. ....	35	105
Schleucher's-lane, Ultimo .....	3	9	Thomas-street, do. ....	90	270
Brougham-street, City .....	14	42	Glenmore Road, Paddington .....	21	63
Irving-street, do. ....	15	45	Good Hope-street, do. ....	106	318
Little Gipps-street, Paddington .....	5	15	Cameron-street, do. ....	27	81
			M'Donald-street, do. ....	46	138
	409	1,227	Morehead-street, Redfern .....	41	123

4-INCH

## APPENDIX A—continued.

4-INCH PIPES—contd.			4-INCH PIPES—contd.		
	Pipes.	Yards.		Pipes.	Yards.
Wellington-street, Waterloo .....	56	168	Prospect place, Paddington.....	10	30
Walker-street, do. ....	15	45	Young-street, Redfern.....	52	156
Raglan-street, do. ....	57	171	Herbert-street, Pyrmont .....	6	18
Gerard-street, do. ....	102	306	Young-street, do. ....	16	48
Pitt-street, do. ....	54	162	Edward-street, do. ....	25	75
John-street, do. ....	41	123	Ross-street, Camperdown.....	33	99
Kellett-street, do. ....	67	201	Gloucester-street, City.....	45	135
Bullanaming-street, do. ....	76	228	Pyrmont Bridge Road, Camperdown ..	10	30
Garden-street, do. ....	92	276	Frederick-street, do. ....	40	120
Botany-street, Waterloo .....	246	738	Missenden-street, do. ....	48	144
Quarry-street, Pyrmont .....	11	33	Factory-street, City .....	43	129
Herbert-street, do. ....	25	75	Charlotte-lane, do. ....	2	6
Newtown Road, Newtown .....	9	27	College-street, Camperdown .....	33	99
Toxteth Park, Glebe Point .....	31	93	Brown-street, do. ....	34	102
Wellington-street, Kingston .....	54	162	South-street, Rushcutters Bay .....	26	78
Mary Ann lane, Ultimo .....	22	66	Sugar Company, Pyrmont .....	24	72
M'Quade's lane, Potts's Point.....	21	63			
Campbell-street, Glebe .....	73	219		3,597	10,791
Stewart-street, Paddington.....	46	138			
Fitzroy-lane, Surry Hills.....	27	81			
Alexander-lane, Paddington .....	34	102			
Renny-street, do. ....	17	51			
Walter-street, do. ....	40	120			
New South Head Road, Woollahra ..	271	813			
Cottingham-street, Glebe.....	46	138			
Cooper-street, Redfern.....	33	99			
Franklin-place, Glebe .....	4	12			
Phillip-street, Alexandria .....	86	258			
Buckland-street, do. ....	191	573			
Regent-street, Camperdown.....	47	141			

## WATER-MAINS taken up and New Mains laid, from 1st January to 31st December, 1877.

3-INCH.			4-INCH—contd.		
	Pipes.	Yards.		Pipes.	Yards.
King-street, Sydney .....	41	123	Jamison-street, Sydney .....	17	51
Hosking-place do. ....	30	90	Market-street, do. ....	77	231
	71	213		258	774

4-INCH.			6-INCH.		
	Pipes.	Yards.		Pipes.	Yards.
Castlereagh-lane, Sydney.....	68	204	Handle-street, Sydney .....	51	153
Bent-street, do. ....	41	123	Devonshire-street, do. ....	50	150
Railway-place, do. ....	55	165	York-street, do. ....	1	3
				102	306

## NUMBER of New Houses connected with Water-mains in the City and Suburbs during the year 1877.

Cook Ward .....	312	Redfern .....	205
Fitzroy Ward .....	95	Alexandria .....	230
Bourke Ward .....	25	Waterloo .....	381
Gipps Ward .....	28	Camperdown .....	138
Macquarie Ward .....	29	Newtown .....	36
Brisbane Ward .....	19	Glebe .....	125
Denison Ward .....	139	Darlington .....	27
Phillip Ward .....	113		
Paddington .....	160		2,060
Woollahra .....	98		

## APPENDIX B.

## STONEWARE Pipe Sewers laid during 1877.

9-INCH.		12-INCH—contd.	
	Feet.		Feet.
Munn-street.....	315	Belmore-street.....	165
Susan-place .....	50	Sophia-street and lane .....	360
Lane off Victoria-street North .....	50		2,744
	415		

12-INCH.		16-INCH.	
	Feet.		Feet.
Macquarie-street.....	100	Burdekin's Paddock, Riley-street .....	260
Upton-street .....	90	Factory-street .....	300
Upton-lane .....	200	Cleveland-lane.....	480
Unwin-street .....	60		1,040
Little Abercrombie-street .....	200		
Lane off Gipps-street, near Elizabeth-street ...	230		
Little Pier-street .....	330		
Little Belmore-street .....	254		
Lane off Smith-street.....	130		
Beaufort-street .....	310		
Cleveland-lane.....	315		

18-INCH.	
	Feet.
King-street West .....	50
Cleveland-lane.....	120
	170

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Water Fund, for the Half-year ending 30th June, 1877.

Receipts.			Disbursements.			
	£	s. d.	£	s. d.	£	s. d.
Water-works .. .. .	20,101	1 6			The Colonial Government .. .. .	213,337 19 3
Miscellaneous Receipts .. .. .	290	18 0			Debentures .. .. .	106,000 0 0
Premium and Interest .. .. .	681	19 8			Union Bank .. .. .	9,351 9 8
			21,343	19 2		
The Colonial Government .. .. .	213,337	19 3			General Works .. .. .	13,279 5 7
Debentures .. .. .	136,000	0 0	349,337	19 3	Botany Works .. .. .	6,976 19 2
					Salaries of Officers .. .. .	656 5 0
					Interest Expenses .. .. .	2,932 14 0
					Union Bank .. .. .	18,147 5 9
			£ 370,681	18 5		23,845 3 9
						£ 370,681 18 5

We certify that we have audited and examined the accounts from which the above Statement is made up, and found the same to be correct.

PHILIP CALLACHOR, } City Auditors.  
THOMAS S. O'CONNOR, }

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Sewerage Fund, for the Half-year ending 30th June, 1877.

Receipts.			Disbursements.			
	£	s. d.	£	s. d.	£	s. d.
Miscellaneous Receipts .. .. .			25	0 0	The Colonial Government .. .. .	200,000 0 0
The Colonial Government .. .. .	200,000	0 0			Debentures .. .. .	200,000 0 0
Debentures .. .. .	200,000	0 0			Union Bank .. .. .	25,629 7 3
Union Bank .. .. .	34,153	6 5	434,153	6 5		
					General Works .. .. .	1,266 3 6
					Interest Expenses .. .. .	7,282 15 8
			£ 434,178	6 5		8,548 19 2
						£ 434,178 6 5

We certify that we have audited and examined the accounts from which the above Statement is made up, and found the same to be correct.

PHILIP CALLACHOR, } City Auditors.  
THOMAS S. O'CONNOR, }

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Water Fund, for the Half-year ending 31 December, 1877.

Receipts.			Disbursements.			
	£	s. d.	£	s. d.	£	s. d.
Balance due by Union Bank .. .. .			18,147	5 9	The Colonial Government .. .. .	213,337 19 3
From Water-works .. .. .	29,100	19 7			Debentures .. .. .	136,000 0 0
Interest .. .. .	445	9 1				
Miscellaneous Receipts .. .. .	93	7 7	29,639	16 3		
					General Works .. .. .	10,883 5 2
The Colonial Government .. .. .	213,337	19 3			Botany Works .. .. .	5,793 2 4
Debentures .. .. .	136,000	0 0	349,337	19 3	Salaries of Officers .. .. .	2,432 17 3
					Office Expenses .. .. .	665 13 4
					Interest Expenses .. .. .	4,030 0 0
					Salaries of Auditors .. .. .	25 0 0
					Incidental Expenses .. .. .	649 17 4
					Union Bank .. .. .	24,580 15 5
			£ 397,125	1 3		23,206 6 7
						£ 397,125 1 3

We certify that we have audited and examined the Accounts from which the above Statement is made up, and found the same to be correct.

PHILIP CALLACHOR, } City Auditors.  
J. H. DAVIES, }

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Sewerage Fund, for the Half-year ending 31 December, 1877.

Receipts.			Disbursements.			
	£	s. d.	£	s. d.	£	s. d.
Miscellaneous Receipts .. .. .			488	0 0	The Colonial Government .. .. .	200,000 0 0
The Colonial Government .. .. .	200,000	0 0			Debentures .. .. .	200,000 0 0
Debentures .. .. .	200,000	0 0			Union Bank .. .. .	34,153 6 5
Union Bank .. .. .	34,173	8 1	454,173	8 1		
The Colonial Government, Special .. .. .	20,000	0 0			General Works .. .. .	12,394 9 9
					Incidental Expenses .. .. .	150 0 0
					Interest Expenses .. .. .	7,103 14 1
					Salaries of Officers .. .. .	919 17 10
			£ 454,661	8 1		20,508 1 8
						£ 454,661 8 1

We certify that we have audited and examined the Accounts from which the above Statement is made up, and found the same to be correct.

PHILIP CALLACHOR, } City Auditors.  
J. H. DAVIES, }

1877-8.

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## WATER SUPPLY TO SYDNEY AND SUBURBS.

(CORRESPONDENCE BETWEEN MR. JAMES MANNING AND THE PRESENT AND LATE GOVERNMENTS)

---

*Ordered by the Legislative Assembly to be printed, 9 April, 1878.*

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RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, on 2nd April, 1878, That there be laid upon the Table of this House,—

“Copies of all Correspondence between Mr. James Manning and the present and late Governments, upon the question of Water Supply to the City of Sydney and Suburbs; together with any Reports, Minutes, &c., arising out of such Correspondence.”

(*Mr. Greenwood.*)

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## WATER SUPPLY TO SYDNEY AND SUBURBS.

No. 1.

James Manning, Esq., to The Colonial Secretary.

Sir,

Sydney, 12 October, 1877.

Herewith I have the honor to forward copy of my Review of the Report of the Hydraulic Engineer on the question of Water Supply for Sydney. A copy is already in the hands of Mr. Clark.

With this pamphlet, and by this letter, I beg, on behalf of the citizens of Sydney, to protest against the adoption of Mr. Clark's report on Sydney Water Supply; and furthermore, and on their behalf, I respectfully submit that the Government should call on Mr. Clark, before he leaves the Colony, either to admit or refute the arguments which the Review contains against such adoption.

However inadmissible controversy may be in the position held by Mr. Clark, our public interests demand at least some explanation concerning the misstatements of the simple facts of a valuable competing water scheme.

I have, &c.,

JAMES MANNING.

### SYDNEY WATER SUPPLY.

*REVIEW on the Report of William Clark, Esq., Hydraulic Engineer, on the question of Water Supply for Sydney, by James Manning, Esq.*

To the Parliament of New South Wales, Citizens of Sydney, &c. &c.

THE ensuing articles are a Review of the Report of W. CLARK, Esq., Hydraulic Engineer, on the question of Water Supply for Sydney. They appeared in the *Sydney Morning Herald*, between 16th June and 1st August last, almost in their present shape.

Appendix 1 contains my official letter to the Government of 15th November, 1876, detailing the Loddon and Wingecarribee water scheme.

Appendix 2 contains a copy of that portion of Mr. Clark's Report which refers to that scheme.

The annexed diagram shows the routes or courses of the Upper Nepean and Loddon and Wingecarribee schemes respectively, with the rivers, creeks, &c., appertaining to each, and the character of the conduits by which in each case water is proposed to be conducted.

The Review has been dictated by a conscientious belief that the course recommended by Mr. Clark involves a serious menace to some of the best interests of this community, and that its adoption by our authorities will be productive of a lasting injury to the citizens of Sydney.

I regret that these articles have not appeared earlier in this form, but the delay has not been with me. In July last I wrote to the Government to know whether they would publish them for general information. They instructed their printer to report upon the cost of the publication, and at his request I furnished the manuscript for his inspection. Nevertheless, at the end of two months they refused the use of the Government Press. I accordingly placed the work in the hands of a private printer at once.

Sydney, 24th September, 1877.

JAMES MANNING.

#### ART. I.

I PURPOSE, in a few articles, to survey the Report on this subject lately furnished to our Government by Mr. Clark, the Hydraulic Engineer. In doing so, I trust that I shall receive credit for candour, and for having the interest of the people at heart; and I also express a hope that the matter which I shall adduce will be carefully read and digested, without reference to the seeming seal of authority which the subject has received. It is impossible to ventilate this question too much, or too strongly to insist on its vital importance; and I sincerely hope that the citizens will rouse themselves to a personal critical consideration of it, so that what they eventually resolve to do, they may do with their eyes open, and of their own individual motion, and with such an intimate knowledge of the facts of the undertaking as will enable them to bear the responsibility themselves. An immense amount of the public money is involved, and the owners of it ought to look well into the proposed investment; and now is the time for inspection, for once launched into it there will be no getting out.

I purpose to treat this subject under three heads:—

- I. To inquire whether the Upper Nepean scheme, which has been recommended, is really the scheme which it is represented to be.
- II. To inquire into the quality of the Loddon and Wingecarribee scheme, which, along with others, has been rejected.
- III. To contrast the two schemes.

#### I.—UPPER NEPEAN SCHEME.

Mr. Clark, in his letter to the Colonial Secretary forwarding his Report, says, or rather conveys the assertion, that this scheme has the merit of bringing about 80 million gallons daily into the city of Sydney, subject only to sufficient conduits being provided for the last fourteen miles. The city of Sydney of course means the whole suppliable population.

It will readily be believed that this would be more than the utmost growth of any scheme for the supply of Sydney. At per head of population, it is something like eight times greater than the present supply of Glasgow, and two-thirds of the supply of London itself. I may, therefore, for argument's sake, safely assume that this would be the utmost growth of this scheme, if it could ever grow to it under the most auspicious conditions. Let us now see to what extent in fact it is capable of realizing the representation.

I will here enunciate the fact that in ordinary average seasons, when our rains are fairly frequent, in the mere matter of quantity of water all the schemes are good, and one scheme is nearly as good as another; and as to those which we are here discussing, neither has any superiority. Comparisons are only admissible, and Mr. Clark has only drawn them, in respect of their behaviour in dry times and under

minimum

minimum rainfalls; and it is such behaviour only that will here be taken notice of, and such dry times and minimum rainfalls will be deemed, for the purpose of the argument, continually present.

Mr. Clark began at the outset to cast about for a test, and in searching the record of our seasons, lighted upon a certain period, viz., *eight months* (August, 1875, to March, 1876, both inclusive), during which less rain fell than ever fell in any recorded period of the same length, viz., by the Cordeaux rain gauge, 16.92 inches.

On the theory that what has once happened may at any time happen again, he treats this "dry period" and its minimum rainfall as a climatic fact capable of indefinite recurrence, and from it deduces a crucial test, which he applies without distinction to all the water schemes submitted, viz., *a capacity to supply the demands of the city for a dry period of eight months by the storage and the flow of the minimum rainfall of such eight months.*

It will presently be seen that in this uncertain climate, neither eight months nor any other number of months, nor any known period whatever, can be depended upon or trusted to for such a purpose as the above, and therefore I will not now stop to discuss this point; but I must remark that, assuming for argument's sake that there is virtue in any arbitrary period, Mr. Clark ought at least to have taken nine months into his reckoning, for the month immediately preceding his "dry period" was drier than any month within that period, except one. But I am dealing with his Report as it stands.

The demands of the city are an unknown quantity, and may be any number of million gallons daily, according to circumstances, such as increase of population, extension of service, cheapening of price, and so forth. By possibility the demand may be 80 millions daily; and a power to supply that quantity cannot be claimed as a merit unless the demand is able to approach it, there being no virtue in wholesale waste of water any more than of any other article of consumption. The merit being claimed I assume the use.

Let us now submit the Nepean scheme to Mr. Clark's test at an 80-million gallon rate. Upon the figures in the Report, the following is the case:—

	Gallons.
Storage power ... ..	7,110,000,000
Deduct eighty-nine days' consumption at eighty millions daily, say	7,110,000,000
	<hr/>
Add eighty-nine days' influx at daily average for eight months ...	1,290,500,000
Deduct eighty-nine days' evaporation ... ..	569,600,000
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Leaves nine days' supply ... ..	720,900,000

That is to say, at an 80-million gallon rate, the reservoir will be dry in ninety-eight days or three months, and for the remainder of the drought or dry period, of whatever length, short or long, the daily supply will only be the influx less the evaporation, nominally averaging about 8 million gallons for five months, and after that running from a maximum 8 millions downwards.

This is the outcome of this claim; whether it be supportable or not in wet seasons, in such a one as Mr. Clark selects for a basis it entirely fails.

As a matter of practical fact, such a power of delivery, even if it existed, would be no merit to any scheme for Sydney purposes. The utmost demands of this city will never reach it; and enough is as good as a feast. I will now examine into the efficiency or otherwise of this scheme under more reasonable and probable demands.

The Water Commissioners in 1869 expressed themselves to the effect that twelve million gallons per day is requisite for a population of a quarter of a million, and that any scheme to be considered adequate and acceptable for the supply of Sydney should be able to reach twenty-four million gallons daily, for (say) half a million souls. The Health and Sewage Board subsequently increased this requirement to a minimum of thirty millions.

ART. II.

These functionaries assumed to speak the opinion of the public, and their utterances should be respected and their demands complied with. Moreover, the requiring of thirty millions has the merit of much wisdom and foresight. It foreshadows the true principles of water schemes, viz.—if possible, complete exhaustive construction at the outset; expansion of consumption, not of supply,—of the people to the water, not the water to the people; elasticity of supply rather than of extension. This thirty millions is (Mr. Clark says) exactly the present actual Glasgow rate with half a million souls, three times our population, and it is called the best water supply in Britain. Practically there is no human probability of Sydney ever exceeding that number of inhabitants, though in theory we may approach it, and by possibility may be as big as Babylon. Then what can we want more than this? It would be eminently liberal for our population expanded to the utmost limits likely, while at the same time it would not be open to the objection of being extravagantly in excess of our possible wants. I have, therefore, no hesitation in saying, *thirty million gallons daily is the true rate for Sydney supply.*

The best, cheapest, and only perfect compliance with the official demand for this rate is, not to provide a part of it now and other parts or increments from time to time, but to provide the whole at once. The expense of constructing a scheme in whole is much less than of constructing it in pieces, though the first outlay is greater; and such course has immense countervailing advantages, such as greater supply, cheaper water, knowing how much we have, and how much we have to pay for it. Further, we are not only justified, but in duty bound to our successors, to expend the capital of the Country in productive and permanent works; and since it now appears that a waterwork is essentially of this profitable character, and all the more so if finished out of hand, there is no longer any ground for contending (as I seem to have done in my letter to the Government, from the point of view of expense only) that we should not go beyond the wants of the present generation.

Mr. Clark, therefore, seems to me to fall short of perfect compliance with the requisition put forward by our authorities, and has not proceeded on the best possible basis in providing a 12-million gallon rate with increments of 6 millions; and so his estimates for cost per 1,000 gallons become unsettled, and his comparisons of one scheme with another for this purpose require remodelling. At one place in his Report he approaches the neighbourhood of the 30-million rate by mentioning the figure 29 millions; but a careful examination of the text shows that this 29 millions is only the carrying capacity of a certain portion of conduit, and is mentioned not as any indication of power in the scheme or propriety of rate, but only as a matter of detail and elaboration of the works, in no way connected with the amount of supply to be delivered.

Let

Let us now submit the Nepean scheme to investigation at a 30-million gallon rate. Upon the figures in the Report, the following is the case:—

	Gallons.
Storage power ... ..	7,110,000,000
Deduct 237 days' consumption at 30 millions daily ...	7,110,000,000
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Add 237 days' influx at daily average for eight months ...	3,436,000,000
Deduct 237 days' evaporation ... ..	1,516,800,000
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Leaves sixty-four days' supply ... ..	1,919,700,000

That is to say, at a 30-million gallon rate, there is eight months supply from store, and two months additional supply from the flow of that eight months, and the reservoir will be dry in three hundred and one days, or ten months, and for the remainder of the drought or dry period, of whatever length, short or long, the daily supply will only be the influx, less the evaporation, running from a maximum 8 millions downwards.

This deduction shows the Upper Nepean to be a very fair scheme, so far as quantity of supply is concerned—it is perhaps even better than its supporters thought; but it is no merit to any scheme to have sufficient supply, for without this it is no scheme at all. If supply were the only thing needed, the best project would be Port Jackson, with a steam condenser at Dawes Point. Therefore, the Upper Nepean scheme is not entitled on this ground to take precedence of all others, unless it also appear, either that it has special merits and no blemishes, or that the other schemes have not sufficient supply, or having supply have countervailing blemishes. There are others among the rejected schemes possessing sufficient supply, some of them greater than the Upper Nepean; and if any one of these has the supply, with special merits and no blemish, the Upper Nepean must also show special merits and no blemish, or else it must take rank as a rejected scheme.

We shall now inquire how it will come out of this investigation; and first we will look into the special merits claimed, which are as follows:—

#### 1. LARGE EXTENT OF WATERSHED.

The collective watershed of the Upper Nepean scheme is said to be 354 square miles. It is divided into two distinct parts of widely different qualities. One is the low country, lying below an elevation of 1,000 feet or thereabouts, a low-class watershed, for the most part barren, rocky, and dry, yielding in dry seasons an almost infinitesimal flow, immense in extent, and during spasmodic rains a fruitful cause of floods. The other is the top sources above the 1,000 feet level, a high-class watershed, comparatively limited in extent, full of permanent water-bearing swamps, and yielding in all seasons a comparatively large discharge. The permanent flow of the Nepean streams, which in dry seasons, to which we are limited in all our considerations, is the only supply that the Upper Nepean scheme can count upon, is nearly all from these top sources, where the rainfall is heavier and steadier, the evaporation less in proportion to it (owing to the natural humidity of the climate, caused by proximity to the sea and the high elevation), the soil moist and retentive, and the flow regular and equable. The flow from these top sources has to travel immense and exhausting distances in its natural channels through the low country, and in its passage pays the penalty exacted by sun and wind and a parched and thirsty soil. So the two discharges, the minimum from the poor watershed and the maximum from the rich, mingle on the lower levels and together pass along.

These physical features of the watershed seem to have been only partially observed by Mr. Clark, and their natural consequences are unnoticed.

Mr. Clark, by deduction from observations taken in the Nepean streams, finds the flow of the rivers to be 1-20th of the whole rainfall on the collective watershed. This is a figure for flow unknown, as far as I am aware, to any experience, and should have prompted some inquiry into the causes of it. The cause will be seen above—the flow of the two watersheds have mingled, and the result is the mean between them, the richness of the one going to supplement the poverty of the other. Therefore, this figure, 1-20 flow, does not represent the distributive flow of the Nepean watersheds; and as a figure for general application to all watersheds (top sources among others) it has no value at all, but is worse than useless, being deceptive.

We shall now be able to ascertain what is the real value of the entire Nepean watershed. The ordinary average yield of British watersheds, according to Humber and other authorities, is not less than 2-5ths (8-20th) of the rainfall; and in my letter to the Government I pointed out numerous instances in proof of this. Beyond all doubt or question, the top sources of the Nepean waters as a source of permanent supply are, mile for mile, equal to the best of these; hence they really yield at a rate eight times better than the whole Nepean watershed apparently yields, so that one-eighth of the whole at the high rate would do as much work as the whole at the low rate. Therefore, after allowing an ample margin, the entire Nepean watershed, as a staunch working watershed at top sources rate of flow, is not worth 100 square miles.

#### 2. LARGE STORAGE CAPACITY.

This is a true claim so far as it goes, but since we have seen that this scheme will go only 10 months at a 30-million gallon rate, and it will subsequently be shown that, among others, the Loddon and Wingecarribee scheme will go longer and stand better at the same rate, it is difficult to see how this is any special merit. If, as Mr. Clark seeks to point out, the Prospect reservoir resembles the Yan Yean in quantity of store, it will also probably resemble it in the future experience of the working power of that store. Melbourne has already found that she must supplement the Yan Yean reservoir.

#### 3. SUPERABUNDANT SUPPLY AND COLLATERAL ADVANTAGES.

We have previously seen that this claim at an 80-million rate is untenable. We have also seen to what extent it is tenable at a 30-million rate. We shall presently see that the Loddon and Wingecarribee scheme possesses the same merit in a still greater degree.

The collateral advantage claimed for the Nepean scheme is, that the Nepean River, while providing a water supply scheme for the city of Sydney, also provides an irrigating scheme for the intervening country.

If this were really true, it would be a great virtue of the Nepean River; but there is no faith to be placed in any combination of water supply and irrigation, unless it be on a very small scale, or else from

from an utterly inexhaustible source (which the Upper Nepean is not), such as could be furnished by means of snow-fed rivers, or by such dams as the great Poonah dam in India, or Mr. Woore's proposed dam at Warragamba, both of which do or would have thrown back waters for sixteen miles. The Poonah dam, with cheap and abundant labour, was more than seven years in building, though 100 yards short of a mile.

As a matter of practice and actual fact, this application of Nepean waters, even if possible, would be found to be a dead letter. The Government will never build the requisite irrigating dams, because it is no business of theirs. The owners of the country capable of irrigation will also never build them, for the works would be of too great magnitude for individual enterprise, and they could only be carried out by unanimous concerted action, which would be most difficult, if not impossible, to bring about. Further than this, supposing the dams constructed and the irrigating scheme in working order, it would be found that the store and the inflow would always be least during those seasons when the demand for water would be greatest. Further still, since the recipients of irrigation would most urgently want the flow of the canal at the times when the city would be least willing and able to give it, antagonism and conflicting interests would be likely to arise. Thus this feature of the scheme, however intrinsically good, lacks practicability, and therefore is not entitled to the merit with which at first blush it was credited.

#### 4. CHEAP WATER.

At a 30-million gallon rate, the Loddon and Wingecarribee scheme could deliver every 1,000 gallons for two-pence. And here I must entirely object to Mr. Clark's method of estimating cost of water by small increments of supply. This plan may suit some sorts of water schemes, but there is no principle involved in it, and as applied to the Loddon and Wingecarribee scheme it is altogether inappropriate and foreign to the quality, and encumbers it with a load of expense with which it is no way rightly chargeable. The minimum Nepean price of 1,000 gallons at an 18-million rate is 2·45 pence,\* always assuming that the scheme can be constructed for the figures alleged; and for the extra 12 millions the reduplications of necessary works would be so costly that I think the price would not come down.

#### 5. IMMUNITY OF STORAGE RESERVOIR FROM CHANNEL FORCE.

As compared with river schemes, whose great dams (mostly with inadequate by-washes) stand in the main streams themselves, and have to bear the rush of millions of tons of storm waters coming off immense and unmanageable tracts of country with all the debris and impurities which such country yields, this isolation of the storage reservoir is undoubtedly a merit; but as compared with such a scheme as the Loddon and Wingecarribee, whose watersheds are all top sources, clean, compact, and controllable country, whose dams are comparatively small and low, and almost free from risk, and where nearly all the storm waters can be directly impounded for use, and they scarcely less clear and pure than the natural flow itself—this feature of the Nepean scheme is in no way a peculiar virtue.

#### 6. PERMANENT SECURITY OF WORKS AND SMALL REPAIRS.

Let no one try to make me believe that the Prospect dam is safe. Eighty feet high (besides extra height for wash), one mile and a quarter long, and two million cubic yards of earthwork! There can be little doubt that its presence will depreciate the value, whatever that may be, of the property in the neighbourhood below, which, if a casualty were to happen to the dam, would be submerged for miles.

It yet remains to be proved that the weir and compensation dam will be safe. These are both integral parts of the works, and indeed upon them depends the whole issue.

No doubt the repairs would be small; so they would be in the works of many other schemes, among others, of the Loddon and Wingecarribee.

#### 7. RESEMBLANCE BETWEEN PROSPECT AND YAN YEAN RESERVOIRS.

This comparison is rather important, and unfortunate for the Nepean scheme. The resemblance goes thus far,—that the acreage of each reservoir is much alike, each is about the same distance from the city, they hold about the same amount of available water, and both are removed from the river channel. Here the comparison ends and the disparities begin. The Yan Yean dam is 48 chains long and only 25 feet high at the deepest point; the Prospect dam is 108 chains long and 80 feet high, and with a cubical content as big as the Yan Yean, the Coliban, and the Ballarat dams put together. The entire storage of Yan Yean is available for consumption; Prospect has 3,525 million gallons of unavailable water in it. The Yan Yean elevation is 600 feet above sea level, and discharges into one large distributing reservoir at Preston, six miles from Melbourne, which commands with 300 feet high gravitation every height for miles around, extending as far and further than our Parramatta distance, by pipe service alone. Prospect elevation is only 170 to 195 feet above sea level, far below the top height of Sydney, discharges into the Crown-street reservoir and other small distributing reservoirs about the town at the low levels, and as to the inhabited levels above Crown-street, they can only be got at by pumps. And yet this is called a gravitation scheme!

I have thus discussed all the special merits claimed by the Upper Nepean scheme, and the result shows that few of them are tenable. I will now examine into the blemishes or defects of the scheme, which are mainly as follows:—

#### 1. INSUFFICIENT GRAVITATION, AND ITS CONSEQUENCES.

There is no room to doubt that there was and always has been among our citizens a strong desire for a gravitation scheme, in preference to any pumping plan, either in whole or in part. This feeling was induced by a plain straightforward view of the case, requiring no engineering knowledge, and dictated by common sense and reasons too obvious to require statement. So much so was this the case that I believe the public, or at any rate the reflecting portion of them who guide public opinion, would gladly pay more money for a thorough gravitation scheme than for any plan which had the element of pumps, on account of the high natural pressure and other superior qualities of the former. The Water Commission in 1869 echoed only the sentiments of the people when they looked diligently about for a good gravitation project, and they recommended the Upper Nepean only because they could not find a better, and concluded by inviting scrutiny and criticism, and suggested that better schemes might yet be found. These general views, and the reasons which prompted them, and the sentiments of the Water Commission as the mouthpiece of the community, had right to be respected, and therefore special inquiry should have been made into such of the schemes submitted as would, on this head, have effectually satisfied such general views.

Notwithstanding

\* NOTE.—Mr. Clark gives two figures for this price, 2·45 and 2·65 pence. Clearly one or other must be wrong, so I have given the scheme the benefit of the doubt.



Notwithstanding this evident leaning to gravitation principles, Mr. Clark has expressed an opinion that these views are scarcely tenable here, and implies that, as between pumps and gravitation, it is only a matter of money.

To say the least, this is a plea for pumps, and must mean that he holds gravitation in no particular esteem. The result is that the real gravitation schemes get no special investigation for the sake of the gravitation feature; and finally we are told that there is nothing better to be had than the Upper Nepean, which is low delivery and pumps.

Let us now inquire into the consequences of all this.

(1.) It is stated that water will run from Prospect to receiving reservoirs at Crown-street, Petersham, and Newtown, and that pumps at Crown-street and Paddington will raise water to Paddington, Woollahra, and Waverley, and that from these six centres the whole city and suburbs can be supplied.

What about North Shore? It is not once mentioned in Mr. Clark's Report, and would seem to be no part of the city. It can scarcely be included by implication among the areas above Crown-street levels, for he specifies those areas as being Cook and Fitzroy Wards, Paddington, Randwick, and Waverley. It is therefore not provided for, and this is an oversight which must be corrected. Moreover, the supply must come from the Sydney side, for there is no water to be had on the spot, at least so far as I am aware. Whether there is any to be had or not, the cost of adequately supplying North Shore with water, from whatever source, must be immediately chargeable against any Sydney water scheme.

Mr. Clark proposes to allow the specified areas above Crown-street level  $1\frac{1}{2}$  million gallons per day, and capitalizes the cost of lifting this (with an average lifting height of 108 feet) at £44,000. If the high levels on the Sydney side get all this, well and good, though there is nothing very wonderful in it as a supply, and before the Nepean scheme is ready to deliver, those levels will probably want more. But if it is sought to abstract any of this for a North Shore supply, I contend that  $1\frac{1}{2}$  million is or very soon will be quite inadequate for the population on all the high levels. North Shore is an integral part of the city, and has a right to and could now take nearly as much water as Woollahra and Waverley, and should have one million gallons daily provided for its present and immediately prospective wants. The capitalized cost of lifting this to the top heights of St. Leonards (the lifting height not being less than 159 feet from Crown-street) is just about another £44,000, exclusive of the cost of the carrying main and North Shore reservoir. Therefore this amount, and more, is immediately chargeable against the Nepean scheme over and above Mr. Clark's estimate.

The fact is, the supply of North Shore is a difficult task for this scheme. This suburb is growing larger and larger every day, and must continue to grow without ceasing. Its healthiness, height, great extent of building sites, and easy access to the business centres, render it impossible to doubt that it must eventually be the greatest extension of the city. This £44,000 is only a minimum cost, in fact is no more than an instalment of what will have to be paid in the end; for want of water is the main drawback of North Shore, and once give it that, it will increase with immense rapidity, and soon the pumping power must be reduplicated, and there goes another £40,000, besides extra conduits.

These remarks apply with parallel force to the Waverley and Randwick side. There is an immense extent of high elevations available for residences, stretching from South Head nearly to Botany. These places are not built on yet, because they are more or less difficult of access, and there is no water. But once lead the water there, and the population will follow it for the sake of the coveted elevation, and the consumption of one gallon of water will be the groundwork for the consumption of two more. So the pumping power provided would soon be overtaken, and then away goes another £40,000 for extra power on the Sydney side, besides additional conduits.

The upshot of all this is, that we should never know when we have done with paying, and expense would go on repeating itself every few years, and *the desirable element of finality is absent from the scheme.*

All these troubles and difficulties, born of the low delivery defects, are intensified by the plan of providing the city by small increments of supply. There is no comprehensive nature or forward action in this plan, and, so far as Sydney is concerned, its situation and character of locality render it peculiarly unsuitable and expensive. It is a pity that the Health and Sewage Board, when they raised the rate per day to 30 millions, did not also insist upon works immediately adequate to deliver that rate.

(2.) Another consequence of this low gravitation is that the works from Prospect to Sydney are rendered unnaturally expensive. After the first 11 miles through a complex and costly system of canal, aqueduct, and syphon, with 31 feet fall, there are only 23 feet of fall to Crown-street, 10 miles through cast-iron pipes. Velocity in water means the saving of size and expense in the carrying conduit—the greater the velocity, the smaller the conduit and the cost, and *vice versa*; and as the velocity in this iron conduit is minimum, therefore the size and expense are maximum. So valuable is velocity in the construction of high-level schemes, that I shall be very little out when I say that the cost of piping to bring 30 million gallons a day from the Loddon to Waverley will be no greater than the cost of piping in the Nepean scheme to bring the same quantity from Prospect to Crown-street; though more than twice the distance.

(3.) It is stated that the height of Crown-street and the other receiving reservoirs is 141 feet above sea level. The surrounding localities are very populous, and in some cases the populous neighbourhood extends some miles, and may yet extend much further; and, indeed, for the purposes of water supply, must be credited with indefinite extension. This is the case in Melbourne; the whole six miles from Preston to the city is populated, and the consumption of water per head is large, for they are accustomed to abundance, and know nothing whatever about stint or intermittent supply. The following is a proved fact in Melbourne: *By the time the water reaches the sea levels of the city from Preston, the 6 miles' intermediate abstraction of water in times of heavy consumption eats up, by the friction generated, 150 feet out of the 300 feet head with which it started.* Sydney may fairly be expected to grow as populous as the sister city, and her citizens may reasonably look for the same efficient water supply. What is true of water in one place is true of it in another; that is to say, in Sydney, *if water seeks to run by ordinary mains from Crown-street 6 miles in any direction through a district as populous as that between Melbourne and Preston, the intermediate abstraction of water, when the draught is heavy, will eat up the 141 feet head, and the water will not reach to the end of the 6 miles.* This can only be met by more and more expense, either in laying down larger service mains to neutralize the friction and give the water play, or in constructing more assistant reservoirs in the outlying districts (to be filled intermittently when the heavy abstraction is off), or else in applying more steam power, *to pump down hill.*

This would be a pretty state of things, a nice outcome of a low delivery plan. Yet such must be the inevitable result if this scheme be used and Sydney grow large enough to prove it. It shows conclusively that the *Nepean scheme would be least valuable when most wanted.*

(4.) As a power for the extinction of fires, with the necessity to pump to and from various levels, there is no dependence to be placed in this scheme. When the house which is on fire is at the low levels of the town the water would certainly have some power, that is to say, just the same as the present Sydney supply has, which is little enough; but if the house be on or more or less a little below the level of the Crown-street reservoir (and a large portion of the town is on that level) or of any other reservoir with which its main connects, there is little or no power at all, and in some cases indeed the water could scarcely crawl into the ground floors, far less reach the roof. The consequence, therefore, would be (or rather, should be, in order to preserve a true balance of risk) that the premium for a fire insurance would vary with the situation; and if, as might easily be, a big fire at any time broke out on these unprotected levels, the disasters of Boston or Chicago might be repeated.

## 2. COST.

This subject had come up already, and on the wrong side for the Nepean scheme. There are certain other matters connected with this portion of the subject which require investigation.

Mr. Clark has said that, in his opinion, many of Mr. Moriarty's prices (as revised from his original estimates) are sufficient, but others of them not. I have not the slightest doubt that Mr. Clark examined those figures as carefully as he could, and with all the light he could obtain, and that as an expression of his own belief this statement is entitled to the highest respect. But if I am right in saying that colonists know more about prices current and ruling in their own country than a stranger can possibly be expected to know, and that we have among us contractors and other people well able to make estimates and calculations in such matter, then I say that the public ought to be allowed an opportunity to see and examine those figures for themselves.

As we have not yet been furnished with these revised estimates, we must, for argument's sake, assume them right, so far as they go. Now let us see how far they do not go.

Since our authorities have declared that any acceptable scheme must be able to provide 30 millions daily whenever required, it is clear that the only proper estimate of its cost is one which will cover all the works necessary to provide that 30 millions. The proper complete cost of the Nepean plan, therefore, is something like the following:—

1. To bring 12 millions daily to Sydney:—	
Works, land, superintendence, and contingencies, as per Report ...	£1,126,768
Capitalized value of raising 1½ million to high level, Sydney side, as per Report ... ..	44,000
Ditto 1 million, North Shore side, say ... ..	44,000
2. To bring the remaining 18 millions. Without the revised estimates before me, it is impossible to get at this more than approximately. From Mr. Moriarty's figures in 1869, of which Mr. Clark required revision, owing to the great difference of prices between 1869 and 1877, we find something of the following kind:—	
Cast iron piping for 10 miles into Crown-street ... ..	279,164
Reduplication of syphon pipe to cross Duck Creek, without charging anything for extra work on canal and aqueduct, &c., from Prospect ... ..	52,000
Capitalized value of raising 2½ millions to high levels (being the one-eighth part which Mr. Clark allots), 1½ million to North Shore side, having greatest capacity for extension, say ...	54,000
and 1 million to Sydney side, say ... ..	30,000
Enlargement of reservoirs and all contingencies not included.	
	£1,629,932

The above estimate of cost to reduplicate for the whole balance of 18 million gallons is for one large reduplication at once. But the Nepean plan of proceeding is not to reduplicate in one whole of 18 millions, but in three increments of 6 millions each. This course would immensely swell the figures for the cost of the cast iron piping, for the expense of three 34-inch mains carrying 6 millions each would, with little doubt, be double that of one (say) 48-inch or larger main carrying the whole 18 millions at once. Mr. Clark suggested modification to 36-inch mains would go but little way towards modifying the general expense.

Here then is the proof of that which has so long been generally believed, viz., *that the Upper Nepean scheme will cost far more money than its promoters say*. The above estimates are merely approximate, wholly inexhaustive, prepared upon a basis of cost admittedly too low, and beyond any doubt would work out to a far higher figure. And yet we are asked to believe that the total cost of the undertaking will be £1,170,768, when here is the moral certainty of an eventual *two millions sterling!*

The "12 million and 6 million increment" plan is again responsible for this discrepancy in price. The figures in the Report for costs, to the general reader at least, would seem to mean *cost of scheme*; but in point of fact they only mean *cost of a certain instalment of water out of a scheme*. The distinction is a vital one.

It is known and acknowledged that the building of the Nepean scheme would take ten years, during which time the works would be unproductive, and the scheme should bear the burthen of the interest of the money which its works will absorb. Mr. Clark has omitted this as an item of charge, saying that it cannot be readily estimated, and is common to all schemes.

Had he said that a *reasonable time for construction* is common to all, there would have been no objection to the remark. But ten years is an *unreasonable* time; and if any other schemes could be constructed in a reasonable and shorter time, the Nepean must be charged interest of money for the *difference of time*. It will subsequently be seen that this means a very large sum of money, which must be added to the Nepean cost beyond all question.

## 3. IMPURITY OF WATER.

Mr. Clark has said that he does not think filtration necessary. This may, perhaps, be true of the 12-million gallon rate, because to supply this quantity the influx of ordinary seasons would be sufficient without letting in floods or freshes. But it is certainly not true of 30 millions. The average daily influx into

into the Prospect reservoir for the eight years of observation, as shown by the figure of the Report, is at most 51 millions—floods, freshes and everything. This is only 21 millions more than the daily draught, so that the scheme to maintain its store can ill afford to shut out anything. The influx of dirty storm-waters for a day or two would impurify the whole of the supply in the reservoir, and the impurities would probably not be settled to the bottom before another influx of storm-waters would renew the impurification. Thus the store of water would practically be in a continual state of cloudiness, and an elaborate system of filtration would be indispensable. But gravitation is necessary for filtration works, and the scheme has none to spare—having no more than enough to deliver its waters at the distributing reservoirs; so that there is practically no option in the matter, except between cloudy water or no water at all.

#### 4. DANGER OF PROSPECT RESERVOIR, AND ITS CONSEQUENCES.

It is of the essence of the Nepean scheme that the Prospect reservoir should always be as full as it can manage to be, because, if the water gets low, and a drought comes on, the influx is insufficient to get the store up again, and the ten months' store becomes a myth, and the qualification of sufficiency is gone. But if there is danger in any dam (other than river dams), the greatest causes of it are immense size and depth, and this necessity of fulness, and the pressure on the lower strata of the dam, acting upon the slightest flaws—which flaws cannot be found or known until the money is all spent, and the water in, and damage past remedy. Mr. Gordon, Hydraulic Engineer-in-Chief of Victoria, in his Report on the new Ballarat supply, says that "the risks of failure increase in a greater ratio than the square of the height, and it is no disparagement of the skill of any engineer to state that fact, nor will any one who has had experience in making high dams be inclined to make light of it." All these causes of danger are present in the Prospect reservoir to a maximum extent, and therefore in its complete form it contains the seeds of imminent peril.

But it is not only dangerous, *but it is the only storage reservoir*—unless the Bull's Hill site be also used by way of obviating the danger; and to obtain this security, the Nepean scheme must pay a quarter of a million and upwards over and above its full estimate, and when built the dam is no safer than Prospect, being bigger and more unwieldy still. The Yan Yean scheme possesses the same element of risk, but only in theory, for the comparative smallness of the dam, shallow depth of water (never more and rarely so much as 25 feet), and steady influx, render the fulness of the reservoir, though of course highly desirable, not absolutely essential, and reduce the risk to a minimum. Even the small risk which the Yan Yean does run, Melbourne is now proposing to obviate—the new dam which the people are about to build will serve not only to supplement and better ensure the supply, but also, if accident should happen to either, to preserve the balance of safety by a pair of safe reservoirs. But the Nepean scheme as elaborated has no such safeguard, and this is one of the greatest blots upon it. If accident should happen to the Prospect dam, to say nothing of the damage inflicted to the neighbourhood, the city would have a water famine.

I have now finished the examination of the Upper Nepean scheme. I have found it to be a scheme possessing sufficient supply, no special merits, and many glaring defects. There are many matters yet deserving comment, such as the possibility of the compensation dam not coming up to expectation, and leaving the Upper Nepean dry—the impropriety of charging unequal water rates between the high and low levels, when the people themselves pay for the erection of the works at a uniform rate—and others of more or less consequence. But time and space do not permit. I shall therefore next proceed to the second part of the subject, viz., to inquire into the Loddon and Wingecarribee scheme.

#### II.—LODDON AND WINGECARRIBEE SCHEME.

ART. IV,  
PART I.

Before proceeding to the discussion of this subject, it is only right in its behalf to say that its rejection by Mr. Clark should not set it at any disadvantage in the reader's mind. A proper appreciation of the recommended scheme can only be arrived at by seeing it through the light of another, and I desire to throw that light through the medium of the scheme now before us.

The vicissitudes of our climate are such, that the only indubitable truth about it is this—*dry and wet periods alternate without any known principle of alternation*. Our best skill and science has failed as yet to arrive at any more definite conclusion. Droughts and floods, and every conceivable intermediate phase of season, come and go, and we cannot tell when they will come, or how long they will stay, or when they will go. There have been droughts of every length, from three months up to two years; there have been wet seasons the same, some with floods, some without floods, and some with two, three, and four floods consecutively. We live in the dark as to what climatic issues to expect. It is in no man's power to affirm that the least of these evils will ever happen again, or to deny that the worst of them will begin to-morrow. Again, we cannot assume that as it is in one locality so it will be in another. Severe seasons of both kinds, wet and dry, have been experienced at one and the same time within the influence of the Eastern Cordillera. Some localities seem always more or less dry, others always more or less wet; in some places it rains little and often, in others seldom and much. Further still, there is a great variety of soils—some are hard and dry, and absorb only so much rain as they want themselves, and waste the rest; while others are moist and spongy, and hold the water and give it off moderately and equably. And so the changes, of different rainfalls and different results from rainfall, are rung almost *ad infinitum*.

Many theories and beliefs have been from time to time advanced by way of solution of these apparent anomalies; but none of them have stood any lengthened test, and we are invariably compelled to fall back baffled, and to confess that the laws of our climate are a sealed book to us.

As touching water schemes in our own climate, there are three plain inferences to be drawn from these facts.

1. There is no period known or recorded which can be treated as a climatic fact, and the assumption of any such as a guiding principle is perilous and wrong.
2. The storage capacity, that is, the lasting or staying power of a scheme, is the only certainty, and therefore the true and only standard by which all schemes must be judged.
3. The rainfall and flow of the rainfall in one locality is no criterion of the rainfall and flow of the rainfall in another.

The

The first of these truths upsets Mr. Clark's arbitrary eight months "dry period" which he assumes to be a climatic fact, capable of indefinite recurrence. The second he admits himself (Report, p. 6). The third proves the impropriety of assigning the same qualities as to rainfall and flow to all watersheds alike; and is equal to saying that the rainfall due to any water scheme is the minimum observed rainfall on its own particular watershed during the lasting period of its store, and that the portion of rainfall available for supply is that portion of the minimum observed rainfall which the particular watershed discharges during that lasting period.

Hence it becomes evident that Mr. Clark's test of our water schemes—viz., capacity for eight months' supply out of storage and eight months' minimum flow—is not a true test of all our water schemes. It is, therefore, not necessarily true of any, and, as a matter of fact, it is untrue of some, and, if true of any, it is by accident. It must therefore be given up and a better one found.

The better and true test is comprehended in the above investigations. Storage capacity is the standard of judgment, and the lasting period of the store varies with the rate demanded, and the yielding power of the watershed during that lasting period is such and such an observed flow out of the minimum observed rainfall of that period. Hence we have the true test of all water schemes in this and other uncertain climates, viz., *capacity to supply a given daily rate for an unlimited time by the storage and the flow of the minimum rainfall on the watershed during the lasting period of the store.*

Any water scheme which can absolutely satisfy this test is perfect as to supply; and by so much as one scheme satisfies it more nearly than another, by so much that one is superior. As I am now dealing with the Loddon and Wingecarribee, I will give it first trial by this exhaustive test, and I will subsequently submit the Upper Nepean to the same.

The first thing to be done in the matter is to ascertain the entire storage capacity of the scheme, for upon this depends the whole issue. And before beginning my investigation, I desire to premise generally that I differ materially from Mr. Clark in some things, and that some of my remarks will not be acceptable to him. But truth and the public good are the first objects of my search, and if in that search I cross the views of others, I ask credit for good intention. Also I ask the reader's leniency if my figures should sometimes lack mathematical precision, but they will be found to be quite accurate enough for the purpose of the arguments to be drawn from them.

The storage capacity of the reservoirs on the Loddon watersheds is 2,892 million gallons, capable of being held in the Loddon Lake alone, if it were necessary (which it is not, owing to the existence of relief reservoirs), and the following is the proof.

The Loddon Lake, as at present surveyed, is far below its possible size, and with the cross sections for cubical content at present taken, it has a dam of only 55 feet high (like a flattened V, in a narrow gorge) an extent of 408 acres, an average depth of 13 feet, and a cubical content of 1,446 million gallons. The ranges rise steadily on either side of the dam, and further dam construction is easy, and in my letter to the Government on the subject, the power of large augmentation is distinctly claimed for the reservoir. Mr. Clark therefore wrongly calls 55 feet a maximum height (Report, page 16), and I now exercise the power to increase. 13 feet more dam will double the surveyed store, and the spread, which would be immense, is not counted, but given in for any purpose it can serve.

The Madden's Plains and Tunnel reservoirs are together 63 acres minimum, and drain not less than 4,000 to 4,500 acres; but not having been surveyed for cubical content, these are not counted as independent stores, but given in as supplementary reservoirs to meet any supposed or possible deficiency of the Loddon Lake. This means the storage only without the flow.

The storage capacity of the reservoirs on the Kangaloon watershed has not been ascertained by survey. Though I could not be expected to go any further than I had gone in the way of private expenditure for a public matter, in my letter to the Government I intimated my belief that one reservoir site could be found there having of itself alone a storage power only second to the surveyed power of the Loddon lake. Mr. Clark applied to me for surveys of this, and for the above reasons I referred him to the Government as the proper source of such work. It seems he did not adopt the reference, though why I cannot tell, since he called upon the Government for further surveys in respect of nearly all the other schemes. However, when speaking to my statements on the subject of Kangaloon storage power (Report, page 19), he expresses his willingness to assume "that one or more such sites could be found where, by the construction of dams, it would be possible to impound at reasonable cost as much water as has been calculated for Lake Loddon." Since then, in the absence of surveys, Mr. Clark and I are in accord, I call the storage capacity of the reservoirs on the Kangaloon watershed 1,446 million gallons.

The storage capacity of the reservoir on the Wingecarribee watershed is 9,555 million gallons, contained in the Wingecarribee swamp alone, and the following is the proof.

This swamp, in its present natural state, is a great water-basin 6 miles long, 1,170 acres in extent, having a depth of more than 20 feet in many places where tried, and believed to average 20 feet deep and upwards. Its surface is covered by a dangerous quaking bog of peaty nature. It is not quite level, but has a very slight fall from end to end, not perceptible to the naked eye, and dips a little more just at the outlet, where the Wingecarribee River forms. The outlet proper, that is the stream course, is very narrow, and the land rises bluff on one side to great height, and gradually on the other to a height of something like 50 or 60 feet in about a mile.

The storage of this swamp is of two kinds, natural and artificial. The natural storage is what is in it now, or rather what will be in it when the swamp is levelled off by damming the outlet, which is easy and simple, as Mr. Clark knows. From the body of water thus confined, this scheme claims to be able to draw as the available portion of the natural store, 10 feet of water out of the average 20 feet depth of the swamp. For this I have Mr. Clark's warrant, as he says that he is willing to take a part of these waters. (Report, page 19.)

The facilities for tapping the swamp by tunnel at its lowest levels (owing to the fact that this tunnel has nearly 200 feet of available fall to work upon) are such that every other drop of water in the remaining depth, if ever wanted, could be drained out of it for use. But the collective storage of the scheme will be found to be so great that it is quite unnecessary to depend upon the lower levels of the swamp for any supply, and accordingly I fix 10 feet of water for the purposes of estimate. 1,170 acres, 10 feet deep, means not less than 3,185 million gallons.

The artificial storage is what will be got on top of the natural store, by heightening the dam at the outlet. My necessarily inexhaustive elaboration, and my high opinion of the natural store (which I may here remark is, together with the Kangaloon and Loddon stores, already more than equal to the whole

Nepean store) led me to be satisfied with the latter, and rightly so, and to make no further call upon the capabilities of the swamp. But since insufficiency of storage has become the main ground of rejection, the scheme, in refutation of this ill-founded charge, has a right to display all its dormant powers, and which should, beyond all doubt, have been critically inquired into before judgment was pronounced. The power to raise the Wingecarribee dam is one of these, and on behalf of the scheme I now exercise it.

If, then, this dam be raised 20 feet, as it can with ease and at reasonable cost, 1,170 acres 20 feet deep means not less than 6,370 million gallons, and the spread, which would be immense, is not counted, but given in for any purpose it can serve.

All necessary evaporations will be subsequently allowed for at Mr. Clark's own rate.

Hence the result: *the storage capacity of the Loddon and Wingecarribee scheme is 13,893 million gallons (nearly as much as two Nepean schemes), equal at a 30-million gallon rate to fifteen months' supply without rain or flow.*

These are not mere matters of belief, but absolute existing facts, and I put them forward as such. It now lies with the public authorities to do what they should have done long ago, that is, have these matters properly sifted, and verified, or otherwise, for the public interests. They have never yet received the inquiry they deserve, and every attempt at any such has been persistently balked, as is well known, and the community in general are the losers; for of all the blunders that were ever made in the management of our civic matters, there is not one to compare with that of rejecting the Loddon and Wingecarribee scheme, on the ground of insufficiency of store.

Mr. Clark has stated (Report, page 19) that the entire quantity of water stored by this scheme is only 2,892 million gallons. The immense disparity between his figures and mine must strike people as strange, and they naturally ask for an explanation.

I confess it was some time before I could find one myself. At length it struck me that there was an error of addition, and the discovery revealed the fact that the scheme has had no credit for any portion of its Wingecarribee store. Mr. Clark admits a proved possible store of 1,446 million gallons in the Loddon Lake; he also admits and agrees with me upon a possible store of 1,446 million gallons in reservoirs on the Kangaloon watershed, which watershed can abundantly supply this by itself, without assistance from the Wingecarribee or any other source. But the sum of those two stores is all the credit given to the scheme; that is to say, *the Wingecarribee swamp, the greatest store of all, is not counted!*

But this is not all. This mistake is rendered all the more extraordinary by the fact that the question of damming the Wingecarribee swamp was a prominent feature in the intercourse between Mr. Clark and myself during our visit of inspection in January last. From the earliest time of my discovering this high-level scheme, the outlying watersheds, then known to me only faintly and geologically, but which have since developed into the Kangaloon and Wingecarribee, were distinct portions of the general plan, and claimed by me as such (in proof of which I refer to my published papers read before the Royal Society of New South Wales in 1874-5). They did not receive such early notice as the Loddon, simply for the same reason that Rome was not built in a day, and my limited facilities prevented my elaborating all the details of the general plan as exhaustively as they richly deserved. Among other things, the Wingecarribee part of the scheme could not be said to be perfectly elaborated until the facility of damming the outlet of the swamp was established. As I had not referred to this in my letter to the Government, and, in order that the scheme might have the full benefit of this ability, and to establish its storage capacity beyond the possibility of doubt, I took Mr. Clark to the outlet of the swamp, that he might see the feature for himself. The result of our careful inspection of the site was a satisfactory conclusion that *the damming of the Wingecarribee swamp, if and whenever wanted, would be practicable, simple, and inexpensive.*

Yet, not one word of all this in the Report. Not only no reference to the facility of damming the swamp, the easy extension of which results in an immense artificial store—not only no credit given to the scheme generally for its natural store, known and admitted by Mr. Clark—but *the swamp is actually treated as a sluice, storing nothing!*

Such blunders as these are very serious, and I much regret that it necessarily devolves upon me to expose them. But when I find that this Loddon and Wingecarribee scheme is condemned on the ground, among others, of insufficient store, while the fact is, *that it possesses one reservoir alone superior to the whole storage capacity of the Upper Nepean scheme*, and that Mr. Clark had the means of knowing it, then delicacy has no longer any place, and I am bound in duty to the community and to myself to show up the mistakes.

I have now ascertained the storage capacity of this scheme, and established its sufficiency on this head, and upset the main ground of the rejection. The next thing to be done in the matter is to find the means of filling the store.

I have shown that this scheme, with its reservoirs assumed as full, will stand for fifteen months at a 30-million gallon daily rate without help. I have also shown that the rainfall due to any scheme is the minimum observed rainfall on its own watershed during the lasting period of its store. Therefore, this scheme is entitled to the minimum observed rainfall on its own watershed for fifteen consecutive months.

The entire extent of catchment area available to discharge into the stores of the scheme is 30,000 acres minimum. Mr. Clark says 48½ square miles; but this is rather more than I am aware of, and I will not count upon the excess.

It may be well to mention here that these catchment areas are perfect as to management. The reservoirs of the scheme absolutely command the country, and such a thing as escaped rainfall does not exist. In this respect the scheme differs widely from the Nepean scheme, which can gather into its reservoir per day only 84 million gallons at most, no matter how much water may be going down the Nepean River. This subject will be found further discussed at page 15.

The situation of these watersheds is on the landward side or summit of the Barrier South Coast Range, under the direct influence of the sea, and, as Mr. Clark says, they intercept the rain-clouds and mists coming from the sea, and (aided by the prevailing west winds), condense these waters on their areas. The elevations are very high, nothing under about 1,100 feet, and some of them as high as 2,500.

Independently

Independently of their including some of the head sources of George's River, they are the top sources of and give rise to the Cataract, Upper Nepean, and Wingecarribee Rivers, which are three of the main streams which eventually form the Hawkesbury; and as against the Upper Nepean and Warragamba water schemes, whose large watersheds include these small ones, this scheme has prior title to, and is the true possessor of these watersheds. Mr. Clark, speaking of the Loddon climate (applicable in an equal degree to the Kangaloon and Wingecarribee country), says (Report, page 17): "It is to be borne in mind that the atmosphere of this district is frequently loaded with moisture, which, though not measurable by the rain-gauge, will probably assist in saturating this swampy area. \* \* \* Moreover, exposed as the region is to the south-east winds and close upon the sea-coast, the rainfall is considerable." This is probably one of the causes of the formation of swamps, which are the characteristic features of these watersheds, and are to be met with at every turn, even on the hill-tops themselves.

I need not further enlarge upon the rainfall question. I have said enough to show conclusively that it is far heavier and steadier in those high regions than at any of the points of observation on the Nepean streams, all of which are several hundred feet lower, and more or less out of range of the climatic influences which create the heavy wet. I shall therefore err against the scheme, and be entirely on the safe side, in assuming that the minimum rainfall on the Loddon and Wingecarribee watersheds is at least equal to the minimum rainfall at Cordeaux, which is the nearest point of observation, and whose gauge is adopted by Mr. Clark as universal.

The driest fifteen consecutive months during the eight years of observation are from April, 1875, to June, 1876, both inclusive, and comprise Mr. Clark's "dry period." The minimum observed rainfall at Cordeaux during that fifteen months was 59·79-100 inches. For the above reasons I will take a small further credit of 21-100ths of 1-5th inch for the Loddon and Wingecarribee watersheds, just for the purpose of making an even figure of 60 inches. The rainfall due to 30,000 acres, at 60 inches in fifteen months, is 40,837,375,000 gallons. It now becomes necessary to ascertain the flow or discharge of that rainfall.

From observations taken on Nepean streams, Mr. Clark finds that of the rainfall due to the collective watershed of the Nepean scheme for a dry period of eight months, 1-20th only passed down the rivers. Having been furnished with none other than Nepean observations, he assumes all watersheds to be of the same class and character, and applies the figure 1-20th flow to all alike.

If this figure, 1-20th flow, really had any meaning, it would be an argument for giving up the Nepean scheme. I believe the world does not furnish so poor an example, and for the credit of our climate we should look, before deciding, for some nearer approximation to general experience.

In the first part of this article I proved the impropriety, as a matter of climate, of judging one watershed by another as to rainfall and flow. In a previous article (No. II) I pointed out that the Nepean scheme possesses two distinct kinds of watershed, having very different qualities of flow—one, the low country, large and poor, the other, top sources, small and rich, and that with regard to their behaviour in dry times, the poor watershed yields an infinitesimal flow, and the rich a comparatively large discharge, and that the recorded or deduced flow is that of the mixed watersheds only, a mean figure, and true of neither distributively.

Since then, as a matter of principle, this indiscriminate application of one fixed rate of flow is improper, and the fixed rate, 1-20th, is not true even of the distributive watersheds which have been supposed to give it, I am at liberty to reject that rate as not necessarily true of the Loddon and Wingecarribee watersheds. We must therefore search for some other figure for flow which will be true of them distinctively.

The watersheds of the Loddon and Wingecarribee scheme comprise the majority of the rich portion of the Nepean watersheds, being, in fact, as above stated, the top sources of the George's River, Cataract, Upper Nepean, and Wingecarribee Rivers, all country of precisely the same class as to water discharge. Therefore, whatever is true of the rich Nepean catchment area, is true of the Loddon and Wingecarribee watersheds.

The richness of the rich portion of the Nepean watershed lies in its saturating power, by which it absorbs the rains when falling up to saturating point, discharges the surplus (if any) at the time of fall, and gives off the saturation steadily and equably from its body after and independently of rains. Hence Mr. Clark's remark about them (Report, page 12): "There are, moreover, numerous swamps in this upper portion of the catchment area which retain the water falling upon it, preventing its rapid discharge by the rivers and rendering their flow more equable." The poverty of the poor portion consists in the comparative absence of this saturating power, so that it can only give off water from its surface in harmony with the rainfall, whether that be steady or fitful.

If, then, the rain should fall on the whole watershed as steadily and equably as the rich portion of it gives off the saturated store, the flow of the whole mixed watershed, poor and rich together, would most nearly approximate to the flow of the rich watershed alone, and would only never equal it, owing to the fact that the rich portion itself helps to produce the approximation.

The nearest possible approach to and the only receivable type of rainfall producing such a result, is the rainfall of all the observed seasons as evidenced by the average flow of all those seasons. By deductions from figures in the Report (page 6) I find that average flow to be 35-100ths, or more than one-third of the rainfall. Therefore, this figure, 35-100ths, plus something besides for the individual extra credit of the rich watershed, is a minimum figure for the flow of that rich watershed, and must be substituted for the 1-20th hitherto applied to it.

This is in unison with the world's experience. British watersheds yield an average flow in excess of 2-5ths (40-100ths), and the average flow of the watersheds of twenty-five schemes instanced by the Water Commission (page 106 of their Report) is more than 499-1,000ths—that is to say, one-half.

From personal observation of the features of those rich watersheds themselves, Mr. Clark says (Report, page 16): "The area has been carefully inspected, and its characteristic feature is the large extent of swamps of which it is composed. These swamps are not deep, but even during a somewhat dry period at the time of my visit in December (*sic*) last, they were saturated with moisture."

Therefore, having got 35-100ths absolutely and an unascertained extra by deduction from Nepean observations, and having the world's experience in further support, and Mr. Clark's high opinion on this portion of the Nepean watershed as a source of flow, I shall do no more than bare justice to these rich watersheds by crediting them with a flow of 40-100ths, or 2-5ths minimum.

I have thus established for the watersheds of the Loddon and Wingecarribee scheme a clear claim for 2-5ths flow; therefore, out of the fifteen months' rainfall for which it has credit, there will be discharged into the reservoirs in those fifteen months 16,335,000 gallons.

With regard to Mr. Clark's remark (Report, page 17) "that the evaporation from a swampy area is most probably largely in excess of the average," I will remark in passing that, even if such should be the case, which is more than doubtful, it cannot fairly be used as an argument against the flow of these watersheds, inasmuch as their rainfall (owing to high elevation and proximity to the sea) is admittedly superior to the rate of rainfall on which the estimates are made, and the excess of rain, even after allowing for any such extra evaporation, will give the scheme a credit balance.

Notwithstanding the eulogiums passed by Mr. Clark upon the quality of the Loddon and Wingecarribee watersheds, he yet, strangely enough, speaks (Report, pages 17 and 18) in discouraging terms of their ordinary discharge. He says that on the occasion of his inspection the discharge of the Loddon River was insignificant, and that there was a stream of about three million gallons daily running into the Wingecarribee swamp at the upper end, and that the river draining the swamp is occasionally dry.

I have proved the amount of rainfall, and I have proved the proportion of flow, and it seems to me that this is sufficient answer, and it is unnecessary to say more. But it is perhaps as well to answer those objections pointedly as well as generally.

As to the Loddon River, neither Mr. Clark nor any one else, except myself, has ever gauged it, and my gauging showed a discharge of 70 per cent., or nearly double the 2-5ths claimed and proved for it, and establishes the similarity of that watershed to many English watersheds, concerning some of which engineers Bateman and Copeland have stated that from 70 to 80 per cent. of rainfall could be obtained for use.

I have seen the Nepean River, at Camden Bridge, so small and insignificant that I could step across it; and even the Murrumbidgee itself, above the Tumut junction, I have crossed on stepping stones. The experience that I speak of happened before the recorded seasons, which contain nothing like it; and I am informed by old colonists still alive, that in 1828, a yet earlier date than mine, matters were far worse still. These events may easily happen again, and if they prove anything at all, it is the worthlessness of these enormous watersheds, and the value of the small controllable ones.

It is nothing whatever to the point, how small the volume of water in a natural watercourse may become in a dry time, so long as there is facility for impounding the large volume of water that passes down the watercourse during wet times. It is a popular error to suppose that a source of water supply, to be any good, must show a continual efficiency in its natural state before its works are constructed. Such an argument would eventually lead us to the absurdity of condemning every water scheme which requires the assistance of storage reservoirs. Indeed, in an uncertain climate such as ours, the most perfect qualification which a water scheme can possess is to have abundance of good storage room, so as to be able to store all the water that comes whenever it comes, and to provide well against and be independent of subsequent emergencies; and this virtue the Loddon and Wingecarribee scheme claims to possess in an eminent degree. But not so the Nepean scheme; it has comparatively limited storage room, and it can only take water into store at a limited rate per day, and all the surplus, when there is any, perforce runs to waste, and no sufficient store is put by to meet a long drought; and when there is no surplus, but a deficiency, the scheme must do without supplies, however much it may want them, and then the drought comes, and the scheme fails us.

This subject will be found again discussed at page 33, therefore it is not necessary to proceed further with it here.

As to the Wingecarribee swamp, the influx of the particular stream referred to was never gauged by Mr. Clark, not even roughly, and the eye is a false guide in such matters, and should not be trusted when important results are depending. I am given to understand that other competent spectators fixed the stream at same date at nearly double Mr. Clark's estimate. Even allowing his guess to be true, I am informed by residents, and know of my own knowledge, and Mr. Clark acknowledges, that the combined influx of the Wingecarribee swamp is counted by dozens of streams.

As to the Wingecarribee River, it has *never* been known to be dry. I know that on some rare occasions it ceased running on the surface of the outlet, but still it ran underground, for the water appeared again some little distance below, somewhat after the nature of the Indian streams dammed by porous "annicuts." This objection is silenced by damming the outlet by sinking for proper foundation, and is not due to the swamp.

As a matter of fact, the stream at the outlet was running in large volume when Mr. Clark saw it. (Report, page 18.) It was a dry time (January, 1877), but there had been a night's rain just before inspection, and therefore he rejects the large volume as being no indication of the ordinary flow.

The rejection of this indication of flow was wrong, and clearly shows that Mr. Clark little knew the character of the Wingecarribee swamp. I have been furnished with a simple answer to this objection, viz., that on one occasion at least (and no doubt there are many others) it rained for *four days* without making any material alteration in the volume of the outlet stream. Then it rose with astonishing rapidity, and the rain of only one or two more days made one of the largest floods remembered there.

To return to the main subject. From the above-mentioned amount of flow must be deducted the evaporation of the stores. At 32.5 inches for eight months—Mr. Clark's rate, which, I should here remark, is far in excess of the practically proved rate upon Victorian reservoirs—the evaporation for fifteen months is about as follows:—

	Gallons.
On Loddon reservoirs ... ..	564,000,000
Kangaloon reservoirs (only half store assumed, but same evaporation allowed) ... ..	564,000,000
Wingecarribee reservoir... ..	1,592,000,000
Total ... ..	2,720,000,000

thus leaving 13,615 million gallons as the minimum flow of the scheme for fifteen months to supply the reservoirs.

Hence

Hence the complete result of this investigation of the Loddon and Wingecarribee scheme as to supply:—

	Gallons.
Storage power ... ..	13,893,000,000
Deduct fifteen months' consumption, at 30 millions daily ...	13,680,000,000
	213,000,000
Add influx for fifteen months ... ..	16,335,000,000
	16,548,000,000
Deduct evaporation for fifteen months... ..	2,720,000,000
	13,828,000,000

That is to say, at a 30-million gallon rate, the scheme has fifteen months' supply from store, and fifteen months' additional supply from the flow of that fifteen months, and the flow overbalances the draught, and once full, always full and wasting. This scheme, therefore, absolutely satisfies the test, and is perfect as to supply at the 30-million gallon rate.

Now let us try the Upper Nepean scheme from the same point of view. The statement of figures in article No. II holds good, and shows that the Nepean scheme is not good enough. Mr. Clark's eight months' test is untrue of the Loddon and Wingecarribee, because this scheme has fifteen months' store, and therefore fifteen months' rain; but it is true of the Upper Nepean, because, by accident, the so-called "dry period" of the climate is identical in length with the lasting power of the scheme. Therefore, as applied to the Upper Nepean, Mr. Clark's test and mine are the same. Let us repeat the figures:—

	Gallons.
Storage power ... ..	7,110,000,000
Deduct 237 days' consumption at 30 millions daily ... ..	7,110,000,000
Add 237 days' influx, at daily average for eight months ...	3,436,000,000
Deduct 237 days' evaporation ... ..	1,516,800,000
	919,700,000

That is to say, at 30 millions daily, the scheme has eight months' supply from store, and two months' additional supply from its eight months' flow, in all ten months' supply, and the reservoir is empty. If the drought last longer, the daily supply is only influx less evaporation, being from a maximum 8 million gallons downwards.

These comparisons speak for themselves—the Loddon and Wingecarribee scheme needs no further advocacy on the score of supply. I will now investigate the scheme for its special merits.

These consist mainly in being the opposites of the defects of the Upper Nepean scheme, and the prevention of the evils which those defects would produce. I will enlarge upon the chief of them.

ART. V.

#### 1. GOOD GRAVITATION AND ITS ADVANTAGES.

This scheme satisfies the utmost leaning of our people to gravitation principles. Of all those submitted for examination, it alone exhaustively complies with the requisition to *supply Sydney by gravitation*, which Mr. F. H. Grundy, in his Report in 1869 to the Water Commission, of which he was a member, very properly "conceives to have been the real original decision of that body"; and I have no doubt whatever that, had this scheme been known to them then as I have since displayed it, the Upper Nepean would never have been presented for acceptance.

This scheme commands every height within the county of Cumberland. As regards Sydney, its water would deliver itself at the top heights of Waverley by its own natural force, and from one distributing reservoir there it would again deliver itself far and near, north, south and west, to every inhabited and habitable height of the city and suburbs, including North Shore and all the locality on the north side of the harbour,\* *without cost*, except of service mains. Pumps, and all their attendant infirmities, would have no place in this scheme.

The system of town and suburban reservoirs, suggested by Mr. Clark, with their attendant expenses, would be needless (except of course, the necessary distributing reservoir at Waverley, and a reservoir at North Shore), and we could follow directly in the steps of Melbourne, whose water system, acknowledged to be the best in Australia, has no such thing as a town or suburban reservoir, and supplies every demand, far and near, from one distributing site at Preston, six miles outside the city, whose elevation is as nearly as possible the same as Waverley. As to the Crown-street and Paddington reservoirs already existing, the managing authorities might use them or not as they please—perhaps keep them going until they had perfected an improved system of reticulation for bearing the Waverley pressure, and then sell the sites.

Under this scheme there would be no such thing as artificial unequal heads of water, which the Nepean system of pumping from one level to another would create, but at every spot served the water would have the head that the Waverley height would give it there, less the friction developed up to that spot. Therefore fires would have no chance to live anywhere, and if the reticulation be laid down sufficiently large and liberal in the first instance, so as to meet the friction developed by intermediate abstractions of water, the pressure of the Waverley height might be availed of all over the town by the application of hydraulic lifts. Further still, public baths and playing fountains, the groundwork of health, cleanliness, and beauty, might be had everywhere.

Moreover, for the mere purposes of delivering water to the population, this scheme requires a much smaller system of reticulation than the Upper Nepean. This latter cannot afford to have much friction generated by water abstractions, because it has not head enough to match it, and therefore must use large and costly service mains to give the water play; but the scheme now under consideration has a head which no amount of friction can neutralize, and which will make the service mains do far more work with

\* NOTE.—By service mains direct to the heights of St. Leonards, laid across the harbour under water from Daves Point to Milson's Point, by the aid of "Ward's Flexible Joints," or by bridge, if ever built.



with far less size. This virtue of the high-delivery plan will enable it to supply with ease from Waverley all the railway suburbs, right away to Parramatta itself, and further, without stint or intermittence, just as St. Kilda and Brighton (Melbourne suburbs) are supplied from Preston; while, under the Nepean system of low delivery, in later years, when the railway suburbs become more thickly inhabited, the outposts of population will probably find their water supply not permanent, unless still larger and costlier mains, capable of neutralizing friction, be used for conveying the water.

The high altitude at which this scheme starts its waters for Sydney (1,062 feet or thereabouts) is a value which cannot be over-estimated. First, it enables the scheme to deliver its waters high to the city, as we have already seen. Hence its works would be more beneficial to Sydney than the Nepean works. Its tunnels and canals, and the pipe line uniting the outlying Wingecarribee and Kangaloon with the Loddon system, no matter what their cost, serve the good end of bringing the accumulated waters to an elevated spot, from which high delivery to Sydney can be effected. But the Nepean has to do prodigious work in tunnels and canals to get its waters out at all, even on to a low level, and when it has delivered them in Sydney the level is not nearly high enough, and it has to recoup itself, by artificial means and with feeble effect, that quality of elevation which nature deprived it of in the passage.

In the next place, the height of the starting-point gives the water immense velocity, which means, as I pointed out previously (Article No. III), saving of expense in the carrying conduits; and as the greater portion of the conduit is iron piping, in which the velocity tells, it will be found that the cost of the whole of the Loddon and Wingecarribee conduits to deliver 30 million gallons a day, 75 miles of tunnels, canals, and pipes, will be less than that of the Upper Nepean conduits to deliver the same, 63 miles of corresponding but far more complicated structures.

Again (and this is akin to the velocity question), the head with which the water would be delivered at Waverley (viz., 700 feet and upwards, being the difference of height between the starting and discharging-points) would eliminate there out of suitable pipes, when the pressure is released, a certain amount of motive power having a permanent annual value for application to machinery. In my letter to the Government on the subject I stated that the value of this power would pay a large proportion of the interest on the cost of the scheme. This would unquestionably be the case if the closed-pipe system (which means, stopping the water at the bottom or end of the pipe, so as to get the weight of the column) were adopted, and Mr. Clark has misunderstood me in concluding, as he seems to do (Report, pages 20 and 21) that I have assumed for this scheme a virtue which it does not possess. But inasmuch as the proper adaptation of the pipes so as to allow the power to generate, would be, as Mr. Clark truly remarks, an expense not needed for the mere delivery of water, and since by the adoption of the open pipe system (which means, stopping the water at or near the top or starting-point of the pipe, thus making it a free channel), the pressure in the pipes is greatly relieved, and therefore the cost reduced, I should prefer a reduced cost of pipes with little motive power, to an increased cost of pipes with high power. Therefore, the matter really comes back to the same point, viz., that the height of the starting-point gives us money's worth in either one way or the other, and it only rests with ourselves to determine which way we will avail of it.

### 2. LARGE STORAGE CAPACITY.

This was claimed as a special merit of the Upper Nepean scheme, and is so far true that, at a 30-million gallon rate, the scheme is equal to eight months' supply from store and two months from flow, plus influx. But, on the same score, it is far truer of the Loddon and Wingecarribee, which at the same rate will stand as shown, fifteen months' supply from store and fifteen months' from flow, plus influx. This merit was, therefore, claimed for the wrong scheme.

Independently of the mere number of days or months that the stores of the respective schemes will last, the lasting power of the Loddon and Wingecarribee has the additional virtue of being able to tide over that amount of trial which our experience denotes as most likely to happen. An eight months' drought is much more probable than a fifteen months' drought—in other words, the probability of a drought is inversely with the length allowed it. The lasting power of the Nepean scheme might not unfrequently be sorely tested, while a trial of the strength of the Loddon and Wingecarribee would but seldom happen.

### 3. SUPERABUNDANT SUPPLY AND COLLATERAL ADVANTAGES.

Neither the Upper Nepean nor the Loddon and Wingecarribee, nor any water scheme except Warragamba, George's River, and Lower Nepean, could properly face the 80-million gallon rate spoken of by Mr. Clark in his letter to the Government forwarding his Report, nor is there the slightest chance of any scheme for Sydney purposes ever being required to do so. But, so far as mere relative ability goes, the Loddon and Wingecarribee could deliver 80 millions daily for nearly twice as long as the Upper Nepean—viz., in proportion to their respective stores.

The Nepean water scheme possesses at its back a fund of fitful power in the Nepean River, a large portion of which power it cannot appropriate to its own use, and, indeed, in very wet times is quite unmanageable, and has to be left alone to expend itself in the Pacific Ocean. This spasmodic energy—wasted, so far as water supply to Sydney is concerned—it is sought to turn to more or less account by elaborating a Nepean irrigating scheme, so far as the character of the river is fit for it, for the benefit of that portion of the county of Cumberland which lies between Pheasant's Nest and Prospect.

In a previous article (No. II) I discussed this project, and found that, as a matter of fact, it is very impracticable and unreliable, and apt to interfere with the working of the Nepean water scheme, and that it is not really deserving of the credit which has been assigned to it. However, to whatever extent the feature might be good or could be practically availed of, the Nepean water scheme has a perfect right to claim it as a collateral advantage, so long as it is entirely subservient to the first and foremost consideration—water supply for Sydney and suburbs.

For the same reasons, the excessive quantity of supply possessed by the Loddon and Wingecarribee water scheme over and above the possible wants of Sydney, at any rate for a great many years to come, entitles the scheme to seek for an extended field for utilizing its wasted energies. Had I the slightest faith in irrigation from sources which are not absolutely inexhaustible (and neither the Upper Nepean nor the Loddon and Wingecarribee sources are), I might claim for this scheme a power to irrigate a large portion of the best part of the Illawarra country, which lies immediately below its conduits, and is for the most part far better worth irrigating than any country which the Nepean can reach, and each scheme has an equal title to the claim for irrigating power, that is to say, in my opinion, neither has any title at all.

But

But the Loddon and Wingecarribee scheme has a further field of work in genuine town supply, to which it is well entitled, and in respect of which the Nepean has no equal advantage—the power to supply the town of Campbelltown being, though very useful, not at all of the same corresponding value. I refer to the power to supply water to the town of Wollongong for domestic purposes. This centre of population, including the town itself and its immediate surroundings, and not counting the Bulli and coal-mining populations, contains now not less than 2,000 souls. These people are entirely dependent for water upon what they can catch in tanks or sink for in wells, helped out by a lagoon near the town, and tanks, wells, and lagoon all give out together, and after that the people have to go to Fig-tree Creek for water, two miles out, at a cost of 4s. per cask of 56 gallons. I am also given to understand that the water in general use is of indifferent quality.

The growing prosperity of the Southern Coal-fields is causing the Wollongong, and indeed all the Illawarra population, to increase; and apart from the future connection of that district with Port Jackson by rail, its further field for eventual improvement in manufactures and so forth gives us good ground for anticipating a much larger increase, and it is beginning now to be clearly seen by the people that some effort must shortly be made to provide a proper supply of water for domestic and other purposes.

Wollongong lies, at the farthest, only 4 miles from the Wingecarribee mains. From the mains to the town the fall is immense—say 1,400 feet—and the velocity of water in a branch pipe from the main would create such a tremendous delivery power, that a comparatively small pipe would suffice to bring down more water than Wollongong could ever consume. The cost of such a water supply, exclusive of the reservoir and reticulation, would be included in the cost of the Loddon and Wingecarribee scheme.

But altogether beside the above valuable collateral advantage, there is yet another equally feasible, and of infinitely greater merit (already hinted at by me in my published paper, read before the Royal Society of New South Wales, on 4th August, 1875), viz., the ability of the Loddon and Wingecarribee scheme to supply water to Wollongong so as to transform it into a great manufacturing emporium. In this case, the three main elements of manufacturing success, so rarely found combined, are all present together in an uncommon degree. First, there is the great Southern Coal-field, the cheapest coal in Australia, its present working pits within three miles of the centre of Wollongong, and in direct communication with it by rail and tramways, and with capacity for unlimited expansion. Next, there would be the water running past within 4 miles of the town in far greater quantity than the wants of Sydney are equal to, and the surplus water would be ready, instead of all running to Sydney, where there would be no sufficient use for it, some to run to Sydney for manufacturing purposes, and the remainder to another, and, in my opinion, superior field of operations, viz., *to the coal itself*, at Wollongong. Lastly, there is the sea, the great receptacle of pollution, ready to sweep away, without cost or labour, and render innocuous, all the waste and impurities which an unlimited extent of manufactories might produce. The combination of these three incidents has all over the world resulted in manufacturing prosperity; and wherever it can be met with capital and industry will avail of it.

This qualification of the Loddon and Wingecarribee scheme, both in its inception and development, is worth twenty Nepean irrigating schemes, and is so big with financial results that it would assume the proportions of a national matter. I should perhaps say that a reasonable labour rate is a condition precedent and essential to its development. But it is impossible to believe that the present starved condition of the Colony for population can last for ever; and whether it last or not, this scheme is not amenable for the condition of the labour market, and its merit is simply dormant, ready to spring into action as soon as an improved condition comes.

The cost of delivering a reasonable quantity of water at Wollongong, for the purpose of initiating manufactures and industries, would also be included in the cost of the Loddon and Wingecarribee scheme.

#### 4. FACILITY OF COLLECTING WATER.

As I have previously stated (Article No. IV), the watersheds of this scheme are under perfect control, and the reservoirs absolutely command them like mountain passes, and all the rain that ever falls on them, from the heaviest storm to the gentlest shower, must pass without waste into the reservoirs, less soakage and evaporation.

Being all top sources, the country is very clean and pure, and free from the dirt and *débris* which pollute the low-lying areas. I have seen the Loddon River in flood, and there was no material difference between the waters then passing down and the ordinary flow.

The general average experience of our own rains is, that the heavy spasmodic semi-tropical down-pour is more common and frequent than the gentle steady rains of the northern latitudes of Europe. The heavier the rain, of course the less the proportion of evaporation and soakage, because the water has no sufficient time to operate upon the soil and be operated upon by temperature, being hurried off by the falling torrent, and hence the reason why storm-waters do but little comparative good to ordinary soils, and run off in immense volume and cause floods.

Since there is no escape for the rainfall, whether much or little, from the Loddon and Wingecarribee reservoirs, and the watersheds are small, so that the rain never falls at any great and exhausting distance from the dams, and since the heavy rains or storm-waters run off clean and almost *in globo* after the complete saturation of the absorbing swamps which the watersheds contain, the rain is scarcely fallen on the watersheds before it is in the reservoirs ready and fit for use. This means that *the whole country is a canal to the reservoirs*, and there is no waste whatever except after they are full.

This is an immense advantage, and one which the Nepean scheme does not possess. The most that that scheme can take into store in a day is 84 million gallons (by a canal whose power to draw upon the Nepean River is limited to that), and whatever more goes down the Nepean River runs to waste, not because the scheme may not want it, but because it cannot help it, unless it depart from its elaborated shape, and enlarge its canals and duplicate its reservoirs. The time when there is most water to take and the greatest harvest is to be made, namely, periods of heavy wet, is just the time when the Nepean waters are least fit to take, owing to impurities, and the Nepean scheme must reject them and shut its gates, or apply them to irrigating purposes alone. By the time the river is clear again, and the Nepean gates can be opened, the water which would have filled the Prospect reservoir, had it been fit to take, is in the sea, and the river is rapidly running down to its average level, at which it seems from the figures in the Report that the canal does not draw more, that is, cannot get more to draw, than 51 million gallons daily, or only 21 million gallons in excess of the required draught. And yet this compulsory waste of water by the Nepean

Nepean scheme, for all that it is so patent a weakness, is put forward as a credit, and a tabulated statement of the daily average waste for eight years finds a place in the Report!

#### 5. SAFETY OF RESERVOIRS.

The statement cannot be gainsayed, that the most perfect possible dam is that which, being of minimum relative size, impounds a maximum relative store, and *vice versa*. Therefore the Prospect dam must be the worst possible dam, since, out of its whole 80 feet height, 55 feet is useless work, and serves no other end than that of being a sediment pond, and the top 25 feet alone are of any use for the purpose of storing water for the city. In a previous article (No. III) I pointed out the danger of a large city depending for its supply upon a solitary reservoir, owing to the many risks which such reservoir runs, and that in our own particular case, the Prospect dam, owing to its immense height and length, and difficult position, possesses the elements of danger in a maximum degree. I also mentioned that the Yan Yean water scheme, running minimum risks of the same kind, is now about to obviate those risks and increase its supply by duplicating its dams and stores.

The reservoirs of the Loddon and Wingecarribee scheme are so disposed and situated that *they absolutely annihilate risk, and establish a perfect balance of safety*. The dams are comparatively small and simple, and all put together would cost no more than, if as much as, the Prospect dam alone. The Wingecarribee swamp dam, wedge-shaped, of earthwork and puddle wall, impounding 9,555 million gallons, would be about a mile long, 45 feet high at most in the river bed, and tapering to nothing. The Kangaloon dams, impounding (say) 1,446 million gallons, are not surveyed as they should have been by Government, but the biggest of them would not be more than (say) 30 feet high and 12 chains long, in timber and earthwork. Of the Loddon dams, impounding 2,892 million gallons, the Loddon Lake is the only one worth mentioning, the others, though eminently useful and effective, being comparatively mere trifles to construct. This dam, in concrete, shaped like a flattened V, as already said, would be about 38 to 40 chains long, 68 feet high in the centre, and tapering quickly on either side to nothing. All these reservoirs present a perfect chain, able to connect and disconnect at will, and in the event of a casualty happening to any of them—a most unlikely occurrence—the others would carry on the work whilst repairs were doing, and, so far as the permanent supply of the city is concerned, none but the management would know that anything had happened.

These are the chief special merits of the Loddon and Wingecarribee scheme, and it has been seen that they are peculiarly its own, and that the Upper Nepean scheme at any rate has no claim to them. I will now consider the alleged imperfections.

These are all on points radical to the issue, and no defence having been called for before judgment, rejection followed as a matter of course. I must now inquire into the truth of the charges, which are mainly as follows.

#### 1. LIMITED CATCHMENT AND STORAGE.

This involves the whole question of power to supply, and is the chief charge of all. It is said (Report, page 19) that, at a 12-million gallon daily rate, the storage and flow of the scheme would be exhausted in 240 days, thus leaving no margin beyond eight dry months.

Article No. IV has been devoted to the consideration of this subject, and I have only briefly to recapitulate. It is there shown that, so far from this statement being true, the fact is, that at a 30-million gallon daily rate *the scheme is practically inexhaustible*, since it has fifteen months' supply in store to start with, and at the end of fifteen months' draught there is still fifteen months' supply in store, the inflow being equal to the draught, and at the end of every repeating fifteen months there is still fifteen months' store, and so on endlessly.

It is a matter of some surprise to me how Mr. Clark can have set his allocatur upon such a statement as the one referred to. It is traceable to three proved errors, viz., miscount of the store of this scheme, deduction of a wrong figure as the flow of the watersheds of another scheme, and wrongful assumption of that wrong figure as representing the flow of the watersheds of this scheme. With such fallacies as these for a foundation, the superstructure cannot help but crumble.

A great deal has been said, from time to time, about the smallness of the Loddon and Wingecarribee catchment areas, and the general impression has been that as their size so their value—that is to say, by their extent they shall be judged. The arguments adopted by me in Article No. IV should have effectually dispelled this mistaken notion, and set up a new standard of judgment of the value of catchment areas, viz., as their *yield*, so their value—that is to say, *they shall be known by their own fruits*. It is by this test that we try everything else in the world, and why make any exception of watersheds? Where would the Vehar Waterworks be, if its small but productive watershed was judged by the former standard? Yet, as a matter of fact, 3,948 acres supplies the whole city of Bombay, with more than half a million of population. Liverpool, Dublin, Dartmoor, Botany, where would all these water systems be if judged by such a standard? They must be all condemned at once; yet as a matter of fact they have done and are daily doing wonders, and, speaking by relation, are among the finest systems in the world. It is nothing whatever to the point how large or how small watersheds are; if we can get as good work and as much return from ten thousand acres in one place as we can from one hundred thousand acres in another, the ten thousand is worth every whit as much as the hundred thousand, and more, being better under control. These are truisms too obvious to require any further elucidation, and I consider that the question is at rest.

#### 2. WINGECARRIBEE SWAMP AS A STORAGE RESERVOIR.

Mr. Clark says (Report, page 19),—"While I hold an opinion that the Wingecarribee Swamp is unsuited to act as a storage reservoir, I am desirous to give the full advantage to the statement of the promoter of this scheme, by taking a part of its waters."

This remark, to be consistent, means two things: one, that the Wingecarribee waters are worth having; the other, that the merit of the swamp as a storehouse for water admits of difference of opinion. I quite agree with him on the first point, and have availed of the admission in a former place (Article No. IV), when speaking of the storage of the swamp. On the other point I hold, by his sanction, a different opinion—and I propose to show grounds for my opinion.

It is impossible that there can be any objection to the swamp as a storehouse on the score of any physical features, such as size or depth, since a single reservoir 1,170 acres and more, 30 feet deep and

and more all over, is not to be found every day provided by Nature, with so little work to do to perfect it. There are only two other possible reasons for Mr. Clark's opinion, viz., either that the swamp is incapable of being dammed up, or that, whether capable or not, it contains within itself the elements of failure and the seeds of injury to the store.

In Article No. IV, I established the fact that the swamp is capable of being dammed, and that Mr. Clark knew and admitted it. As therefore this cannot be his reason, there is but the other possible, and this is evidently the line he has adopted. He says (Report, pages 18-19)—“Pure as the water now is, without any demand on its volume beyond that of the overflow by the river and loss by evaporation, it might be otherwise when 10 or 12 million gallons daily were withdrawn from it and probably some of the vegetation now immersed become dry; the conditions would then be altered, and a process of decay and change would be continually going on which might alter materially the present pure condition of the water.”

The damming of the swamp, so as to bring all its levels up flush (which is, as previously pointed out in Article No. IV, the amount of dam work required to impound all the natural store), would effect two objects, one the prevention of the outflow, the other the submersion of the surface. Had Mr. Clark gauged the volume of the outflow when he saw it, instead of rejecting it as no true indication because of a few hours' previous rain, he would certainly have found that outflow to be in excess of the 10 or 12 million gallons draught which he speaks of, and indeed he admitted as much at the time. Hence, at the rate of outflow then observed, and with the rate of draught just mentioned, the swamp would be permanently submerged on the execution of only so much dam-work as would impound the natural store, and therefore the vegetation would never become dry, and the process of decay and change would never begin, and the present pure condition of the water would never be altered.

But this is not sufficient answer to the false alarm about the quality of the swamp as a reservoir, because the outflow (or rather what would be outflow if the swamp were not dammed up) might possibly average less than what it was when we saw it; and if the draught upon the swamp for purposes of supply were in excess for any great length of time, the level of the natural store of water would sink, and the vegetation be again exposed. Personally I do not believe in such a thing as decay and change, such as Mr. Clark means, among water plants (than which there is nothing else in the Wingecarribee swamp), for they strike their roots to the water whatever its level, and so long only as they are not deprived of air they will amply preserve their own vitality. But it is unnecessary to pursue this argument further than just to mention it, since, whatever the drawbacks of the vegetation, great or little, they will be removed altogether.

In a former place (Article No. IV) I pointed out the ease and simplicity of extending the Wingecarribee swamp dam. Mr. Clark was as well able to see this feature as I was, and indeed had far better opportunity, for the survey staff of the Colony was at his command, and he should have used it, and if he had used it he would have had the mathematical proof of that which I have alleged and know to be a fact, viz., the ability to raise the dam 20 feet and more above the swamp level. This 20 feet of water thus thrown over the whole swamp would weigh more than 28 million tons, and would exert a downward pressure of 10 lbs. to the square inch all over the 1,170 acres area, and would smother and annihilate the entire mass of vegetation and precipitate it bodily to the bottom. This was the Yan Yean experience under circumstances not at all dissimilar, and there is no reason why the same effect should not be produced in this case. What then becomes of the alleged impurification? The objection is unfounded, and should never have been raised.

### 3. CHARACTER OF WINGECARRIBEE WATERSHED.

Mr. Clark says (Report, page 19)—“The country round the swamp and Kangaloon Creek is very fertile, the soil consisting of decomposed trap, and every portion of the district is, I believe, alienated, with the exception of the area of the swamp itself. It is being rapidly cleared of timber and converted into pasturage for cattle. To a small extent it is used for agriculture. Its value is said to be from £10 to £12 per acre to the agriculturist, and I should apprehend would become the seat of a large population.”

After our tour of inspection, but before the Report was issued, Mr. Clark expressed an opinion to me, that if this scheme were recommended the lands might have to be bought up.

These remarks, summarized, would seem to mean that agricultural and pastoral operations, and still more a large settled population on the Kangaloon and Wingecarribee watersheds, might have a deleterious effect upon their waters by the absorption of impurities, and that large compensations might eventually be necessary to obviate this.

The Kangaloon watershed is scarcely within the scope of these remarks, as, although a portion of it is alienated, the majority of it is still reserved with the Nepean catchment areas. Therefore, I shall treat the objection as referring to the Wingecarribee alone. But in any case, my arguments will apply equally to both.

If these are Mr. Clark's views, they are significant of prejudice against this remarkable watershed and the storage to be obtained from it. They are also unscientific, and require refutation.

The alienation of that district is not of late date, having begun with the Land Act of 1861, and was completed in something like two years, and is now fully occupied. There is little increase of population except by natural birth, no influx of people, and not the slightest likelihood of the present rate of increase ever being much exceeded, nor the least right or reason for anticipating any such thing as density or town massing. The staple business of the country is and ever will be pastoral, in the shape of dairy operations; and our long experience in these Colonies goes to prove that large populations are not due to nor in keeping with such, and in fact rarely, if ever, follow fertile lands when distantly removed from the metropolitan market. The country is already fully stocked with cattle (that is to say, so much of it as is cleared, which is much the major part), and it has been so for years, and in fact at the present time is carrying a prodigious quantity.

Therefore, Mr. Clark need have no apprehension whatever as to the further stocking of the Wingecarribee country either by man or beast. He does not find the water polluted yet, for all the heavy stocking, but, on the contrary, he admits, and his analysis proves, that the Wingecarribee water, under the existing state of things, cannot be surpassed for purity; and the above statements are sufficient proof that it will ever maintain that purity, under any subsequent conditions probable.

But I desire to go further, and to say that, supposing all these lands should become utilized to their utmost, and settled with agricultural and pastoral population, even more heavily than experience has ever shown, and stocked with animals even more densely than now (which would be rather difficult, for I was told by one resident that there were 5,000 dairy cows in the immediate vicinity), there would still be no cause for apprehension such as Mr. Clark indicates. This assertion is supported by the following reasons:—

It is an admitted axiom, and well known in science, that Nature has made a special provision for the preservation of the purity of water for animal life. Humber, in his valuable work on "Water Supply for Cities and Towns" (page 22), speaking of the organic impurities in Thames water (which, I should remark, must be far greater than the utmost amount of impurities ever possible in the Wingecarribee waters), quotes the language used by Dr. Franckland to the Royal Commission on Water Supply for London (1869):—"These noxious elements would be sufficient to do great mischief, were it not for a most beneficial provision of Nature for effecting spontaneously the purification of the streams. Some of the noxious matter is removed by fish and other animal life; and a further quantity is absorbed by the growth of aquatic vegetation. But, in addition to these obstructions, important changes are effected by chemical action. The organic compounds dissolved in the water appear to be of very unstable constitution, and to be very easily decomposed, the great agent in this decomposition being oxygen, and the process being considerably hastened by the motion of the water. Now, as such waters contain naturally much air dissolved in them, the decomposing agent is ready at hand to exert its influence the moment the matter is received into the water, in addition to which the motion causes a further action by exposure to the atmosphere. The effect of the action of oxygen on these organic matters, when complete, is to break them up, to destroy all their peculiar organic constitution, and to rearrange their elements into permanent inorganic forms, innocuous and free from any deleterious quality."

As applied to the Wingecarribee case, this indisputable authority (to whom Mr. Clark himself refers in his Report) means that the waters discharging off pasture lands become cleansed of all organic matters by the simple effect of the oxygen in the air oxidizing, or burning up, all such matters during their passage to the reservoir, and that what is not done by the atmosphere would be completed by free oxygen in the water itself. In other words, motion produces exposure of the particles, and exposure admits the attack of the decomposing agent, and the necessary result is organic change. Moreover, the power of water to absorb oxygen from the air (and carbonic acid, which gives it freshness and life) increases with its coldness; and as the waters of this high-source scheme are practically mountain waters (and, as a matter of fact, would be delivered in Sydney many degrees colder than either Nepean or Botany waters), they contain in themselves a comparatively greater power of ridding themselves of any imperfections. Added to this, the aquatic vegetation and the fish and animal life to be imported into the reservoir would give further purifying assistance: and further still, the water would receive a finishing course of oxidation and aeration not only in the reservoir, but also during its onward course through tunnels, canals, and pipes, for 75 miles, all the way to Sydney.

In saying the above, my remarks must be understood to apply only to the impurities which would be generated in a dairying and sparsely populated country, such as the Wingecarribee must ever necessarily be, and not to the subject of organic town sewage, which could have no possible place on the watershed in question.

The above remarks are a complete answer to any objection that may ever be raised against the Loddon and Wingecarribee scheme on the ground of impurity of any of its watersheds.

#### 4. WROUGHT-IRON PIPES.

##### ART. VI. PART 2.

The *wrought iron* system of pipes is of the essence of this scheme, as distinct from a cast-iron plan. It is an engineering question, and, as such, is the point of variance between me and the advisers of our Government on the water subject, beginning with the Government officers and culminating with the Hydraulic Engineer. This may seem a curious variance, between a single amateur and a band of professionals, but I do not apologize for it—let the sequel show.

There is a great defence due to this question, and it is of itself entitled to far more space than this paper will permit. The main points, however, must be discussed here, and I will do this as succinctly and consecutively as possible.

The hydraulic advisers of our Government know nothing whatever about the use of wrought-iron pipes. In the published evidence taken early in 1876, by the Health and Sewage Commission on our systems of water supply for the information of the Hydraulic Engineer then ordered from Home, Mr. Moriarty, as the general mouthpiece, expressed himself to the effect that "he was not aware, and had never been able to learn, that wrought-iron pipes are used to any extent in America in connection with the supply of water to towns, and that Virginia City, a small mining town in California, was the only one he was aware of, and that they were not, to his knowledge, adopted in any of the other States." Other members of the same Commission have expressed similar views on other occasions.

Mr. Clark, when speaking to my statements on this head, contained in my letter to the Government, says (Report, page 20):—"Wrought-iron pipes are used in America, but I am not aware that up to the present time they have been used in England or by English engineers."

Our advisers know as little about the value of wrought-iron pipes as they know about the use. Mr. Moriarty, in the same evidence, said that "they are objectionable for carrying water any distance (and 28 miles, the then supposed length of the pipe line from the Loddon to Sydney, he considered a great deal too far to bring water by pipes), being more liable than cast iron to corrosion and affection by water and earth." Mr. Clark (Report, page 20) expresses himself to the effect that wrought iron does not resist corrosion so well as cast iron; that the anti-corrosive asphaltum coating (which is of the essence of the wrought-iron system) is now universally used for the protection of cast-iron pipes; that from the experience of gas-pipes wrought-iron pipes are durable when the coating is perfect, but failing that, they corrode; and that in a pipe trench such coating can only be painted on, and perfect coating without flaw cannot be obtained.

This is the pith and substance of all the allegations against the wrought-iron pipe system, both as to its use and its value. I will disprove it all.

First,

First, as to use and application. In my letter to the Government, I stated that "wrought-iron pipes in America are counted by hundreds of miles." In support of this statement, among the scores of instances all over the continent of East and West America, where they have been for years and years, and are now in continual use and uninterrupted swing, and others now projected, I am in a position to enumerate a few, sufficient for the argument, as follows:—

	Wrought-iron pipes.	
	Miles.	Diameter in inches.
Eastern (New York) States:		
Rochester Waterworks (besides some seventy or more instances unknown to me by name) ... ..	28	36 and 24
Western States:		
Virginia and Gold Hill Waterworks ... ..	7½	12
Cherokee Gravel Mines ... ..	2½	30
Spring Valley Hydraulic Mine ... ..	—	30
Dutch Hill ditto ... ..	—	22
San Francisco, present insufficient supply &c., &c., &c. ... ..	34	30 and 22

San Francisco proposed supply (now under the consideration of their Water Commissioners and Colonel G. H. Mendell, U. S. Engineer of Harbours and Fortifications), among some ten or twelve submitted schemes of all of which I have not the particulars, but all of immense length,—

Blue Lakes scheme, to deliver 40 million gallons daily ...	138	42 and 40
San Joaquin scheme, 25 millions ... ..	81	46
El Dorado scheme ... ..	139	40
Lake Tahoe scheme (I believe) ... ..	153	

All this independently of canal work, which in the Blue Lakes scheme alone is over 50 miles.

So much, then, in proof of the widespread use and development of the wrought-iron pipe system in America. The evidence is irresistible, and yet all the members of the Health and Sewage Commission, and all the advisers of our Government on the water question, have admitted their ignorance of it, and Mr. Clark is silent, except to mention its bare existence.

But I am in a position to go still further on this question of use, and to state that the system is also known in England. I hold the name and address of one firm in the Midland Counties (and there may be others there and elsewhere, for anything that either Mr. Clark or I know to the contrary) which manufactures wrought-iron pipes for purposes of water supply, and that, too, with the very latest improvements, namely, *seamless pipes*, without any longitudinal riveting, and of all sizes up to 36 inches diameter. These are admitted by some American engineers to be even superior to their own pipes, and this English firm has agencies in America, and is now introducing these improvements to the very people who may be called the pioneers of the principle.

To what extent English engineers may yet have availed themselves of this invaluable scientific advance in the matter of water pipes I am not in a position to say; but it is a very remote probability that such a manufacture, working in the midst of an intelligent and observant community, is going on for export purposes only, and without any one knowing it—and therefore I fear that Mr. Clark's statement must be received with much reservation.

Next, as to value and durability. It is unnecessary to compare wrought and cast iron for relative advantages. Mr. Clark admits (Report, page 20) the great superiority of the former in bearing pressure—which pressure it is so desirable to obtain and keep, if possible to be had—and American instances might be quoted, almost without number, as evidence of the extraordinary amount of pressure which wrought iron is capable of bearing. Thus, in the case of the Virginia City and Gold Hill Waterworks, the pressure borne is no less than 750 lbs. to the square inch on a pipe only 34-100th inch thick. The comparative lightness and easy manipulation of wrought-iron pipes require neither admission nor proof. For the purpose of a carrying main, as distinct from distributing or service purposes, wrought iron is superior to cast iron in every point of comparison except in lasting power; and this is now the one point left to be settled, whether or not this power can be grafted on to it.

The asphaltum coating of wrought-iron pipes is no new feature, for, as Mr. Clark says, cast-iron pipes use it equally for purposes of general preservation, and indeed it is among the most valuable inventions of modern times, and it is to California that we owe it. If the coating of wrought iron be perfect and without flaw when the pipes are laid in the trench, it is admitted that wrought iron is as durable as cast; therefore the question simply resolves itself into one of the practical application of the asphaltum coating.

Mr. Clark is evidently not aware that in America *the method of asphaltum coating wrought-iron pipes has been brought to perfection*, as otherwise his objection would have been inadmissible to himself. Up to the time of laying in the trench, the process of asphaltum coating is the same for both kinds of pipe, namely, immersion and boiling in molten liquid, which makes, as Mr. Clark says, an efficient protection. But after that there is a difference. Cast-iron connections are made with lead, and there is little or no concussion, and therefore no abrasion of the impervious coating, so that nothing more is required to be done; but wrought-iron is jointed by double riveting, which necessitates hammering, and therefore cracks and flaws come in the coating at the joints. If these cracks and flaws are allowed to remain, they become the point of attack for the water, and eventually result in corrosion and decay, which is the objection to the wrought-iron system. But if, on the other hand, these are removed, and the impervious coating restored, the objection also is removed; and the following is the description of the mode of doing this—a mode universally adopted in America, an integral part of the business of pipe-laying, and so complete and effective that, the defects and casualties arising out of want of experience once got over, such a thing is now never heard of (except through mere accident) as corrosion of an asphalted wrought-iron pipe.

As soon as a joint is riveted complete in the pipe trench, boiling asphaltum and coal tar is painted on and about the joint, inside and out, by means of wire brushes. The joint is then subjected to the action of circular gas jets inside and out, until the temperature of the iron reaches some 300° to 400° (Fahrenheit). The effect of this heat is to burn the asphaltum in like a japan, and the cracks and flaws entirely disappear, and the pipe regains the same impervious coating as it had before the riveting began.

This

This, added to the instances given of the practical working of the system, seems to me to be proof enough, without more, that the quality of durability or lasting has been successfully engrafted on wrought iron. Therefore, its supremacy over cast-iron is established, since in point of durability only did it fail.

There are some alleged instances of wrought-iron pipes having been taken up, corroded. The only case that I know of, and at any rate the case most spoken of, was at Toronto, in Canada. The champions of cast iron have held up these few instances in condemnation of the wrought-iron system generally, and with as little show of right as all their other objections. The pipes which have been taken up were neither plain wrought iron nor asphalted wrought iron, but *cemented or concreted* wrought iron, namely, pipes prepared under a plan and by a method peculiar to Eastern America, of coating with hydraulic cement. The plan is very effective, if perfect, but the perfection is difficult and unreliable, and the asphaltting process is far before it, and is, in fact, superseding it, and, indeed, I believe that Western America has never used the cemented process at all.

But if, as to the value of the wrought-iron pipe system, there be any readers yet unconvinced, notwithstanding what I say now and have been saying more or less for the last three years, then let them hear what others say. I append three letters, from gentlemen of variously high positions in America, which have been handed to me for general information, and which speak for themselves.

"San Francisco, January 2, 1874.

"To the Hon. Board of Commissioners, Rochester, N.Y.

"Gentlemen,—In answer to your question in regard to the durability of wrought-iron pipe, allow me to state that pipes uncoated, either in or outside, I have known to last for ten years or more. Pipes, though, that we laid in 1861 (22-inch pipe of No. 14 iron), with 100 feet pressure, well coated in and outside, are perfectly sound and in full operation to-day, an examination I have lately made, after about twelve years' working, revealing the fact of their being sound throughout, the iron under the coating having the same blackish blue face as when it left the rolling mill. All the wrought-iron pipes I lately laid, that is 1867, more care having been taken with riveting and especially coating, are perfectly sound to-day, and we expect them to last from fifty to seventy-five years, or perhaps more. On an average a wrought-iron pipe costs us about 25 per cent. of what a cast iron one, of the same interior, diameter, strength, and reliability would cost \* \* \* \* \*

"H. SCHUSSLER,

"Chief Engineer of the San Francisco Waterworks."

"U.S. Coast Survey Station, San Francisco, Cal., April 20, 1877.

"My dear Mr. Bishop,

"If I personally knew any one in Australia to whom I could address a letter in your behalf, I would do so with the greatest cheerfulness and with confidence in you.

"In the special matter which you propose to bring before the authorities concerning the supply of water to the city of Sydney, I am sure you can place before them, with the fullest assurance, the examples in this State of carrying water under extraordinary heads by means of wrought-iron pipe.

"I have personally taken great interest in this matter, because when the first experiments were made I had very grave doubts of its success, not as a question of strength, but of lasting. But the results have been conclusive and convincing to my mind, and we need not hesitate a moment upon adopting wrought-iron pipes of any diameter and length, when the article is properly prepared to resist oxidation.

"Of the very many examples afforded in our 'hydraulic diggings,' you can hardly go amiss in selecting good types, and even in the supply of our town under great difficulties.

"It is upon the success of the wrought-iron pipe system in this and adjacent States that so many projects have been placed before the Water Commissioners for the supply of this city that contemplate the carrying of water under enormous heads for distances of even more than 100 miles.

"After simply naming the pipe part of the system for the supply of San Francisco, I would suggest as good specimens the 12-inch pipe line of the Virginia and Gold Hill Waterworks, with its length of 7½ miles of wrought-iron pipe, under a pressure of 1,750 feet, or say 750 lbs. per square inch.

"Also the pipe line of the Cherokee gravel mines, where the 30-inch wrought-iron pipe line has a total length of 2½ miles, and a pressure of 890 feet, or say 390 lbs. per square inch. I visited the invert of this pipe in 1873, as one of the United States Commissioners of Irrigation. I was hardly prepared for the statement then made, that even small boulders dropped into it were carried clean through it rapidly. But I have no doubt of the fact. When we visited the line it was in capital condition.

"And you should not fail to call attention to those examples where the wrought-iron pipe has been employed to cross deep sharp ravines by suspending it in mid air, where a cast-iron pipe could not have been carried without much greater cost and doubt.

"I could communicate many other less impressive, although instructive, examples that we saw, but you are more familiar with them than I am.

"The results of all Californian experience through many years have convinced me of the decided superiority and economy of the wrought-iron-pipe method; and I do not hesitate to fully endorse it, and would advise its employment in decided preference over cast-iron piping for water supply under large and small heads.

"Your long acquaintance and experience with the subject of water supply entitles your opinion to the largest respect; and I hope you will be successful in establishing it abroad as well as you have done it amongst those who know you here.

"So far as my good will and good opinion will aid you, do not hesitate to call upon me at any time.

"Yours very sincerely,

"GEORGE DAVIDSON."

"Mr. F. A. Bishop, C.E., Hydraulic Engineer,

"El Dorado Water and Mining Company, Placerville, California."

"U.S. Engineer Office, San Francisco, April 23, 1877.

"Dear Sir,

"On the occasion of your departure for Australia, I wish to express the sincere hope that your journey will serve to restore the vigour of health which you seemed to possess last summer.

"I hope that you will be able to interest yourself in the hydraulic operations which I understand are being introduced for mining purposes in Australia. Your long experience in managing these enterprises in California, and in the construction of canals and use of wrought-iron pipe, makes your opinion on these subjects valuable anywhere.

"The use of wrought-iron riveted pipe for the carriage of water under high pressure is almost peculiar to California, and quite so in the subjection of iron to strains of a degree unusual elsewhere. What was at first experiment became, after due experience, conservative and safe, and we now in California have no hesitation in applying strains which as yet will scarcely be admitted where less experience obtains. We, however, use the iron under a steady pressure when high strains are employed, and keep it as free as possible from shocks.

"These wrought-iron conduits are the means through which this city is now supplied with water, and they must so remain, unless superseded by steel, for the reason that the configuration of the country is so uneven as to require a succession of inverted siphons.

"If

"If occasion should arise for the discussion of this kind of conduit in Australia, your observation will supply you with a great many instances in California where these pipes have been in use twelve or fifteen years.

"Your friend,

G. H. MENDELL,

"U.S. Engineer Harbours and Fortifications."

"F. A. Bishop, C.E."\*

Our Victorian neighbours have lately been obtaining still further corroborative evidence on this head. It appears to have been somewhat on this wise. The Sandhurst School of Mines, having become satisfied that something was going on in America which they ought to know, about the carriage of water for mining and other purposes, in wrought or sheet iron pipes, from far distances and under great heads, requested the Victorian Government to send over a Commission of inquiry for the benefit of the mining interests of the Colony generally. The Government refused, so the School of Mines took the matter up themselves. Their delegate, Mr. G. Thureau, has lately returned from California, and is now issuing notes of his researches, preliminary to a more comprehensive report. The first of his series of notes was published in the *Town and Country Journal* of 21st July instant, and will well repay the reading of it. The bulk of this article was written before those notes appeared, yet the two are wonderfully in accord, and singularly enough, some of our instances are identical.

The above collective evidence must carry conviction to the mind of the utterest sceptic. It proves that the wrought-iron pipe system is an existing, accomplished, working fact, and has revolutionized the whole question of the supply of water to towns. It proves that the local advisers of our Government on the water question, and the members of the Health and Sewage Commission, who reported on the Loddon scheme, were not competent to investigate the matter; and,—what I very much more regret to say, yet perforce must say,—it points to the fact that Mr. Clark himself possesses an insufficient knowledge and experience to make him a just judge of the merits of this water scheme. Finally, it completely verifies the truths and principles for which I have so long contended, and substantiates the fact that, as a means of transporting water from far and elevated distances, the wrought-iron pipe system is not a bane but a blessing, and that the cast-iron age is past.

Thus far I have fought this fight in the interest of Sydney single-handed, against those combined leanings and tendencies which would deprive her of much available good. Henceforth, I consider that I should no longer be left, as I have been left, to battle the watch alone, but that I should now receive the countenance and active support of those who are satisfied with the proof, to put a stop to the retrograde movement now being enacted, and to show that, as a body of enlightened citizens, we know what is going on in the world, and intend to have the benefit of its progress.

#### 5. Cost.

Much has been said from time to time about the cost of this scheme, mostly by people who know least about it. Mr. Moriarty, in his evidence before the Health and Sewage Commission, said that the Loddon portion alone (being less than half of the whole, and the only portion that the Commissioners took any notice of) could not be estimated at less than  $1\frac{1}{2}$  to  $1\frac{1}{2}$  million pounds sterling.

Mr. Clark, failing to understand the quality of the scheme, tried to estimate its cost by his "12 million and 6 million increment" plan, and upon that plan arrived at £1,136,000 for 12 million gallons, and £556,000 more for every extra 6 millions, in all £2,804,000 for 30 millions.

Until lately even my own knowledge was indefinite, and I do not blame others for being at sea in their figures, provided they make, as Mr. Clark has, an effort to bring them honestly out; but, on behalf of the scheme, I object, first to the random statements uttered generally on the subject by members of the Health and Sewage Commission, as uncalled for, unsupported, and untrue; and next to Mr. Clark's plan of providing small increments of supply, and estimating the cost of the scheme by those small increments. Whether this plan suits other schemes or not (which I do not believe), it is at any rate foreign to this one, and cannot be entertained.

In a former article (No. II) I showed that the only genuine compliance with the demand of our authorities for an eventual 30-million gallon rate, and the wisest, most comprehensive, and in the end most economical plan, though somewhat heavy at first, is to deliver the required 30 millions from the start, and, therefore, to charge ourselves with the entire cost at once. In my letter to the Government, I seem to have propounded other views, saying that I did not desire to advocate works which might not be required for a considerable time. But I had then considered the question only from the point of view of expense, and not from that of productiveness, and the argument to be drawn from this latter is alone sufficient to engender an alteration of opinion as to the amount of work desirable to execute. Moreover, the experience of other systems of water supply points the same way. I take Glasgow as a type, and in support I quote from a leading article in the *Sydney Morning Herald* of 16th May, 1874, from the pen of a gentleman who is now no more, but whose loss to this community is only equalled by his worth—the late Mr. Howard Reed:—

"Instances are not wanted in which enormous sums of money have been expended upon water-works, the money repaid, leaving the works as a source of revenue to the towns for whose benefit they were made. During the few first years the rates upon property were somewhat heavier, but these in time spread over a wider area, and the result was that the cost virtually decreased in proportion as the use of the water increased. Several cities might be mentioned in which this has been the effect. Aberdeen and Glasgow are striking cases. The facts of the latter being in our possession, we will refer to them.

"It appears that up to the year 1858, the expenditure of Glasgow for water was £651,199. In return for this outlay, the 420,000 people within the bounds of this supply received 16,710,000 gallons daily, or 39·8 gallons a head. This was at the rate of 26 gallons for every pound expended. The domestic rate per pound was (for both sides of the Clyde) thirteen-pence. But at this date the demand for water required additional works. The capital was increased by loans to £1,272,940, or nearly double what it was in 1857, and the expenditure of that year exceeded the revenue by £5,642, the latter being £68,497. The rate the following year was still thirteenpence in the pound, but the capital was increased

to

\* NOTE.—Mr. Bishop, the gentleman to whom these last two letters are addressed, lately came to Sydney from San Francisco, with a view to establish business relations here, and in so doing to give the Colony the benefit of his long and varied experience in those branches of hydraulic engineering for which Western America has become noted. Unfortunately ill health has compelled him to return home, but he was so well pleased with his reception, and so satisfied with the Colony as a new field of operations, that he intends to come back if restored.



to £1,428,452, and the expenditure exceeded the revenue by £14,417—a rather alarming deficit. A continued enlargement of the capital took place in 1860-61, when the limit seems to have been reached. The expenditure was then £83,964, the revenue £75,699, and the rate per pound unchanged. The deficit, of course, was £8,265. In 1861-2 the deficit merely amounted to £5,000. An extra two-pence in the pound in 1862-3 brought about a change, and, in place of a deficit, left a surplus of £2,539; and a continuation of the same remedy yielded a surplus of £7,022. In 1864-5 there was a return to a thirteen-penny rate, and yet a surplus of £5,292. During the following five years a shilling rate sufficed—the surplus in 1869-70 being £17,519. The year following the rate was reduced to nine-pence, and in 1871-2 it stood at eight-pence—the money expended on the works having been £1,706,306, the annual expenditure £109,014, and the income £110,780.

“This affords an excellent example of what may be reasonably expected in all cases of towns destined to become the centres of manufacturing industry. It would be impossible to say in what degree the foresight of the Corporation of Glasgow has contributed to the spread and importance of the city by this judicious expenditure of money, but it is clear that Glasgow could not have been what it is without it. It must be equally apparent to any one who surveys the position and prospects of Sydney, that we are justified in making preparation for a spread of the population. The city would be experiencing the benefits of the change before they had time to feel the weight of its cost, and finally, consideration of cost would fade before countervailing advantages.

“It is a question whether we shall provide for or check the disposition to grow; whether we shall rely upon such experience as we have presented from Glasgow, or as might be presented from Melbourne (for we understand that the works there are now paid for, and no longer exist as a burden upon property); or whether we shall be contented with some cheap and temporary scheme, which will be sure to fail when we most need it.

“We want water for houses, water for streets, water for manufactories, water for fountains, water for fires, a supply from a source equal in all these particulars to the wants of 500,000 people prospectively. Are we to content ourselves with barely enough for household and street use? It is clear from the above figures that a spirited endeavour to make the supply adequate to the growing wants of Glasgow, although burdensome at first for two or three years, is becoming less and less so each year, and will cease finally to be a burden at all. The same experience may be ours if we make a judicious use of the means at command.”

This language of our lamented friend is almost prophetic, and commends itself to the respectful attention of every reader. It is opposed to the principle of Mr. Clark's work, which provides only sufficient for the day, and distinctly points to the nobility of the Loddon and Wingecarribee, or any other plan which will provide superabundance at the outset, so that people may learn its value, and grow to it.

So far, then, as this scheme is concerned, it is entirely settled that its cost is the cost of delivering 30 million gallons daily from the beginning. In my letter to the Government, I stated this to be, in round numbers, a million and a half of money. I own that I could not then have substantiated the figures in any detail, but I knew enough to tell me that I was not very far out. Since then there has been great accretion of works proposed, notably in the shape of increased storage accommodation, and such augmentation of works means a corresponding augmentation of price. Since then, also, I have gained more definite knowledge as to cost, and have now arrived at an ultimatum in the matter—which is, that 30 million gallons daily can be delivered at Waverley for two-pence per 1,000 gallons, and the cost of the scheme is the capitalized value of that two-pence at 5 per cent., or £1,825,300, plus some trifling compensations, which will be matched by the sale of the useless city reservoirs, and interest at 5 per cent. on the money expended during the time of building, five years maximum.

I promised in a former article (No. III) to ascertain the true minimum cost of the Nepean scheme, when elaborated to a 30-million gallon rate, with interest added. At prices admittedly too low, I found £1,629,932, with every probability of the cost reaching £2,000,000. Giving the scheme the benefit of the doubt, it will cost at least the £1,825,000 above found to be the cost of the Loddon and Wingecarribee. The latter scheme having been charged with interest for its time of building, five years, the Nepean scheme must also be charged interest for its time of building, ten years. Since the Loddon and Wingecarribee will be ready to deliver, and therefore earning, at the end of five years or sooner, the interest for the difference between the respective times of building, viz., five years, must be charged against the Upper Nepean scheme, and added to the principal sum as capital, and interest be then charged upon that whole sum for the remaining five years. Therefore the whole cost of the Upper Nepean scheme is at least £1,825,000, plus £456,250, or £2,281,250, plus interest for five years building.

The claim of the Upper Nepean, that it can begin to supply earlier by supplementary works, even if true, does not reduce the general cost, since the cost of the supplementary works themselves would probably be more than equal to the interest for the difference of the years. In this respect the Loddon and Wingecarribee has a far superior merit, in that the Loddon portion, delivering from 9 to 12 million gallons daily, can be finished complete in three years.

Thus we find that the Upper Nepean scheme would cost altogether more than the Loddon and Wingecarribee by nearly half a million of money, and would then be a much inferior scheme in almost every point of comparison, and I doubt if any one could be found to contract for the building at the price. Therefore, I have brought forward a scheme which will cost less than that recommended by the professional engineers, and the Upper Nepean is out of Court on the question of cost.

But with regard to the Loddon and Wingecarribee scheme, not only can it be constructed for the money stated, but more than that, *it will be done*, if the Country will sanction the work. The able article from which I quoted above contains the following remark:—“What a boon it would be if some one would relieve us of the difficulty of solving the water question for Sydney, by appearing with a scheme in his hand and commanding its immediate execution.”

I come with this scheme in my hand. I do not command its execution, for ours is not a despotism, and if it were I am not its despot. But this scheme already commands the attention and confidence of large and various bodies of capitalists, ready and willing to embark in the work, and it only remains for the Government to signify willingness to treat, and its execution can become a fact upon the above terms.

I have now finished the discussion of the Loddon and Wingecarribee scheme. I have found it to be a scheme possessing not only equal but far greater power of supply than the Upper Nepean, great special merits to which the other has no claim, and its alleged defects, so far from being defects, are actual boons.

These

These papers are not by any means exhaustive as to either scheme, and from many points of view, Mr. Clark's Report itself requires considerably more handling. But I cannot trespass longer upon the patience of the reader, and abstain from further investigation. I will now epitomize and contrast the two schemes, and conclude my review.

### III.—UPPER NEPEAN AND LODDON AND WINGECARRIBEE SCHEMES CONTRASTED.

ART. VII.

It is clearly understood that dry times and minimum rainfalls are the only phases of climate which can be taken notice of in examining the merits of water schemes, and it is upon such phases only that all the calculations, both by Mr. Clark and me, have proceeded.

It has also been seen and well understood that a 30-million gallon daily rate is the prescribed rate of any scheme for supply of Sydney, and therefore all statements, investigations, and comparisons must be made upon this basis, and they have been so made throughout these articles.

A selection of all the features, good and bad, of the two schemes which we have been considering, results in the following epitomized comparison:—

#### I.—UPPER NEPEAN.

1. Supply, 30 million gallons daily for ten months only, viz., eight months from store and two months from flow, and thereafter the reservoir is empty, and the subsequent supply is only influx less evaporation, 8 millions daily maximum and diminishing, if the eight-months' minimum rate of rainfall last beyond eight months.

2. Storage, 7,110 million gallons, held in one reservoir only, an immense work, of very doubtful security, and no balance of safety provided in the event of casualty, and the prospect of a water famine in such event, besides terrible damage to property in the neighbourhood.

3. Poor gravitation and low delivery, requiring to be supplemented by pumps to reach the high levels of the city and suburbs, resulting in low and uneven pressures, and necessitating an elaborate system of town and suburban reservoirs (six on the Sydney side and one on the North Shore), and costly service mains and large reticulations.

4. Dull, lifeless water, and cloudy, unless prevented by filtration, the works for which would require an amount of gravitation which the scheme cannot afford to spare, having only just enough head of water to enable its waters to reach the distributing reservoirs.

5. Insufficient power of collecting water, owing to dependence for supply on a canal of limited draught drawing upon a river of ever-varying flow, resulting sometimes in unavoidable waste of river flow, which would otherwise be available for store, at other times in insufficient supply of river flow to keep the drawing power of the canal occupied.

6. No margin of storage power over the period of a comparatively likely drought, viz., eight months, and only two months' supply in the meanwhile from flow to help it out, and therefore comparative probability of frequent trial.

7. No security against fires, or power to extinguish.

8. Obligation of the scheme to preserve Nepean vested water rights, and provide compensating supplies—thus rendering its success dependent on the effectiveness of a compensation dam of very doubtful power, and possibly necessitating eventual abandonment of the scheme on the failure of the compensation dam to effect the necessary purposes.

9. Cost of scheme, £2,281,250 minimum, or not less than 2½d. per 1,000 gallons, plus interest for five years building, and no end of trouble to get the work executed.

10. Unequal water rates between the high and low levels, surely not to be tolerated under the circumstances of this city; but, whether or no, arising out of the necessity to pump.

#### II.—LODDON AND WINGECARRIBEE.

1. Supply, 30 million gallons daily for practically an unlimited time, viz., fifteen months from store, and fifteen months from flow, and the flow overbalances the draught, and, therefore, once full always full and wasting, unless the fifteen months' minimum rate of rainfall last beyond fifteen months.

2. Storage, 13,893 million gallons, held in chains of safe reservoirs, the works for which are moderate, and a perfect balance of safety preserved, and no risk of water famine possible, and no neighbouring property to damage even if a casualty happened.

3. Good gravitation and high delivery, reaching every height of Sydney and suburbs of its own natural force, with an even uniform Waverley pressure, and no city or suburban reservoirs at all required except one at Waverley and one at North Shore for distributing purposes, and a comparatively cheap service system. Hydraulic lifts, available all over the city, and public baths and fountains throughout the city and suburbs.

4. Living, sparkling water, pure and cold, from a clean mountain country, and abundant room to filter without diminishing the high pressure. But filtration will not be nearly so necessary as in the Nepean case, and indeed not needed at all.

5. Maximum facility for collecting water, there being no escape for any portion of the rainfall except over the dams when full.

6. Storage power equal to a comparatively unlikely drought, viz., fifteen months, and helped out by fifteen months' supply in the meantime from flow, so that the scheme could stand out longer than the longest drought on record.

7. Perfect security against fires.

8. No vested water rights to conserve, nor compensating supplies to provide.

9. Cost of scheme, £1,825,000 (and a few trifling compensations which the sale of the present city reservoir would balance), equal to 2d. per 1,000 gallons, plus interest for five years building. No trouble about getting the work done, there being contractors ready to take the whole thing up.

10. Uniform water rates, and no risks with pumping machinery.

11. Collateral advantages,—an irrigating plan of very dubious success, and to a large extent impracticable.

11. Collateral advantages,—a power to create another manufacturing centre in the Colony besides Sydney, viz., Wollongong, only dependent upon the same contingency as industry generally, viz., a reasonable labour rate.

This comparison requires no comment, but is the proof itself of the inferiority of the recommended scheme, and therefore, *the Upper Nepean must take rank as a rejected scheme.*

This question naturally rises to every reader's lips,—“Why did we not learn all these things from the report of the Hydraulic Engineer?” The answer will not be palatable to all readers; but the public interest demands it, and though an unpleasant duty I must not shrink from it.

The Water Commission of 1869 was appointed to inquire into the best water supply for Sydney. Its members were, as is well known, Lieut. Woore, R.N., Professor Smith, Mr. F. H. Grundy, C.E., Mr. Adams, Surveyor General, and Mr. Moriarty and Mr. Bennett, engineers and hydraulic advisers of our Government. After taking voluminous evidence, they found no other than the Upper Nepean scheme which seemed to them worthy of development. Even had they discovered the Loddon and Wingecarribee scheme, they must have passed it over, at any rate, for the time, for cast-iron mains would be quite unequal to bearing its high pressure, besides being untransportable in mountainous country, and they knew nothing at all about wrought-iron mains, or of any means of getting water down from such heights except by letting it run down to the low levels by its own natural channels, and thus losing the quality of gravitation which they were so desirous of finding. Portions of the Loddon and Wingecarribee, in fact, become portions of the Nepean when its waters are run down to the low levels and the gravitation lost. Accordingly, with little wisdom, the Water Commission spent all its money in elaborating the Upper Nepean scheme, to a large extent wastefully, and recommended it to the Government for acceptance.

For the reasons which would have prevented the Water Commission from accepting the Loddon and Wingecarribee scheme even had they known of it, for the same reasons Mr. Clark, who did know of it, was obliged to reject it, even had he been able to find no other reasons or ground of objection. As has been already sufficiently shown (Article No. IV) the wrought-iron pipe system is the soul of the scheme, and to both the Water Commission and Mr. Clark that system is a foreign tongue.

Of the members who represent the Report of the Commission there are now virtually but two persons. Mr. Woore resigned rather than be a party to it. Professor Smith, President of the Commission, acknowledged his disagreement, at the Royal Society meeting of 9th December, 1874, on the occasion of my reading my first paper on water supply for Sydney, and stated that he was in a minority among the Commissioners, and that he was mainly instrumental in procuring the insertion of that clause in their Report which called for scrutiny and criticism, and admitted the possibility of superior discoveries. Mr. Grundy, in his own Report to the Commission, disagreed with the scheme, so far as the reservoir portion of it is concerned, and that is nine-tenths of the whole. Mr. Adams is and always has been neutral, and for that reason, among other good ones, was very properly selected as Mr. Clark's guide in his official inspection of the water schemes. The Government Engineers, Mr. Moriarty and Mr. Bennett, are the only ones left; all the others have virtually deserted the scheme of the Commission.

Between the recommendation and elaboration out of a public vote, the Nepean became called “the Government scheme.” It was a false name, for the Government had no right to be a partisan, and could have no scheme at all except the one that should eventually be shown to be the best. But the name being once given, stuck to it, and imparted a semblance of tone and quality to which the scheme was not entitled; and as the hydraulic credit of its promoters depended on it, although they knew that the appellation was wrong, they could scarcely be expected to correct it.

It has also been called “the Commissioners' scheme,” because it emanated from the body of the Water Commission. This is no more its proper name than the other. *There is no such thing as a Commissioners' scheme*, for all the Commissioners did not agree to it—though they all signed it (I may be allowed to say unwisely) except Mr. Woore.

The Upper Nepean was quite as much a private scheme as the Loddon and Wingecarribee, or any other scheme promoted—the only and great difference being that the promoters had public money to promote it with; and its real fathers and promoters were the professional hydraulic advisers of the Government, and it is their private scheme and nothing else; and the proper name by which it ought to be called is, “the scheme of the Government Engineers.”

Since that time other schemes have been discovered, more or less deserving of notice, among them the Loddon and Wingecarribee, which is the only one with which I have to do; and as to this one, it is well known that, owing to its thorough gravitation and other manifest virtues, a large portion of the current of public opinion set in its favour. Therefore this scheme at least, if not others also, was entitled to as thorough an investigation as the Nepean received, and this one still more so, because it possesses in a peculiar degree that very quality of gravitation which the people had asked for through the Commission.

But the Water Commission, or rather all that was virtually left of it, namely, its most active members, the Government Engineers, being themselves the promoters of the Nepean scheme, had identified themselves with and become wedded to it to the exclusion of all others—not only those that were before them at the time of making their Report, but also those that were of subsequent discovery. Moreover, they had spent all their money, and, even if willing, they were not able to do anything for any other scheme.

The Health and Sewage Commission of 1876 was appointed for various purposes, among others (I presume, since they assumed the power) to take additional evidence on our water systems, for the benefit of the expected Hydraulic Engineer. It consisted, among other members, of all the members of the Water Commission except Mr. Woore, and I am not aware—and at any rate the result does not show—that the new body contained any more hydraulic knowledge or ability than the old one, except that among its members were Mr. Whitton, who accepted neither office nor emoluments, and Mr. Bell, whose attention has been confined almost exclusively to the Botany system of water supply. It echoed exactly the same sentiments upon the Nepean scheme as the Water Commission; and as to the Loddon scheme—the only new one which it attempted to examine—it uttered sentiments of which the less said the better, and which received their fit reward at the hands of the first assemblage of gentlemen in the land.\*

\* See the debate on their Report in the Upper House, 30th March, 1876.

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These things point to a murky atmosphere and a gloomy prospect for our civic affairs. There are three things shown—first, that the Upper Nepean is a bad scheme, at least as compared with the Loddon and Wingecarribee, and perhaps others; next, that the Government engineers are its fathers, and, as such, interested in its maintenance, because their hydraulic credit depends upon it; and lastly, that with the Government engineers on every Board and Commission, their Nepean scheme always comes uppermost. What is the deduction? Plainly this—first, generally, that such Boards and Commissions as hitherto constituted are valueless for the protection of public interests; next, particularly that the influence of the Government engineers, exerting itself on such Boards and Commissions, predominates and rules and carries the day in favour of the bad scheme which the Government engineers have promoted—and so the “sick man” among the water schemes wins, because the other schemes are handicapped in the competition.

That which is true in the past and present will prove to be equally true in the future. The same influence will be found operating on all subsequent Boards and Commissions, unless some radical change of the system be made. The Central Board of Works, or Commission, as suggested by the Health and Sewage Board, and endorsed by Mr. Clark, for management of water supply and drainage, although itself good in the abstract, yet as a matter of practical effect will be no good whatever, unless it be constituted of widely different material from that which constituted the Health and Sewage Board itself. However efficient such bodies may be for executing works which others decide upon, for the purpose of themselves deciding upon the works, they are not to be trusted.

It is time that our body public roused itself from the lethargy and sleep which pervades it on all these matters; and if they fail to do so after the hint being so broadly given, they will stand finally convicted of Mr. Garrett's terse reproach, of being “a very prosperous and a very stupid people.”

To return. The meaning of all this is, that nothing but the Upper Nepean scheme could get a hearing, the people who were appointed to hear having turned a deaf ear to all others. And not only no hearing, but no help. Knowing the intrinsic value of the Loddon and Wingecarribee scheme and its incalculable worth to Sydney, I applied repeatedly to the Government for assistance to develop its features and put it into proper shape for inspection. All that I was ever allowed (independently of some printing) was the services of one surveyor for a week—and that, thanks only to the courtesy of the then Premier (Sir John Robertson), and in direct opposition to the Health and Sewage Board; and the result of that isolated piece of work was to disprove certain statements made by some members of the Board, and to verify my counter statements.

Finding that I could get nothing at all done for this scheme, I did the best I could myself, and I spent my own time and labour and money for a public object to an unwarrantable extent—rather than I would see a valuable scheme shelved, because it possessed merits which endangered the safety of the scheme of the Government engineers.

The result and value of my work, viz., the plans, sections, data, and every sort of information which I laid before Mr. Clark, was simply this: it had no pretensions to being sufficient for purposes of construction, and, compared with the herculean labours expended on the Nepean elaborations for construction, it made no show whatever; but, for the only purpose which was necessary, and which could be expected from the promoter of any scheme—viz., to enable any inspector to see all over the scheme from one end to the other, and know what there was in it, and what could be made out of it, to sound the key-notes from which the chords could be struck, and to point out the scent from which the hunt could be followed—my work was abundantly sufficient. It is upon that work, and no other, that other people have become as perfectly master of the scheme as I am; and it has been held to be quite enough for the purposes of estimate and contract, and to warrant the investment of money and the staking of reputation and means.

But, for the purposes of Mr. Clark's vision, it appears that my work was insufficient. He says that the Upper Nepean scheme has been elaborated and investigated in considerable detail, but that the plans and data with which I had furnished him are necessarily very incomplete. In other words, the projects were summoned to trial, but in the Nepean case only was the evidence for the defence sufficiently got up for him.

This was an improper condition for things to be left in, and one under which no righteous judgment could be expected from Mr. Clark. He therefore had only two consistent courses before him, viz., either to declare for the Upper Nepean at once, upon the elaborations shown, or to defer judgment until better investigation of the others. He could not, and did not, do the first of these, for it would have been tantamount to admitting that he came out to Sydney for nothing. His plain duty, therefore, was to do the other; and the question is—did he do it or not?

So far as the Loddon and Wingecarribee scheme is concerned, he did not do it. After all the difficulties which I have had to contend with, and all the injustice which the scheme has suffered, I naturally looked, when he brought his independent judgment to bear, that at last this unfortunate and ill-used scheme would be heard, and that my labours, well begun for the general good, would be as efficiently carried on, and that any insufficiency in my data would be supplemented, so that the scheme might have a just and thorough searching, and its merits and faults be critically examined and brought to light. But, as a matter of fact, nothing of the sort was done. Mr. Clark made no effort to improve or complete my plans and data, or to find out what the scheme was capable of, although his power was plenary, and the survey staff of the Colony was placed at his disposal for the purpose, and his instructions were to use his opportunities of observation. I was once applied to for further surveys, as if this was a private affair of my own; and when I referred the application to the Government as the proper person to ask, the matter was dropped. Considerable sums of public money were expended over others of the schemes submitted, as stated by Mr. Clark in his Report, and even over the Upper Nepean itself, already so elaborately investigated, but none on the Loddon and Wingecarribee. Even those very virtues of the scheme which were patent to the eye, independently of nicer investigation by survey, which were more or less seen, discussed, and admitted at the time of official inspection—even these have been passed over in silence, and the Report on the subject reads as if they had no existence. Worse still, the scheme has been charged with faults which are no faults at all, but cardinal virtues, and the very grounds out of which rejection sprung should have brought it in the accepted scheme.

I have yet to learn how these facts can be reconciled with Mr. Clark's published statement, that he has endeavoured to weigh all the schemes submitted fairly upon their merits.

Finally, every line of the records of this scheme is a history of the contest between progress and stagnation

stagnation in hydraulic science. The Upper Nepean is of the old order of things, good enough if nothing better can be had, and at least much better than nothing; but the march of discovery has put them in the back ground. The Loddon and Wingecarribee is of the new order, a type of the advanced ideas, a sample of those things which fresh enlightenment has placed at our command, but which under formerly received opinions were quite beyond our reach. In the position which Sydney now occupies, pausing before a great social question, and weighing the arguments as to what course to pursue, it will be a permanent blot upon her escutcheon if she fail to avail herself of the new lights of hydraulic science.

I therefore now state it to the public as a proved fact,—*the decision of the Hydraulic Engineer on the Sydney water question has been given without evidence, and against the weight of evidence.* Hence the community suffers. Whether the people know it not, and whether they will listen or not, I tell them that the seeds have been sown of a great misfortune, and that its only cure is timely uprooting, and its certain fruit, if allowed to go on, will be universal disappointment. If the people desire to protect their own best interests, they must adopt one or other of two courses, viz., either to have the whole water question reconsidered, or to take the short cut to success which the people of Dublin and Glasgow took—they carried the two best schemes in Britain in direct opposition to their advising engineers.

I am not well versed in the history of the other water schemes before the public, my own and the Upper Nepean being quite enough to engage my attention; but if any of them can show such good qualities as the Loddon and Wingecarribee has shown, and can prove such wholesale neglect as the Loddon and Wingecarribee has proved, then, for the good of the community, it is the duty of their promoters to show it as I have.

I trust that this review will not be taken as a controversy between me and the Hydraulic Engineer. I have been obliged perforce to cross his views, and that in no mild way sometimes; but not out of hostility to him, and only as an enforced guardian of the interests of our citizens, that they may ensue the good and eschew the evil scheme. So far, indeed, as Mr. Clark is personally concerned, I take the liberty of expressing my regret that he has linked his name with such a scheme.

I have no more to say. The Water Commission concluded their Report by inviting scrutiny and criticism, and at last, though late, they have had it. I, in my turn, invite scrutiny and criticism of mine; and if any one is able to upset my position, for the general good, I call upon him to do so.

JAMES MANNING.

#### APPENDIX No. 1.

##### OFFICIAL PARTICULARS OF THE LODDON AND WINGECARRIBEE SCHEME.

James Manning, Esq., to The Colonial Secretary.

Sir,

Sydney, 15 November, 1876.

In compliance with the request contained in your letters of the 22nd May and 29th September last, I now proceed to give a concise statement of my scheme for the supply of water by gravitation to Sydney and suburbs.

I desire this paper to be read in connection with my previous papers on the subject, read before the Royal Society of New South Wales, which are already in your possession. Wherever diversities appear, they are to be understood as having arisen out of the further development and extension of the general plan, of which the statements herein made are the true exponents.

The whole project, in its entirety, consists of two distinct schemes; one a high level, the other a low level scheme. My remarks will be mainly directed to the first, as in the events which have happened, I do not, comparatively, attach much importance to the other.

The high level scheme is in two parts or sections, viz. :—

1. Loddon and Madden's Plains.
2. Wingecarribee and Kangaloon.

The low level scheme is of one part only, viz. :—

Port Hacking River.

All these three plans are distinct in themselves, and any one of them is practicable and constructable without reference to the others. The Wingecarribee and Loddon schemes, however, can with the utmost facility and to the greatest advantage be worked together, and are by nature so homogeneous and concurrent that so far as their practical results are concerned they could not be distinguished. The Wingecarribee and Kangaloon is simply a distinct adjunct of the Loddon and Madden's Plains, available as part of it at any moment when required, but not needing to be dealt with until required. They are, therefore, properly conjoint. The Port Hacking River scheme, on the other hand, is without this advantage, and being hundreds of feet lower than either the Loddon or the Wingecarribee levels, its waters cannot be delivered at anything like the same elevation. It is, therefore, necessarily and properly separate.

#### I.—HIGH LEVEL SCHEME.

##### PART I.—LODDON AND MADDEN'S PLAINS.

Commonly known by the name of the "Loddon scheme." As to the ability of this scheme, I have personally no doubt whatever that it would be sufficient to satisfy the wants of Sydney for many years to come. For four months of the year, the dry season, at the summer level of the streams, it would deliver at Waverley (the highest point within miles of Sydney, and considerably upwards of 300 feet above sea level), with storage help, 9,000,000 gallons daily—a quantity quite double the present Sydney supply, and equal, I believe, on an average to the supply of the best watered cities in England, but not up to the nominal 12,000,000 gallons spoken of by the Water Commission. During the remainder of the year the supply is far greater, and to increase the summer supply, so as to equalize it over the year up to the stated 12,000,000

12,000,000 gallons, it is only necessary to increase the storage. The works could be constructed in three years at most, at a cost of about £600,000, exclusive of compensations, which are of a trifling nature. Lastly, the waters are of the purest quality, and of sparkling brightness, coming as they do from a sandstone country, free from impurity of every kind.

This section is divisible under three heads or branches—namely, watersheds, reservoirs, and conduits.

#### 1. Watersheds, or gathering grounds.

1. *Loddon watershed.*—This is an area of 3,218 acres measured, on the west side of the Bottle Forest Road, and some 200 acres unmeasured between the Bottle Forest Road and the sea cliffs between Bulli and Coal Cliff.

2. *Second Loddon watershed.*—This is an area of 938 acres measured, lying between the previous watershed and the Wollongong and Appin Road, and closely abutting on the Loddon Bridge.

These two watersheds constitute what is commonly known as the "Loddon basin," measured to the extent of 4,156 acres, besides some unmeasured additions.

There are some 3,000 acres of watershed close by, arising from Knight's and Reeve's Creeks to the south-east of the Loddon Basin, and from the country immediately abutting on the Wollongong and Appin Road (of which 783 acres are measured), all of which can without any engineering difficulty be brought into the second Loddon watershed, and be there utilized as if it were directly part of it.

By further ditching to the southward and by simply grading of levels, the water falling upon an additional area can be brought to the same destination; but I do not think it is necessary to extend this system any further than as previously stated.

3. *Madden's Plains watershed.*—This is an area of some 1,500 acres lying to the east and west of the Bottle Forest Road, to the north of the Loddon watershed. By the assistance of simple but adequate storm-water dams, these waters can be easily intercepted in their natural western course, and be diverted north into a short sloping underground conduit of about 30 yards, which would lead into the main tunnel to be hereafter described.

4. *Waranora watershed.*—This is an area of about 1,000 acres lying to the north of Madden's Plains. These waters trend north, and by simply deflecting to the eastward the course of the canal conduit to be hereafter described, they fall into it in their natural course.

These above-named four watersheds constitute the body of the Loddon scheme, being a total collective watershed of at least 9,000 acres, or upwards of 14 square miles. The first and second belong to the Nepean system of waters, the third and fourth are tributaries of George's River.

This is a suitable occasion to remark upon the superiority of small watersheds over large ones. All over the world the best systems of waterworks are those whose catchment areas are sufficient to provide ample supplies, yet are not so large as to be unmanageable. Mr. Hughes, F.G.S., C.E., the writer of the well-known work called "Waterworks," and himself a great authority upon all water matters; has the following remark on the subject:—"It is now generally admitted that immense gathering grounds of several hundred square miles are not adapted to furnish large concentrated supplies of water, in consequence of the numerous difficulties and expense of collecting them."

It is also noteworthy that several of the best systems of waterworks in Great Britain are derived from small watersheds. Thus:—

*Liverpool*, with 493,000 inhabitants, is principally supplied from the Rivington district, with 12 million gallons daily; the drainage area is estimated at 10,400 acres, 120 days' consumption is stored in the reservoirs, and of the mean annual rainfall of 46.23 inches, 436 is saved. It is true that the population has now quite outgrown this supply, but that is no argument against its efficiency.

*Plymouth*, with 71,000 inhabitants, is supplied from the Dartmoor Hills, having a drainage area of about 4,000 acres, the average annual rainfall on which is found to be 44 inches, of which 343 comes in for town supply.

*Greenock* is supplied from a drainage area of 5,043 acres; the average rainfall on which is 60 inches, of which 603 has been observed to run into the reservoirs.

*Dublin*, with a population of 340,000 in 1867, now receives its supply from the river Vartry (30 miles off, from a high level in the county of Wicklow), which off a drainage area of 14,000 acres furnishes 20 million gallons daily, besides compensation to mill-owners. The storage reservoirs are capable of containing 120 days' consumption at the above rates, and of the mean annual rainfall of 60 inches 402 is saved.

This Dublin water supply, initiated and promoted by Sir John Gray in the teeth of a determined opposition, was thus spoken of in March, 1876, by Mr. M. Brooks, M.P., in the House of Commons:—"By these admirable waterworks an ample supply is brought into the city from the county of Wicklow, a distance of nearly 30 miles, and distributed not only in the city but throughout the suburbs for many miles. I think I may say that in the whole world there is not a better or more efficient supply."

The circumstances of our own city tell strikingly in favour of this contention. The consumers of city water in Sydney and suburbs are, roughly estimated, something over 100,000 souls. The watershed which has supplied them, if not bountifully, at least sufficiently, and which has shown a staying power beyond all belief, is only 4,250 acres.

The maximum discharge of the watersheds which supply the above-mentioned British towns is 60 per cent. If, then, the general watershed above described had only the same discharge, the fact that these towns are sufficiently supplied by their systems is proof that Sydney, at its present size and larger, would be sufficiently supplied by this system. But not only have we here a discharge of 60 per cent., but late gauging experiments made by me in the Loddon River after ordinary rains show beyond a doubt a discharge equal to 70 per cent. That there are such places in the world having such discharges, the celebrated engineer Bateman is a distinct authority; and if there be any such place, the Loddon country, from its spongy character and saturated stratifications, is best calculated to fulfil the conditions.

#### 2. Reservoirs or storage.

1. *Loddon Lake.*—This is an area of 408 acres, receiving all the waters of the first Loddon watershed, and proved by survey, and average depths estimated from cross sections, to be capable of storing 1,446,000,000 gallons minimum. It is constructed by building a concrete dam 55 feet high and 25 chains long over all, across a narrow and rocky gorge in the Loddon River, at a height of 1,121 feet above the sea. There is no engineering difficulty in its construction, there being many similar works in the world.

This

This is the storage reservoir of the Loddon scheme. It may take twelve months at most to fill in a dry season, but in a wet one much less time. When full it will hold 120 days' supply at the full rate of consumption of 12,000,000 gallons daily, but at the lesser rate, 160 days. It is not to be supposed that these figures represent the limit of the capabilities of this reservoir. The acreage, cubical contents, and storage supply above stated, are the product of a dam 55 feet high only. The last 5 feet have added 42 acres (a former survey having shown 366 acres for 50 feet) and another 5 feet would probably add far more. There is no sound reason against raising the dam much higher than I have at present fixed it, nor any difficulty in increasing the storage to any desired extent, and every drop of the store would be available and fit for consumption. There are other storage reservoirs besides this available, but I have not thought it necessary to amplify them here. I may, however, specially mention one feasible on the Madden's Plains watershed, capable of holding at least a month's supply at highest rates of consumption, and possessing great facilities for augmentation.

2. *The Tunnel Reservoir*, so called because it is the starting point of the tunnel, which I shall describe hereafter. This is an area of 37 acres, abutting upon Loddon Lake, and in connection with it by proper waterways. It is formed by a small dam 20 feet high and 8 chains long, put across another narrow gorge of the river at a point 42 chains distant from the upper dam, and at a level of 12 feet below the floor of the Loddon Lake. This reservoir receives all the waters which come into the second Loddon watershed, besides the overflow waters of Loddon Lake. It is a feeding reservoir, supplying and regulating the supply to the conduits. It is capable of large augmentation like the Loddon Lake, and in wet seasons it and the Madden's Plains and Waranora watersheds will supply Sydney by themselves. Indeed the late Sir Thomas Mitchell, who is looked upon as an authority in these matters, credited these sources of supply with even more effectiveness than I do.

3. *The Waverley Reservoir*.—A small covered reservoir for receiving the waters from the high-level conduits, and for distributing the water to the city, suburbs, and surrounding country (North Shore and Balmain included). To be situated, as its name implies, on the highest available point of Waverley, and to be large enough to hold not less than 2,000,000 gallons.

### 3. Conduits.

From the floor of the tunnel reservoir, at a height of about 1,111 feet above sea level and about 10 feet below the outlet of Loddon Lake, the waters are let into a tunnel, and proceed by that tunnel about  $3\frac{1}{2}$  miles very nearly north; thence by an open aqueduct about  $4\frac{1}{2}$  miles, by a tortuous course, mainly northerly and easterly, to a point about 1,062 feet above the sea level on the Bottle Forest Road, where the Port Hacking River sources begin to form; thence by wrought-iron piping of suitable diameter through and over every obstruction for a distance of under 32 miles to the Waverley reservoir.

There are no practical obstructions to the laying of this pipe line. The chief difficulty to be overcome in its course is George's River. This need not be regarded as an obstruction, as it can be easily surmounted by means of proper turpentine pile supports, which can be made to serve the double purpose of a traffic bridge.

From Waverley the city and all the suburbs and surrounding country could be commanded and supplied by direct gravitation, with a head of water of more than 300 feet above sea level, after releasing the pressure of 750 feet in the mains at the reservoir.

## PART 2.—WINGECARRIBEE AND KANGALOO.

The so-called "Wingecarribee Swamp" is situated at a height of 2,230 feet above sea level, about 36 miles south from the Loddon basin, by the course along which water can be conducted. Its formation is peculiar, and can only be described as a great water basin, evidently a trachytic formation produced by igneous eruption in past ages. It is 6 miles in length, and of various widths, from 60 chains downwards: its surface is 1,170 acres measured, and its average depth is about 20 feet. Its surface is more or less covered by a dangerous quaking bog, bearing only water plants and mosses. It has a watershed of  $18\frac{1}{2}$  square miles, or 11,840 acres, all consisting of high volcanic ranges rising from 300 to 500 feet above the lake. The natural outlet of these waters (which, in point of purity, cannot be surpassed) is westward by the Wingecarribee River into the Wollondilly, and thence into the Lower Nepean by Warragamba.

These waters could be brought eastward into the head of the Upper Nepean River by a tunnel of about  $1\frac{1}{4}$  mile in length, through the range which separates the watersheds. This tunnel would start from somewhere at the eastern end of the Wingecarribee Swamp, where its inlet would be at the bottom levels of the swamp; then it would perforate the range towards Kangaloon, and open into a tributary of the Mittagong River, one of the main streams of the Upper Nepean. Thus the Wingecarribee and Nepean waters would meet and the point of junction would be about half a mile above Howell's Bridge across the Mittagong River, which stands at an elevation of about 2,030 above the sea.

The Kangaloon watershed forms the sources of the Mittagong River and its top tributaries, and also Wombat Creek, Little River, and Molly Morgan's Creek, all permanently running streams, and, at the elevation at which this scheme can avail of it, it has a collective area of rather more than 14 square miles, or 9,000 acres. I shall presently show the mode of utilizing this watershed and the supplies arising therefrom.

At a little distance below the meeting point of the Mittagong River and the Wingecarribee waters there is a fine site for a storage reservoir. A simple crib and earth dam, 29 feet high and  $11\frac{1}{2}$  chains long over all, would throw back a sea of water second only to the Loddon Lake. Considering the immense, I might almost say inexhaustible, natural storage in the Wingecarribee swamp, I cannot see how this reservoir will ever be needed; but if it should be wanted, or if it should at any time be thought a desirable addition to the scheme, it is available at a moment's notice.

In the Mittagong River, at a point about half a mile below Howell's Bridge, or at any other neighbouring point thought preferable, according to the exigency of the levels, an ordinary weir would be constructed, to turn the waters into an open canal or ditch. By this conduit and one short tunnel they would proceed in a north-easterly direction, contouring Mount Butler and the other natural features of the country by a moderately winding course, cutting and gathering *en route* the supplies from Wombat Creek, Little River, and Molly Morgan's Creek, with a gradual fall for about 7 or 8 miles to a point on the old

Dapto

Dapto and Bong Bong Road, about 1,955 feet above the sea. Here the country begins to fall rapidly. From this point to the Loddon the course is nearly north, skirting the Illawarra country, along the western slopes of the coast ranges, passing close by Dapto Mountain, Mount Kembla, Mount Kiera, Broker's Nose, Rixon's Pass, Woonoona, and Bulli Pass; and by this course from the 1,955 feet level, the waters gathered there from all these topmost sources, to the extent of 20,000,000 gallons daily, and more, in all seasons, would be conducted in closed wrought-iron mains direct over hill and dale with a fall of 500 feet for 22 or 23 miles to a point near the Bulli Pass about 1,449 feet above the sea, and  $3\frac{1}{2}$  or 4 miles from the Loddon Basin; and from that point by ditching and 72 chains of tunnelling into the Tunnel Reservoir, 1,129 feet above the sea.\*

Thus the Wingecarribee and Kangaloon waters would become part of the Loddon waters, and both would go to Waverley together by the system of conduits above described. In kind, that system is perfect for the purpose; in degree it only requires sufficient amplification.

For the discovery and simple development of this general plan I am indebted to the salient geological fact—the regular dip from south to north of the coast country. Having regard to the relative situations of the Wingecarribee Swamp and George's River, the highest and lowest points in the plan, it is a very singular coincidence that the Loddon Basin, which is the natural meeting-place of the two systems of water supply, should be almost exactly half-way between those two points, both in respect of distance and of elevation.

This is the complete high-level scheme. Its total collective watershed is not less than 30,000 acres, or 47 square miles. Its works, from first to last, will take about five years, and cost a million and a half of money. When complete its daily delivery will be 30,000,000 gallons and upwards, and no one need for one moment hesitate to contract or guarantee to deliver not only the 12,000,000 gallons spoken of by the Water Commission, but more than double that quantity—in fact, a supply which will set all anxiety upon the subject finally at rest.

It may be said that this cost and this supply are in excess of our requirements. As to supply, I will not offer an opinion beyond what I have already said. If the supply is wanted, the cost is not excessive, for in these matters cost is the last consideration—quality and effectiveness are the great desiderata. But if the supply is needless, and the cost inadvisable, there is no necessity to avail of the whole scheme—either section will suffice. From the point of view of a perfect work, I should much prefer to see the completion of the entire scheme, but have no desire to advocate works that may not be necessary for a considerable time, especially as the scheme can be developed without difficulty as occasion may appear to require.

I will here, in passing, institute a comparison between this scheme and the two best systems of water supply in Great Britain and Australia—Glasgow from Loch Katrine, and Melbourne from Yan Yean (both gravitation schemes). From such comparison this proposed scheme will come out with credit. The figures which I am about to give, though they do not all of them pretend to exactness, as I have no means of attaining to greater accuracy, are yet near enough to preserve the value of the comparisons:—

	Population.	Watershed, in sq. miles.		Rainfall, in inches.	Amount saved out of total rainfall.	Average daily supply in gallons.	Character of country.	Length in miles.			Gallons per head of population.
		Tunnels.	Aque. ducts.					Closed mains.			
Glasgow—											
Loch Katrine ...	540,000	72	78 mx.	$\frac{2}{3}$ of $\frac{2}{3}$ = $\frac{2}{3}$ actual.	50 millions possible, 30 millions actual (besides 40 millions for compensations to mill-owners, &c.)	Granite	13	...	$3\frac{1}{2}$	55 present, actual.	
Melbourne—											
Yan Yean .....	200,000	70	26	$\frac{1}{2}$ of $\frac{2}{3}$ = $\frac{1}{3}$ actual.	10 millions actual, 14 millions possible.	Clay-slate.	$\frac{1}{2}$	9	16	50 actual, 70 possible.	
Sydney, proposed—											
Loddon and Wingecarribee	167,000	47	52	$\frac{2}{3}$ nominal.....	30 millions nominal, 40 millions indicated.	Sandstone and trachyte.	$6\frac{1}{2}$	$14\frac{1}{2}$	55	180 nominal, 240 indicated.	

All experience in water supply seems to point to the fact that the quantity of water usually saveable from watersheds, *i.e.*, the discharge, is about two-fifths of the total rainfall, the remainder going in soakage and evaporation, &c. This is, in fact, mainly true of all the instances given in this paper. It is in theory no doubt true of the Yan Yean, but in this case all the freshets and flood waters, which may be taken to represent half the discharge, are shut out owing to their impurity, and only the permanent stream availed of. What is true of most watersheds I assume to be at least true of those whose adoption I am now advocating; and as to the Loddon basin, I believe, as above stated, that it possesses extraordinary qualifications in this respect.

According to my calculations, by the light of the figures above given, I estimate that the actual yearly yield of water into the present Yan Yean reservoirs is something over 5,000,000,000 gallons (though the consumption has never reached that amount). With that fact before us, and by parity of reasoning, I deduce that the scheme now under consideration will annually yield over 14,000,000,000 gallons. This is nearly equal to 40 million gallons per day, so that my previous assurance of a daily supply of 30 millions to Sydney will be considered moderate. This is pretty clear evidence that the supplies available for this scheme will amply suffice for Sydney when it is five or six times as large as it is now.

I should not omit some special remarks upon the value of this scheme, derived from its high levels and high pressures. It has a head of water of 700 feet or more at Waverley, and the value of the motive power there obtainable from the pressure resulting from this head would go far towards paying the interest

\* These waters could with equal facility be let into the Loddon Lake, if such course should be thought more desirable; with this difference, however, that owing to a depression in the country, the last  $3\frac{1}{2}$  or 4 miles of ditch and tunnel must be replaced by closed mains.



interest on the total cost of the works.\* It would also be invaluable as a fire-engine, since the pressure that the Waverley height would give would reduce the risk of fires to a minimum. Moreover, as a purgative, it would be particularly valuable in the flushing of sewers and the erection of baths, and as a source of ornament it would have the special recommendation that every garden and homestead in Sydney and suburbs could be irrigated to perfection, and with the same pleasing results as are enjoyed by our Melbourne neighbours. Also, in the matter of cost of iron piping, this scheme shows great economy. In round numbers, a 26-inch pipe would bring 9,000,000 gallons from the Loddon to Sydney, a 30-inch pipe, 14,000,000, a 36-inch pipe, 21,000,000, and so on; and there the expenses end. But from a low level, like the Port Hacking River plan, of which I have yet to speak, and like all the other plans before the public, the above quantities would require double pipes of such sizes to carry them, and when carried, they would not be nearly as high as they ought to be, and pumping expenses would have to be continually incurred to bring them within reach of every citizen.

It is specially important to notice the value of the 300 feet head of water at the distributing reservoir. Any system of water supply designed for a large city, having numerous suburbs to be served, must have a large head of water to work upon, if it be intended by the system to provide supplies to such suburbs; otherwise the extra friction created by such abstraction of water will cause the water to have little or no head to reach its supposed destination, if the draught upon it be very considerable. Thus, in Melbourne, with a head of water 300 feet above sea level, at the Preston reservoir, six miles distant, in times of extreme consumption, 150 feet, or one-half the head, is required to overcome the friction. This is a startling fact, and simply means that, if the Yan Yean waters at the Preston reservoir had not a head of 150 feet, the quantity required in times of extreme consumption could not be brought to Melbourne.

This is the weakness, more or less, of all the other schemes for water supply before the public, including my Port Hacking River plan. They would all have slow, sluggish streams, and the best of them could get little higher than Paddington, with all their resources husbanded. Now, suppose that Parramatta, and every other suburb lying along the line of pipes, had, as they certainly should have, leave to tap *en route*, the consequence would probably be that during the hot summer months, when the demand is everywhere the greatest, the best of the schemes would deliver only an intermittent supply to the city, and the others of them nil.

## II.—LOW LEVEL SCHEME.

(Omitted, as not bearing on the subject.)

With reference to these various schemes, it may possibly be said that they are insufficiently illustrated and inexhaustively treated. I would reply, this is no fault of mine. As the schemes now stand, and as far as they are known to the public, they are, with the exception of one slight assistance rendered to me by the Government, the product of my sole unaided efforts. It will readily be conceded that no private purse could be expected to elaborate a plan designed for the public good, in the same exhaustive manner as can be effected by the public coffers, nor is it in any sense the duty of a private individual to do so. His duty is done when he has pointed the way, and it rests with the rulers of the country to take advantage of it. Nevertheless, it is but right to say, that there is neither guessing nor approximation about the particulars I have given—they are the product of accurate, skilful, and authentic survey. Moreover, an immense amount of work has been done to get those particulars together. I have personally made no less than seventeen visits to the localities in question; there have been not less than a hundred miles of surveying and levelling done by competent surveyors; labour to the extent of some ten or a dozen persons has been from time to time employed about the work; and from first to last the whole thing has cost me some hundreds of pounds. I mention these facts, not willingly but in self-defence, and to put a final end to the erroneous impression that I have not sufficient support for my statements.

I have the pleasure to be in frequent correspondence with some of the first engineers of America. That country is peculiarly remarkable for the immense strides made by it of late years in the science of hydraulic engineering, and has conceived designs and executed works of which it may fairly be said that for grandeur and successful results they surpass anything in the world. Their waterworks are on the most magnificent scale. Their water-pipes, now all in wrought-iron for high pressures, cast-iron being discarded in its favour, are counted by hundreds of miles. San Francisco has already 34 miles of 30-inch wrought-iron conduits, and it is now in contemplation to go further afield to the extent of 153 miles to the Sierras Nevadas. The town of Rochester, N.Y., with its population of only 100,000, has recently laid down and completed, with the greatest success, a conduit of water thus described to me by an American hydraulic engineer:—"The water comes from Hemlock Lake, 28 miles south of the city, being conducted through lines of 36-inch wrought-iron pipe to the first reservoir, and from thence 8 miles to the distributing reservoir by 24-inch wrought-iron pipe, and passed through the city by over 60 miles of service pipe of different diameters. It is one of the most complete and effective systems of waterworks in America." These are only two out of numerous cases (one on the Pacific, the other on the Atlantic side), and every day is bringing forth new improvements and results.

The main features of the scheme which I have laid before you are already known to some of the most eminent hydraulic engineers both in East and West America, and have received the most satisfactory criticisms and confirmations. The figures for expenses given in this paper are based upon information obtained from them, and it is largely due to them that I see the way so clearly through this water scheme, and can predict its success if undertaken. I have also much pleasure in stating that, during recent surveys privately undertaken by myself, I have been most ably assisted by Mr. Gipps, a civil engineer of the American school, who has had considerable experience in hydraulic works in Nevada.

Lastly,

\* One of my American correspondents has the following remarks upon the subject of this pressure:—"The above pressure is not exceptional. The Spring Valley Hydraulic Mine has 950 feet pressure on a 30-inch pipe, the plate being  $\frac{3}{8}$  inch thick. The Dutch Hill Hydraulic Mine has 612 feet on a 22-inch pipe, number 12 plate. The Virginia City and Gold Hill Waterworks has 1,750 feet on a 12-inch pipe of N. O. Birmingham wire gauge, or 34/100 inch thickness.

Lastly, I would remark, that the wrought-iron mains now so much in vogue in America, and against which the objection of corrosion is always raised here, are, by anti-corrosive materials that are habitually used, rendered, in the words of one of my American correspondents, "practically indestructible, and perfectly impervious to the action of water and earth." It is besides distinctly proved that no bad taste or prejudicial consequences whatever are imparted to the water by such treatment of the pipes. Granting this proved, wrought iron must stand unrivalled for this kind of service, especially for mountain regions, since its wonderful power of bearing pressure enables us to dispense with weight, and therefore its proportionate lightness renders it capable of being carried, worked, and handled at a mere fraction of the cost of cast iron.

Thus I have done my best to provide this important city with a good system of water supply, and to assure the country of its great value under its various phases. The proposals which I have ventured to press upon the attention of the Government would be, as I have shown, sufficient to ensure for this growing metropolis an ample supply of pure water for many years to come, and have also the merit of being expansive enough to provide for a remoter future. The cost of the works would be small when compared with the utility, the safety, and the magnitude of the undertaking; and once set going they would last for all time, with occasional and slight repairs.

I have, &c.,  
JAMES MANNING.

## APPENDIX No. II.

### MR. CLARK'S REPORT ON THE LODDON AND WINGECARRIBEE SCHEME.

JAMES MANNING, Esq., proposes to obtain a supply of water from the Loddon and Madden's Plains, supplemented by a further supply from Kangaloon and Wingecarribee.

He has a still further proposal to obtain a supply from Port Hacking, but which is entirely separate and distinct from the others.

The Loddon scheme has its collecting reservoir near to, and north of the road leading from Appin to Bulli Pass; and on the river Loddon this is supplemented by some other small intercepting reservoirs.

The catchment area in this locality is stated to be between 9,000 and 10,000 acres, or about 15½ square miles.

It is entirely on the sandstone formation, quite unsuited for cultivation; and from its general sterile character it may be assumed that, except as a catchment area for purpose of water supply, it is unlikely to find any economical use. It is, moreover, I believe, unalienated.

The area has been carefully inspected, and its characteristic feature is the large extent of swamps of which it is composed.

These swamps are not deep, but even during a somewhat dry period at the time of my visit in December last they were saturated with moisture.

Their existence is due probably to the elevated situation of the district, 1,100 to 1,300 feet above the level of the sea, and also to its proximity and influence.

It is proposed to form a reservoir by constructing a dam of concrete across the Loddon Creek about 60 chains from the point where it runs under the Appin Road.

This dam with a maximum height of 55 feet will form a reservoir estimated by the proposer at 408 acres in extent, with a storage capacity of 1,446 million gallons, or, as stated, 120 days' supply, at the rate of 12 million gallons daily—this does not however allow for loss by evaporation.

A second and smaller dam half a mile nearer to the Appin Road, and lower down the stream, would intercept a portion of the water at a somewhat lower level and add 37 acres to the storage reservoir. The dam is proposed to be 20 feet in height. A third dam, on Madden's Plains, 26¼ acres in extent, will receive the drainage of 1,500 acres included in the above total area, lying to the east and west of the Bottle Forest Road; these are to be brought into connection with the main tunnel through which the water passes in its course to Sydney.

The heights of the waters in these reservoirs are stated to be 1,121, 1,111, and 1,203 feet above the sea respectively.

The sandstone rock is exposed at the surface at the proposed sites for the dams.

The total distance of the Loddon Lake from Sydney over the various lengths of work mentioned by Mr. Manning will be 40¼ miles.

The water is to be conducted from these storage reservoirs, partly by tunnel and partly by open conduit, to a point on the Bottle Forest Road, 8¼ miles from the Loddon Reservoir, where a pipe line is to commence by which it descends to Sydney by gravitation.

This pipe line is to follow the Bottle Forest Road to George's River, to be crossed either by a timber bridge, or by a flexible pipe laid in the bed of the stream, and thence to a reservoir proposed to be constructed at Waverley; the total length of this pipe line is stated to be 32 miles.

The cost as estimated by the proposer is £600,000, and the amount of water to be delivered during four months of the year, or dry season, 9 million gallons a day; and for the remaining portion of the year, 12 million gallons daily.

Mr. Manning considers that this portion of his scheme will be sufficient for many years to come, and that only when it is proved to be insufficient will it be necessary to extend this work to Wingecarribee.

He claims for it the great advantage of a delivery of the water to a distributing reservoir to be constructed at Waverley 300 feet above sea level, and at a pressure of 700 feet, which used as a motive power will go far towards paying the interest on the total cost of the work.

Under this view it will be convenient to inquire how far this scheme will be likely to realize the expectations of the proposer, in delivering into Sydney 9 to 12 millions of gallons daily for domestic consumption, from a catchment area of 15½ square miles, aided by the reservoir for storage.

It must, however, be noted that situated as the area is, very near the top of the range of hills and sources of the Cataract and George's Rivers, it is necessarily limited in extent, and Mr. Manning evidently depends upon arresting the water that would otherwise run off by the river during periods of storm. At  
ordinary

ordinary times the discharge by the river Loddon is small, and on the occasion of my inspection of it was insignificant.

As before mentioned, I propose to apply to this and the other schemes the test of the dry period of eight months in 1875-6.

The tables of rainfall, &c., in the Appendix, and the proportion flowing down the rivers Nepean and Cataract, will also be used for this purpose.

It was found, page 6, that  $\frac{1}{20}$  or about 1-20th of the rainfall by measurement, was passing down the river at this period, and that proportion is therefore assumed as the quantity available.

It is however to be borne in mind that the atmosphere of this district is frequently loaded with moisture which, though not measurable by the rain-gauge, will probably assist in saturating this swampy area; while on the other hand it must be remembered that the evaporation from a swampy area is most probably largely in excess of the average. Moreover, exposed as the region is to the south-east winds, and close upon the sea-coast, the rainfall is considerable. This however affects the measurement in the river lower down, where observations have been most carefully recorded during the past eight years, and it will therefore be safe, and not unjust to the merits of this scheme, to take these results as applicable to this case.

The amount of rainfall, as recorded at Cordeaux during eight months, September, 1875, to August 1876, was  $16\frac{32}{100}$  inches.

1-20 of $16\frac{32}{100}$ inches on $15\frac{1}{2}$ square miles	...	...	190	million gallons
Storage capacity of Loddon Reservoir assumed as full	...	...		
—at commencement of the dry period	...	...	1,446	„
			<hr/>	
Total available for supply	...	...	1,636	„
Deduct evaporation from 408 acres for the period at	...	...		
$32\frac{1}{2}$ inches	...	...	301	„
			<hr/>	
			1,335	„

or 112 days' supply at the rate of 12 million gallons daily.

The depths and contents of the smaller reservoirs are not given by Mr. Manning—they would not however materially affect the result when evaporation is taken into account.

Assuming that *one-third* of the rain could have been stored, then

$\frac{1}{3}$ of $16\frac{32}{100}$ inches of rain from $15\frac{1}{2}$ square miles...	...	...	1,269	million gallons
Quantity in the full reservoir	...	...	1,446	„
			<hr/>	
Total	...	...	2,715	„
Deduct evaporation as before	...	...	301	„
			<hr/>	
			2,414	„

Equivalent to 201 days' supply at 12 million gallons, whereas the dry period extended over 240 days.

However efficient in ordinary seasons, it is very evident that the Loddon scheme would be insufficient to give the requisite supply during a period such as that experienced last year, and the extended project to include the Kangaloon and Wingecarribee must now be considered.

This Wingecarribee Swamp is described as six miles in length, and of varying widths from 60 chains downwards; it measures 1,170 acres in area, and its average depth is stated to be about 20 feet; its surface is more or less covered by a quaking bog, bearing water-plants and mosses. It receives the drainage of about  $18\frac{1}{2}$  square miles; its natural outlet is by the Wingecarribee River into the Wollondilly, and thence into the Lower Nepean by the Warragamba. The surface level of the water has been found to be about 2,244 feet over the sea.

In addition to this, Mr. Manning proposes to intercept the drainage of  $14\frac{1}{2}$  square miles, running into the Kangaloon Creek and Nepean or Mittagong River.

From these sources it is stated that 20 million gallons or more daily could in all seasons be taken, and by means of wrought-iron pipes and conduit delivered into the tunnel reservoir at Loddon, 1,100 feet below the Wingecarribee.

At very considerable personal labour Mr. Manning has recently taken the levels over the country between Wingecarribee and Loddon, and the section so made has been handed to me; it shows a very rough country, and one which for purpose of a pipe line and conduit is certainly not favourable. No doubt, however, it could be much improved by further examination and survey.

An inspection of the locality, with all the information I could obtain, appeared to indicate that a considerable supply could be derived from this source. Mr. Hanrahan, an old resident, informed me that I saw the water at its lowest, and there was then a stream of about three million gallons daily running into the swamp at its upper end, and in addition, in every direction small rills of water were trickling down the hill sides, in quantity which would add considerably to the total volume. Scarcely any open water was to be seen. At the surface of the swamp, upon which cattle were grazing, a 20-foot pole did not fathom the depth in several places when tried, but a plummet suspended to a string could not be got through the mass of vegetation.

The outlet from the swamp into the Wingecarribee at the time I saw it was running in a large volume, owing to a heavy rain of eight or ten hours duration, which had fallen in the previous night, and could not be taken therefore as an indication of the ordinary flow.

In consequence of the analysis of the Wingecarribee water, as given in the Report of the Commission, being somewhat unfavourable in regard to the volatile matter, 3 grains per gallon indicating a somewhat large amount of organic impurity, a further analysis has been made by the Government Analyst, which will be found in the Appendix.\*

The fact has been brought to my notice that the river which drains the swamp is occasionally dry. This indicates that seasons do occur when the swamp would have to be drawn upon as a reservoir. It is a matter for consideration how far it is suited for this purpose. Pure as the water now is—without any demand on its volume beyond that of the overflow by the river and loss by evaporation—it might be otherwise

\* Establishing a purity unsurpassed by the water of any scheme examined by Mr. Clark.

otherwise when 10 or 12 million gallons daily were withdrawn from it and probably some of the vegetation now immersed became dry; the conditions would then be altered, and a process of decay and change would be continually going on, which might alter materially the present pure condition of the water.

The country round the swamp and Kangaloon Creek is very fertile, the soil consisting of decomposed trap; and every portion of the district is, I believe, alienated, with exception of the area of the swamp itself. It is being rapidly cleared of timber and converted into pasturage for cattle. To a small extent it is used for agriculture. Its value is said to be from £10 to £12 per acre to the agriculturist, and I should apprehend would become the seat of a large population.

The plans and data with which I have been furnished by Mr. Manning are necessarily very incomplete. He has, however, estimated the cost of the entire project at 1½ million sterling, and, when completed, its daily delivery at 30 million gallons of water.

There are no data to enable me to estimate this latter quantity except those which have been already applied to Lake Loddon; nor have I any means of determining the storage capacity of the Wingecarribee Swamps, or amount of evaporation from a reservoir nearly filled with growing vegetable matter, the presence of which diminishes the storage capacity and increases the rate of evaporation.

In the absence therefore of any observations of the rainfall of this district, or of the discharge of the rivers, I adopt those above referred to, for the dry period of eight months in 1875-6; and I may here add that while I hold an opinion that the Wingecarribee Swamp is unsuited to act as a storage reservoir, I am desirous to give the full advantage to the statement of the promoter of this scheme, by taking a part of its waters.

On the occasion of my visit Mr. Manning pointed out what appeared a suitable site for a reservoir at Kangaloon; he since informs me that "a simple crib and earth dam, 29 feet high, and 11½ chains over all, would throw back a sea of water second only to the Loddon Lake." This however would require verification by actual survey; for the purpose of estimate, however, I will assume that one or more such sites could be found where by the construction of dams it would be possible to impound at reasonable cost as much water as has been calculated for Lake Loddon.

Under this supposition we shall then have the entire drainage area comprised in the several sites as follows:—

Loddon	...	...	...	...	15½ square miles
Kangaloon	...	...	...	...	14½ "
Wingecarribee	...	...	...	...	18½ "
Total	...	...	...	...	48½ "

Taking then 1-20th of the rainfall 16.92 inches as recorded at Cordeaux, during the dry period of eight months before referred to, as the quantity passing into the reservoirs, it will amount to 593 million gallons.

Then—

From rainfall	...	...	...	593 million gallons.
Quantity stored, assumed as twice the quantity in Loddon Reservoir	...	...	...	2,892 "
Total	...	...	...	3,485 "
Deduct evaporation 2 × 301	...	...	...	602 "
				2,883 "

an amount equivalent to 240 days' supply, at the rate of 12 million gallons per day, which would empty the storage reservoirs at the end of such a period of eight dry months.

Mr. Manning states that the cost of these works will be "1½ million of money."

I have also endeavoured to form an estimate with the information before me. To do this, however, it has been necessary to assume many quantities which could alone be ascertained by detailed surveys, which I have little doubt, from an inspection of the sections, would rather tend to increase than diminish the amount. Exclusive of land, compensation, &c., my estimate for the works executed, as proposed, with wrought-iron pipes, &c., amounts to £1,136,000. This sum includes the cost of two pipes, each 24 inches in diameter, for the lower or Loddon portion of the scheme, each theoretically capable of delivering 7½ million gallons in twenty-four hours. The sum also includes the cost of one 26-inch pipe between Wingecarribee and Loddon, capable of delivering 6½ million gallons per day theoretically.

In the event of an addition to the daily 12 million gallons becoming necessary at any future time, an additional 54½ miles of pipes would be required, costing £556,000 for the increase to the supply of 6 million gallons, supposing that from the source under consideration water be available.

The wrought-iron pipes which are proposed for conveying the water to Sydney are used in America, but I am not aware that, up to the present time, they have been used in England or by English engineers.

When the pressure exceeds 300 or 400 feet of head, wrought iron is undoubtedly better suited to bear such excessive pressure, and the concussions liable to be brought upon it, than cast iron. It is known, however, that when buried in the ground wrought iron does not resist corrosion so well as cast iron. I have known wrought iron to be used for gas-pipes, and when the asphaltum with which they are always coated was perfect, the pipes were durable; but where from any cause, such as making a connection or otherwise, any part of the iron was exposed to the action of the soil, a hole speedily followed, and the pipes were ultimately removed owing to the large escape of the gas from this cause.

It is proposed that the wrought-iron pipes, which are riveted longitudinally, and across to form the joints, should be coated with Angus Smith's solution inside and out, in the same way that is now the universal practice for the protection of cast-iron pipes; this is done by immersing the pipe in the molten liquid and boiling them in it for about twenty minutes; so applied it forms an efficient protection. Where, however, the seams would have to be riveted in the pipe-trench to join together the different lengths, the solution can only be painted on, and it is precisely at these joints as with a steam-boiler, which they resemble, where corrosion would take place. Everyday experience will render familiar examples of the corrosion of plate-iron when used for water-tanks.

Bessemer iron, which is rolled out from an ingot, and is therefore homogeneous and unlike ordinary rolled plate, which is lamellar in its structure, would be far better suited for such work than the best of ordinary plate. The corrosive action of the soil would affect this also, but in a less degree, as it would take place only at the surface.

A further consideration in the case is: how far it is desirable to undertake a work of this nature with a material dependent in so great a degree upon a varnish for its permanence.

Regarding the motive power which Mr. Manning expects might be obtained from pressure due to the height from which the water is brought, it may be well to explain that by the usual arrangements no effective power can be obtained save by an extra expense in cost of piping.

The size of a pipe is usually calculated to be that which will at the given inclination deliver the quantity of water required.

In this case the distance of the inlet of the pipe at Madden's Plains from Waverley is 32 miles; the difference of level is 1,062, less 320 or 742 feet.

A pipe to deliver 6,000,000 gallons flowing continuously during twenty-four hours must be 22 inches diameter, and the water will issue with a velocity of 4.66 feet per second, or about 3 miles per hour only, to supply that quantity.

If then any form of machine be interposed in order to obtain useful work, the flow will by the resistance it has to overcome be checked, and the discharge diminished in proportion to the resistance interposed.

To obtain motive power from water flowing through a pipe, it is therefore evident that a pipe of larger diameter than is actually necessary to supply the city must be adopted, involving an extra expense.

In the case of hydraulic gold-mining, jets of water are used of much smaller diameter than the pipe which supplies them, as in the case of fire hose attached to an ordinary street hydrant; if, however, these jets be increased in number till their collective areas approach to that of the pipe which supplies them, they will fail to act as jets.

It may be remarked that the pipes included in the estimate are calculated to discharge, theoretically, 3,000,000 gallons daily in excess of the required quantity; this is necessary to ensure efficient working, and to meet occasional difficulties when repairs of pipes are required; but I am not of opinion that it would be desirable to apply any power which might be derivable from this increased size to any purpose foreign to the delivery of water for the supply of the city.

Valuable as such a power would be, especially in extinguishing fires, such a pressure as is here contemplated could not with safety be put upon the ordinary street mains and house fittings which are calculated to bear from two to three hundred feet, and special pipes of the necessary strength would require to be provided. There are many other inconveniences attending the introduction of such extreme pressures into the arrangements for town supplies.

The better plan in such a system is to control the flow of water by a sluice placed at or near its upper end, while the pipe is left entirely open at its lower end. By this arrangement all danger of bursting the pipe by a sudden stoppage of the flow of water would be avoided.

This being the only one of the various schemes which is capable of delivering water at a higher level than the Crown-street Reservoir, it is necessary to ascertain the amount with which this scheme should be credited in order to make a just comparison with others not possessing this advantage.

It has been ascertained that of the present population of 167,146 of Sydney and its suburbs, that 146,000 reside on an area of the town which can be supplied by the Crown-street Reservoir, and that 21,000 are on an area above that level—the latter being the population of Cook and Fitzroy Wards, together with portions of Paddington, Randwick, and Waverley. The present proportion would therefore be about seven to one. This proportion must increase every year, as the high level area is of very limited extent, whilst the low level area may be taken as extending as far as Parramatta, and the settlement per acre is much more dense than is ever likely to be on the high land about Paddington; moreover, all water used for manufacturing purposes would of course be supplied from the low level.

Such being the case, one-eighth of the daily supply must be estimated as requiring to be pumped from Crown-street; and if it be assumed that the higher or Waverley levels be one-third of that area, the quantity, when 12 million gallons per day are supplied, will be as follows:—

12 million	
—————	= 1½ million per day
8	
To be lifted to the height of Paddington	
Reservoir ... ..	214
From Crown-street ... ..	141
	————— 73 feet.

And one-third of 1½ million = 500,000, to be lifted—

To Waverley ... ..	say 320
From Paddington ... ..	214
	————— 106 feet.

The above quantities lifted these respective heights will be equivalent to lifting the entire quantity of 1½ million gallons to a height of 108 feet, and this would require an engine of 70 h.-p., working twelve hours per day.

The cost of the above, with necessary buildings, or of duplicating the engine of 84 h.-p., now in course of erection, is about £9,000.

The cost of establishment and coals, at £1 per ton, stores, and upholding, will amount to £1,750 per annum, which capitalized—

£1,750 per annum, at twenty years' purchase ...	35,000
Cost of engines, buildings, &c. ... ..	9,000
	—————
	£44,000

Which sum of £44,000 must be taken in reduction of the estimate of this scheme for purpose of comparison, reducing it to £1,092,000.

WILLIAM CLARK.

## No. 2.

James Manning, Esq., to The Hon. the Premier.

Sir,

Sydney, 8 February, 1878.

On the 12th October last I had the honor to address a letter to the then Colonial Secretary, by which I protested, in behalf of the citizens of Sydney and suburbs, against the adoption of Mr. Clark's Report on the Sydney Water Supply.

I then submitted that the Government should call upon Mr. Clark, before he left the Colony, either to admit or refute the arguments which my published Review of his Report contains against such adoption.

I also added that, "however inadmissible controversy may be in the position held by Mr. Clark, our public interests demand at least some explanation concerning the misstatements of the simple facts of a valuable competing water supply scheme."

In reply to such letter I only received a written acknowledgment of the letter, and no further notice was taken of my communication.

Seeing that the matter of Mr. Clark's hydraulic scheme has again come before the Assembly, I do myself the honor to address you, as Premier, to submit very respectfully that the arguments and statements contained in my Review on this all-important subject should be carefully inquired into, before the Country is finally committed to a water supply scheme, which if adopted, I am sure will lead the Country into an enormous expense quite incommensurate with the advantages expected, and will only cause in the end universal disappointment by its inefficiency, as pointed out by me in my Review.

I have, &amp;c.,

JAMES MANNING.

## No. 3.

James Manning, Esq., to The Hon. the Premier.

Sir,

Sydney, 7 March, 1878.

Referring to my letters to the Government of the 12th October and 8th February, on the subject of a high-level water supply to the city and suburbs, in which I protested, on behalf of the citizens of Sydney, against the adoption of Mr. Clark's Report, and suggested that Mr. Clark should be called upon, before he left the Colony, to answer the arguments and the charges of misrepresentations which I had advanced against such adoption, but to which I have as yet received no reply,—I now do myself the honor to say that, in order that there may be no uncertain sound upon this momentous matter, I am now in a position to state that American engineers of the highest standing, backed by capitalists who will find unquestionable security, are prepared to guarantee a daily and perpetual delivery from the Loddon and Wingecarribee of thirty million gallons of the purest water on to the heights at Waverley, at 320 feet over the sea (or much higher by use of stand-pipes if required), at a less cost by a quarter of a million of money at least than the same quantity can be delivered by the Upper Nepean plan (by Mr. Clark's own showing) even to the Crown-street Reservoir, which latter is 179 feet below the Waverley level for a reservoir there. Or, to be more definite, the parties referred to will contract to do the work above referred to for the sum of £1,825,000, which at 5 per cent. on that capital will put the cost of the water at two-pence per thousand gallons (the present charge in Sydney by meter being thirty pence) without allowing for the use of the water under high pressure for fire extinctions, or for its power in working machinery, which ought to go far towards providing the whole interest.

The contractors would bind themselves to complete the work within five years from signing the contract.

Pardon me for calling your attention to the fact that London is about incurring an outlay of five and a half millions with the main object of a high level supply to protect property from fire, from reservoirs that are to be 400 feet over ordnance datum.

I have, &amp;c.,

JAMES MANNING.





[One plan.]



UPPER NEPEAN

LODDON & WINGECARRIBEE

LEVELS		LEVELS	
Pheasant's Nest.....	436ft.	Wingecarribee.....	2230ft.
Broughton's Pass.....	420	Kangaloon.....	2030
Prospect Dam.....	170-195	Lake Loddon.....	1171
Crown S <sup>t</sup> Reservoir.....	141	Waverley.....	320
Storage, 7110 Mill. galls.		Storage, 13,893 Mill. galls.	
Tunnels, 10½ miles		Tunnels, 6½ miles	

Tunnels shown thus   
 Canals " "   
 Pipes " "   
 Dams " " 

SYDNEY WATER SUPPLY  
 PLAN showing the ROUTES of the  
 UPPER NEPEAN AND LODDON AND WINGECARRIBEE  
 WATER SCHEMES.

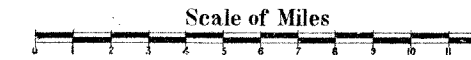
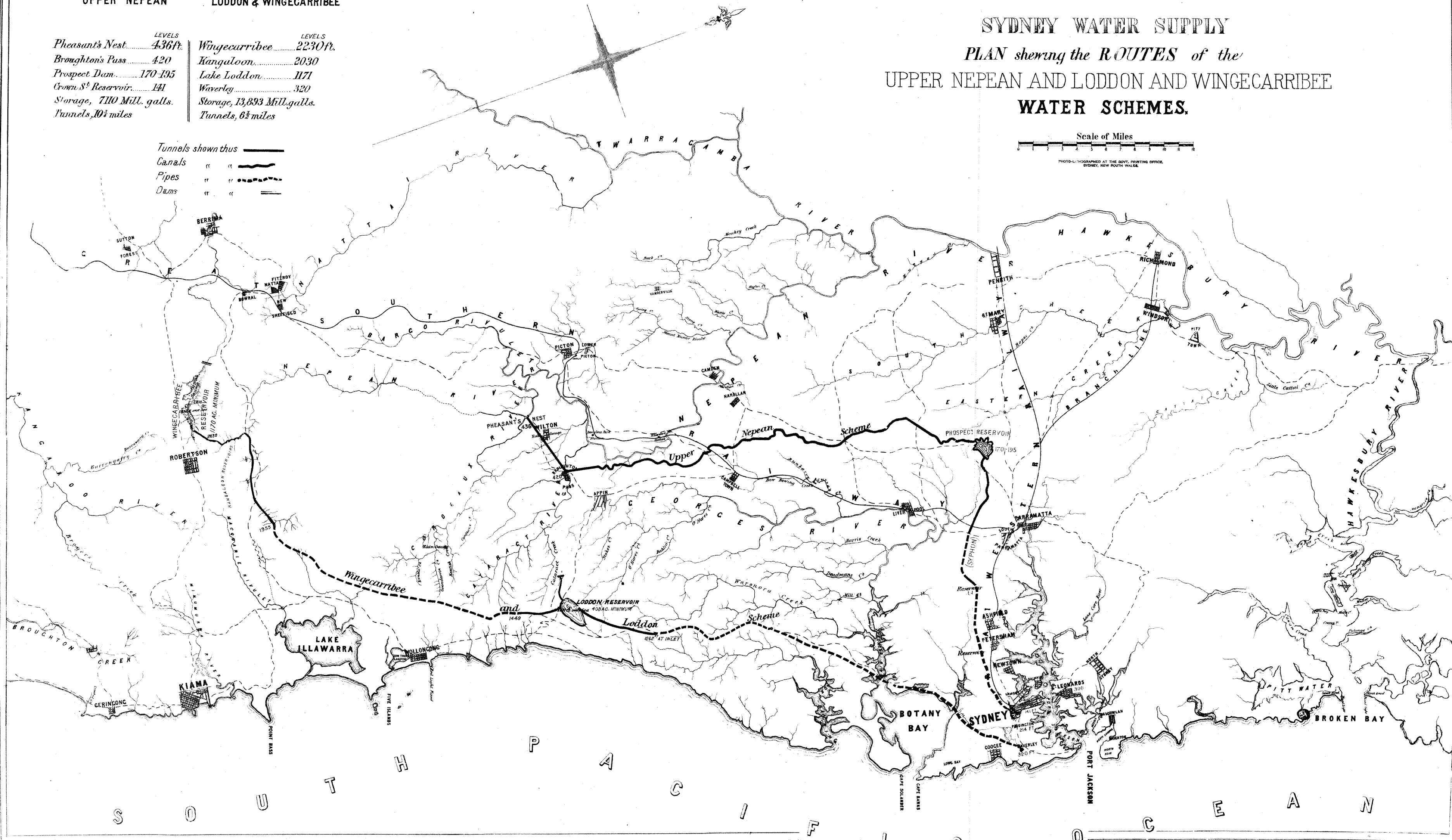


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# WATER SUPPLY TO SYDNEY AND SUBURBS.

(ADDITIONAL PAPER.)

*Ordered by the Legislative Assembly to be printed, 21 May, 1878.*

[*To be printed with the papers already laid upon the Table on this subject.*]

## On the value of High-pressure Water Supplies, especially for the extinction of fires.

The object of this paper is to point out some of the most important consequences of high level water pressures which have suggested themselves to me through long experience, with the practical consequences of water supply by gravitation principles.

I propose to divide my subject under four special heads.

I.—The first and greatest value of high pressure in water supplies is that which can insure immunity from conflagrations of cities and towns.

II.—The second is in the economy of delivery of large quantities of water through comparatively small and suitable pipes when brought down from high elevations.

III.—The third is in the value of hydraulic force obtainable on low lands by waters conducted through pipes from high regions, apart from the power to extinguish fires. These are the leading and prominent features of high level water supplies.

IV.—There is another but comparatively smaller value due to high pressure, namely, that which is derivable from its application to park and garden ornamentation, in form of garden irrigation and attractive *jets d'eau* or playing fountains of greater or less magnitude, according to the supply and elevation of the so called "head of water."

I propose to treat these four values *seriatim*, and to enlarge upon each subject as may seem to be due to its importance.

I.—High-pressure water power in cities and towns has been and is increasingly a matter of the greatest importance. Since the adoption of railways all over the world, centralization of populations has increased in a marvellous manner, and with such centralization the imminent risk of conflagrations has increased, evidences of which have unfortunately been only too numerous of late years. The cities of Chicago, Boston, and St. John in New Brunswick, also of London, of late are alarming instances of the danger of low level water supplies dependent on pumping action. These have all proved that when once a fire takes a fast hold of a city, unless it is duly protected by water pressure, the whole city and population are endangered. At Chicago, notwithstanding that they have a wonderful steam pump, capable of pumping 36 million gallons of water daily from Lake Michigan into a receiving reservoir 100 feet high, for the general purposes of household supply for that level city, it is nevertheless found to be almost useless in its effect on fires, owing to the insignificant pressure given; and on the last occasion of the conflagration of that city, the stupendous pump was itself disabled by the effect of the raging fire telling upon the expansion of, and injury to, the small gearing of its works.

From these and other instances, and from the prudent forecast of our ablest engineers in England and in America, it seems to be like an accepted axiom, that no city is wholly safe from fire risks, unless it can avail of a pressure due to at least 300 feet head of water, or thereabouts; and that the intermediate application of what may be called a middle power, in form of fire-engines and hoses, is undesirable, and to be avoided if possible.

A paper was read in August last, at Plymouth, before the British Association, on the subject of water supply for London. The statements therein contained are so pertinent and valuable that I shall quote copiously from it in furtherance of my own reflections and practical deductions.

This paper on London water supply of which I have spoken was the joint production of Messrs. Bramwell, F.R.S., and Mr. Easton, C.E. To explain in the simplest way the purport of this paper, I will quote their introduction or preamble on the subject. These gentlemen then said, by the reading of Mr. Bramwell:—

"Probably some of the members present may remember that we have, in conjunction with Sir Joseph Bazalgette, at the request of the Metropolitan Board of Works, recently reported upon the water supply of London, especially in relation to the quality of the potable water and to the provision of water at an adequate pressure for the extinction of fires. We make no apology for bringing the subject before this section, because that subject is an extremely large one, and the questions involved in its economic considerations are therefore of very considerable importance."

After dwelling at length on statistics connected with the population and water supply of London, showing by Colonel Bolton's monthly report of June, 1877, that there was a daily delivery in the summer months of that year, by the eight Companies, of 132,500,000 gallons of water to 3,796,000 inhabitants, dwelling in 533,000 houses, they go on to say that London is quite deficient in two great wants of a proper water supply—namely, first in good drinking and cooking water; and secondly, in water for the extinction of fires. They add that it is impossible to exaggerate the importance of these two heads, as on the quality of the potable water depends, to a large extent, the health of a large population; and on the adequate provision of water for the extinction of fires depends the preservation of the largest aggregation of wealth in the world.

On this latter subject, and from evidence given before a Parliamentary Committee in 1876-7, it appears that as much as £540,000,000 of London property is insured in the fire offices; that this amount only represents about one-third of the whole value of the whole property, and that therefore the total value of London property is valued at £1,600,000,000, or twice as much as the National Debt.

The same figures may be deemed to apply approximately to Sydney properties and insurances in proportion to its population.

This paper having only to deal with the value and consequences of pressure supplies, I must pass over the very interesting parts connected with the London drinking and cooking waters, and confine myself especially to those parallels bearing on the subject of the value of water pressure.

It seems that, with regard to fire extinction, nothing at all has been done by the London Water Companies beyond the giving of a supply of water at street levels, to be picked up by the pumps of the fire-engines and pumped upon the fire. "But (say Messrs. Bramwell and Easton) there can be no doubt that, to insure the prompt extinction of fires, it would be in the highest degree desirable to be able to apply an effective jet from the water main without the intervention of a fire-engine. This has been amply proved by the experience of Manchester, Liverpool, and other towns where there is, by gravitation in the mains, a constant high pressure competent to deliver large quantities of water in the form of jets."

With regard to such jets, these gentlemen, in conjunction with Sir Joseph Bazalgette, were instructed by the Board of Works to carry out a series of practical experiments upon the question of fire jets which should put beyond all doubt the engineering points involved. They state briefly the result of these experiments, and partly as follows:—

"With a very low jet of some 30 feet, about seven-eighths of the head or pressure effective at the orifice would be obtained as the height of the column of water."

They go on to show the great loss of power by consequence of friction through the ordinary hoses of fire-engines, which retards the delivery of water for fires, and which on only 200 feet of hose (which is a mere nothing compared with the lengths sometimes used) is equal to a little more than a quarter the power as against the delivery from direct hydrants; and, as a matter of fact, they say that 200 feet of hose demands 53 feet of pressure to get 150 gallons per minute at the end of the 200 feet of hose; therefore to obtain a jet of 80 feet high expending 150 gallons per minute at the end of the 200 feet of hose there is needed a pressure at the main of 181 feet, and that this pressure must be maintained whilst the water is flowing.

It seems also that all the Water Companies give very inadequate pressure, and that with the exception of one, none of the other Companies are bound to any but an insignificant pressure, and that the largest Company but one has its obligations fulfilled by giving a pressure of 40 feet above street pavement,—a pressure which, so far from being able to produce a jet delivering 150 gallons at the end of 200 feet of hose, can only succeed in driving 122 gallons per minute through a hose of that length at the ground level without any jet at all. The energetic Captain Shaw, of the London Fire Brigade, especially, besides other eminent Royal Commissioners, state decisively that all this is wholly inadequate provision for London, and that on the point of extinguishing fires, London will no longer be content with the provisions as regards quantity and pressure which now prevail. A radical change is thus made imperative to protect that immense city and population from possible total annihilation. London, they say, must be supplied with wholesome potable water, and it must have a greater security from fires.

Let us now see how these able and renowned engineers propose to meet these alarming objections, both as to supply of potable water for the whole of London, and for an adequate pressure supply for the extinction of fires.

The recent propositions for bringing water to London from the lake districts of Wales and Cumberland by means of gigantic aqueducts have, after full examination by Royal Commissioners, been rejected as impracticable, and as being too costly even for a rich city like London, since it was estimated that the direct and indirect expense of such schemes would cost £50,000,000; and that, moreover, such projects if carried out could not deliver the water at a height which would give sufficient pressure for the extinguishing of fires without the aid of pumping.

The new project brought forward by Messrs. Bramwell and Easton and Sir Joseph Bazalgette is this: The existing supplies for all purposes except for drinking and the extinction of fires is to go on as at present with the eight Companies. It is found that the most liberal allowance for drinking and cooking is covered by two gallons per head per diem, or from seven to eight million gallons per day for the whole city of London. They propose to pump up and bring in double that quantity of pure water from the neighbouring chalk formation outside London; that there should be made, on the high ground to the north and south of London, reservoirs at a height of 400 feet above Ordnance datum; that these reservoirs should be supplied by pumping-engines, drawing their supply of spring water at distances from eight to fifteen miles beyond the reservoirs, that is to say in the open country; that the reservoirs should all be united by large arterial mains, passing along the sides of the streets; and from those latter mains a service pipe would proceed to each house, delivering the water into a close vessel having a draw-off tap, and containing, according to the size of the house, from three to ten gallons, and filling up gradually after having been emptied.

On these mains would also be placed, at the time they were laid down, the hydrants for fire-extinction.

The total cost of the works necessary for carrying out this separate supply of 16 million gallons daily, under the valuable pressure of 400 feet head, is estimated to cost £5,500,000, which would include house-fittings and the hydrants.

Further very interesting details of this scheme follow, proving its economy and its efficacy, which were entirely borne out by the after discussion. All present were unanimous in their approval, and especially so was Lord Fortescue, the President, who "thanked the authors of the paper for a contribution which (he said) was one which added lustre to the section." Also, Sir J. Watson, late Provost of Glasgow, stated to the meeting that lately in Glasgow, even with an already large supply of 30 million gallons a day from Lock Katrine, the Corporation had found it expedient to economize the water, by taking inferior water from the Clyde River, and distributing it by separate means for manifold purposes.

Now, the pressure due to 400 feet head, in the proposed new and extra London supply, having due regard to the distance of its distributing reservoirs from London, and to the amount of friction over so long a reticulation, would practically be a pressure in every street in London that would be about equal to

to the pressure in every street in Sydney, Melbourne, and San Francisco respectively, from reservoirs stationed respectively at Waverley, Preston, and the Upper Russian Hill Reservoir, having the relative heights of (say) 400, 300, 300, and 306 feet above sea levels and city bases; and the practical results and effects to all four cities—London, Sydney, Melbourne, and San Francisco—would be much the same.

In neither case of three of these four cities is there the slightest difficulty made about the high pressure on the service pipes. In Sydney only is the question raised. As a matter of course these pipes are or will be equal to the pressure to be sustained. Can there then be a more convincing proof given of the value of high level water supplies wherever available by direct gravitation?

II.—The second value of hydraulic pressure consists in the ability to conduct waters from high levels at much less cost than when and where the element of high pressure is wanting. Velocity in the conduct of waters from really high levels through suitable pipes means, in simple language, the saving of half or even two-thirds the money, as against the conduits under low pressures with almost no head at all when iron pipes are necessarily made the medium of transport.

I will not give theoretical formulæ in proof of this assertion—it speaks for itself. I will therefore refrain from giving details on this important point, but will give some remarkable contrasts between the relative powers of low and of high delivery through wrought-iron pipes.

It is stated by one distinguished engineer (Mr. Clark) that a pipe of 36 inches diameter, with a fall of 23 feet in a run of 11 miles, can deliver 8 million gallons daily. By other distinguished engineers, whose formulæ are accepted as proved problems, it has been ascertained that a similar pipe of 36 inches diameter with a fall of 730 feet in a run of 30 miles will convey daily over 22 million gallons; and by a similar pipe with a fall of 910 feet, with a 30-mile run, there would be a daily delivery of over 25 million gallons, or more than three times as much as would be delivered by the first-named pipe of same size with only 23 feet of fall and with only 11 miles to run. (*See Appendix.*)

The wrought-iron conduits of the recently recommended San Francisco extra water supply scheme being about an average of  $41\frac{1}{2}$  inches diameter, and having a run of no less than  $137\frac{1}{2}$  miles with a pressure due to an hydraulic grade line of 896 feet fall in the whole of that distance (equal to  $6\frac{1}{2}$  feet to the mile) will in all deliver 20,000,000 gallons daily at most; whereas those same conduits of  $41\frac{1}{2}$  inches diameter, with an hydraulic grade line or head of 730 feet in a run of 30 miles (equal to  $24\frac{1}{3}$  feet fall to the mile), would deliver no less than 32,223,500 gallons daily. So much for velocity under high pressure.

III.—The third value of high pressure lies in its yielding water power in proportion to supply, and of applicability to hydraulic force. This is also a subject so universally understood that I may spare expression on its details and virtues, but may call special attention to the value of pressure in cities for the purposes of labour-saving appliances in form of hydraulic lifts in all warehouses and in large public buildings, hotels, &c.; also to its value in the ability of placing pressure hydrants in and about all such and highest buildings for the purpose of extinguishing fire wherever it may first break out; to the advantages of filling baths rapidly anywhere in the city and suburbs; to the ability of cleansing the fronts of houses and the footpaths, flushing sewers, &c. Cities which can enjoy the advantage of full-sized mains, with a pressure due to 300 feet, could not only be supplied safely with service pipes into every house without risk of damage, but also, motive power to an extent equal to driving printing-presses and such like machinery could be applied everywhere with the fullest advantage.

I would add that the Californian appliances of this economic force of water through asphalted wrought-iron pipes have brought about results which never had a parallel in any part of the world, in connection with great water conduits, and with its wonderful effects on the new principle of hydraulic mining; and notably so by the superlative application of this force in deep-sinking with the rock diamond drill apparatus, whereby every length of its strong rods has a three-quarter inch bore through it, given for the express purpose of conducting water down the rods, with the double object of bringing up to the surface by hydraulic pressure and by syphon-like action (no matter from what depth) all the ground-up *débris* of the rocks perforated, and to lubricate the quick revolving rods and diamond boring apparatus.

IV.—The fourth and smaller value of high pressure on water consists in its adaptation to park and garden ornamentation, in form of playing fountains, and in spray jets for watering lawns and moistening gardens by artificial rains. To most who have travelled, the beautiful fountains of Versailles and St. Cloud, near Paris, must be familiar; but these are far surpassed by the one at the Landgrave's Gardens at Hesse-Cassel, known as "Wilhelmshöhe," the water supply for which is brought down from a high table-land close behind those gardens by a considerable-sized main. The famous *jet d'eau* which plays there at stated times before the palace where Louis Napoleon was confined after the battle of Sedan is the finest in Europe. When the water is turned on from its orifice of 12 inches diameter out of the large main, and having a pressure due to about 300 feet head, it rises majestically to a height of 140 to 150 feet. Its spent waters fall back gracefully into a circular basin or stone pond having a diameter of 433 feet.

These waterworks included formerly grand cascades, and a miniature Teufelsbrücke or Devil's Bridge, similar to the old one of that name on the Mount Saint Gothard Road from Flüen in Switzerland. These works were made at the time of the forming of these gardens, in the years 1701 to 1714. The grand *jet d'eau* has, I believe, since its commencement always played every Sunday afternoon at 3 o'clock, as a stated time for the public and for travellers' entertainment. It was under one of these occasions that I had the pleasure of seeing it in its best form, on a bright Sunday afternoon in July, 1831. I believe that the Sunday playing of this noble fountain continues to the present time. It may be surmised that very few persons could witness such a sight without its producing lasting impressions of the value of high pressure water supplies.

I remark on these princely ornamental water-works at Hesse-Cassel for the sake of their own intrinsic worth, and for their practical exhibition of the enormous power of hydraulic pressure even in this form. I mention it, also, in support of an idea of my own—that if a high-level system were adopted for Sydney a similar *jet d'eau* to the one at Hesse-Cassel, or say of even half the size, might be made to play in our Botanic Gardens, or on the Government House lawn. This would give a very attractive feature to the gardens or to the lawn, and if made to play there at sufficiently high levels, such as the lawn presents, the receiving pond of the spent waters could act as a distributing reservoir for the after purposes on the lower levels about the shipping, and could supply public baths in that neighbourhood.

What is stated here of park and garden fountain ornamentations on a large scale, applies with greater force to the application of the same results by high pressure in the gardens and tenements of tens of thousands of people who dwell in cities and their suburbs, which are capable by natural features

features of enjoying the fruits of high-level supplies. With high pressure, and with unlimited supplies of water, every garden of every inhabitant could redound with plenty, and could beam with beauty of vegetation, as is the case everywhere in and around Melbourne, with its grand Yan Yean water supply, under its head of 300 feet of pressure from the Preston Reservoir, and from which pressure supply the inhabitants of the whole country around enjoy an almost perfect immunity from the risk of large conflagrations.

These remarks on high pressure express the four values of hydraulic force from high-level water supplies which are most worthy of being brought under consideration. There are others of minor value, such as that of conducting cold spring waters underground by pipes with force, for the economic exchanges of temperature, &c. ; but it is unnecessary to enlarge on this question.

Sydney has a paramount advantage over perhaps any city in the world to avail of all the great advantages of high pressure and pure mountain water supplies, if her inhabitants will insist on the adoption of those most favourable conditions given to them by nature, and which are available only by obtaining the waters from the near and high Illawarra mountains, by means of properly coated wrought-iron pipes. From thence an abundance of the purest waters, with all the special merits of pressure, can be obtained with unsurpassable economy, and thus fulfil all the proper conditions of a perfect water scheme which can be summed up in the qualities exemplified by the four words in capital P's:—

PLENTY, PURITY, PRESSURE, PRICE.

JAMES MANNING.

#### APPENDIX.

ESTIMATED by Eitelwein's formula, showing the comparative value of low and of high gravitation by same sized pipes.

Diameter of pipes.	Length of run.	From elevation over the sea.	To Reservoir above sea-level.	Total fall from end to end.	Daily delivery into reservoirs.
		<i>Nepaan Scheme.</i>		feet	gallons
inches	miles	164 feet, Duck Creek .....	141 feet, Crown-street.....	23	6,739,420
36	11	436 " Pheasant's Nest .....	320 " Waverley .....	116	6,924,150
36*	50				
		<i>Loddon and Wingecarribbee Scheme.</i>			
36	30	1,050 feet, Loddon .....	141 feet, Crown-street .....	910	25,037,000
36	30	1,050 " " .....	320 " Waverley .....	730	22,425,000

\* This represents a supposed pipe line from Pheasant's Nest to Waverley.

JAMES MANNING.

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## WATER SUPPLY TO SYDNEY AND SUBURBS.

(PROGRESS REPORT OF THE ENGINEER-IN-CHIEF.)

*Ordered by the Legislative Assembly to be printed, 21 May, 1878.*

## SYDNEY WATER SUPPLY.

I HAVE the honor to report, for the information of Mr. Secretary Sutherland, the progress which has been made up to this date with the surveys and sections for the contract plans :

Three of the works, viz., the Nepean tunnel of  $4\frac{1}{2}$  miles, the Cataract tunnel of  $1\frac{1}{2}$  mile in length, and the Prospect dam, are those which, from their magnitude and the length of time they will necessarily take to complete, should first be commenced ; the minor works involved in the conduit or canal aqueducts and short tunnels may safely be deferred till the others are fairly in hand.

I have devoted my attention mainly then to the former, and the Nepean and Cataract tunnels are set out on the ground ; the plans and sections are all but completed ; the specification will be ready in a few days, and if thought advisable by the Government, which I would beg most strongly to recommend, tenders may be immediately called for their excavation.

The surveys for the Prospect reservoir are likewise in an advanced state, but this work is not so pressing as its completion need not be waited for to introduce the Nepean water into Sydney as I should propose to bring the water across the reservoir in a timber floom, so as to give the bank time to settle and consolidate before admitting the water.

Of the minor works, about  $2\frac{1}{2}$  miles of the canal below the Cataract tunnel are staked out for contract, and trial pits to ascertain the character of the ground which show it to be favourable have been put down. The site for the dam in the Cataract River has been determined and the sections and plans completed.

The line of conduit from the crossing of the Menangle Road for a distance of 17 miles towards Prospect has been primarily staked out, and I am happy to state that I find considerable improvements can be made on it.

I may state that generally the surveys are in fair train, and with one trifling exception progressing favourably.

21st May, 1878.

E. O. MORIARTY.



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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WATER SUPPLY TO THE TOWNS OF MAITLAND AND  
MORPETH.

(PROGRESS REPORT OF THE ENGINEER-IN-CHIEF.)

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*Ordered by the Legislative Assembly to be printed, 21 May, 1878.*

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EAST AND WEST MAITLAND, MORPETH, AND NEWCASTLE WATER SUPPLY.

I HAVE the honor to state, in attention with B.C. No. 78/381, of 25th January, 1878, I have instructed Mr. Darley, Resident Engineer of Newcastle, to proceed with the detailed surveys and sections required to carry out the project of Water Supply recommended by Mr. Clark, and they are now in active progress.

21 May, 1878.

E. O. MORIARTY.





1877.

NEW SOUTH WALES.

## ALBURY WATER SUPPLY.

(REPORT FROM MR. CLARK RESPECTING.)

Presented to Parliament by Command.

W. Clark, Esq., to The Colonial Secretary.

Sir,

Sydney, 2 October, 1877.

I have the honor to return herewith the documents forwarded to me on the 17th September, with Mr. Halloran's letter 77/6914, requesting me to peruse and report thereon.

I have carefully read through these documents and find that they were received by the Mayor of Albury in reply to a public advertisement inviting schemes for obtaining a supply of water for that town. Under these circumstances, as might be expected, the various suggestions are put forward on very insufficient data; these can only be obtained when the locality is carefully examined and the necessary plans and levels are available, which private individuals are not likely to undertake, as involving expense and time, and without which the best opinion can be but suggestive of the direction for further enquiry, and it is the more difficult for me to enter into the subject as I have never seen the locality. As however I have recently been engaged on similar enquiries in regard to other large towns in the Colony, I am desirous to comply with your request, and give the best assistance I can towards forwarding the views of the Corporation of Albury, who desire to obtain one of the first necessities to healthy existence in a pure and sufficient supply of water for their Borough.

The documents referred to are described in the Report of the Water Committee, dated 10th July, 1877, under the following designations, plans A, B, C, D, A2, and E, but the latter, which proposes to lift the water of the river by an "Aquapult" worked by the motive power of the river, did not reach me, and I am therefore unable to take it into consideration.

As however a similar machine is alluded to in two of the other schemes, and appears to involve the damming of the river in order to obtain the power required, which I estimate as equal to 15 h.p., I do not think for such a purpose alone it would be desirable to obstruct an important stream when fuel can be obtained at a moderate cost, as I am informed it can be at Albury, nor is the machine alluded to suitable for high lifts of 100 feet and upwards.

From these documents I gather that Albury is a town with a population of about 3,000, and is situated near to the river Murray.

There is no plan which shows the levels of the town, but it appears that an elevation of about 150 feet can be obtained above the level of the river and about 130 feet above the site of the Post Office. Whether any other part of the town is situated at higher levels there is nothing in these documents to show. I have therefore to assume that this level would be sufficient to do what is intended, *i.e.*, to supply the entire area of the town with water, an assumption which requires to be carefully verified.

Regarding the quantity of water required it appears that Albury is an increasing town, and some additional provision beyond the satisfying of the present want should be made.

Assuming then that the population numbers 5,000 persons, the quantity required per head will be about 30 gallons, which is sufficient for domestic purposes, and for watering the more important thoroughfares where there is no waste from bad work and fittings. The quantity would then be  $5,000 \times 30 = 150,000$  gallons per day.

Then if a pumping scheme is adopted from a river which is occasionally muddy it will be necessary in order to supply pure and wholesome water that the means of cleansing it should be provided. These to be efficient should consist of two tanks, each sufficient to contain a day's supply, arranged after the manner which I have recommended in the case of the Bathurst supply, with two filters, clear water tank, and engine capable of lifting the water 150 feet as above mentioned, and it is desirable that it should be capable of doing this in about 8 or 10 hours. For such work an engine capable of exerting 15 h.p. effective would be required. The engine would lift the daily supply of water first from the river into the settling tank, and from the clear water tank, after it has passed through the filters into the service reservoir at 150 feet elevation, from which it would gravitate into the town.

The site of the pumping work should undoubtedly be near the river, above the town, where it is less likely to receive impurities from drainage, &c., &c.

I am unable to ascertain exactly at what distance from the town a proper site for the service reservoir could be obtained at the required elevation, or the distance of the reservoir from the pumps, but assuming the fall to the town to be at the rate of 100 feet per mile, the diameter of the pipe should not be less than 7 inches, which would at present cost about £1,500 per mile.

The cost of settling tanks, filters, clear water-tank, engine, boiler, and house, with the necessary connecting pipes, valves, &c., &c., between tanks, filter, and pumps, would be about £6,000, to which must be added the cost of the pipe, the length of which I have no means of ascertaining, with the data before me.

The cost of a covered service reservoir, to contain (say) 200,000 gallons, would probably be about £1,200.

From the above some idea may be obtained of the probable cost of the works, which, with the information before me, I am of opinion should be adopted for supplying Albury with water by pumping, and it will be better understood by referring to my report on Bathurst.

Having no means of knowing the cost of fuel I am unable to give my opinion as to the working expenses of such a scheme, but it would probably not exceed £500 per annum, exclusive of the interest on first cost of the works.

Two of the papers refer to the possibility of supplying the requisite quantity of water by gravitation, and one of them, "C", gives in some detail the data upon which the scheme is founded, but it is unaccompanied by any plan to scale.

There are no sections of the dam and proposed reservoir, and it is therefore wholly impossible for me to check any of the calculations of quantities, or to fix the size of the pipes, &c., upon which the cost of the scheme depends.

If however, as I apprehend, that the creek which would supply the intended dam is occasionally dry, it would be unsafe to undertake works without careful surveys, to determine accurately the storage capacity, and more particularly than has been done, the flow of the creek during various seasons. The slope of the dam would probably require to be increased, and puddle provided, which is not in the estimate.

The cost of the dam of 32,000 cubic yards, a weir 15 chains long, average depth 7 feet, width 92 feet, filter beds, and service reserve, to contain 1,500,000 gallons of water, with the necessary connections, is put down at £3,222 and appears to be a low estimate.

The cost of the distributing pipes is not given and will depend on the length necessary, and the pressure available, on which subject I have no means of judging.

I am of opinion however that the suggestion for the gravitation scheme is worthy of further inquiry.

I have, &c.,

W. CLARK.

1877.

NEW SOUTH WALES.

SUPPLY OF WATER FOR THE TOWN OF GOULBURN.

REPORT

TO THE

GOVERNMENT OF NEW SOUTH WALES

ON A

SUPPLY OF WATER FOR THE TOWN OF GOULBURN:

BY

W. CLARK,  
MEMBER INSTITUTE OF CIVIL ENGINEERS.

Presented to Parliament by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1877.



## REPORT to the Government of New South Wales on a supply of Water for the Town of Goulburn.

To the Honorable Sir John Robertson,  
Colonial Secretary, New South Wales.

Sir,

In accordance with your instructions conveyed to me in Mr. Halloran's letter of 1st October, 1877, that I should visit Goulburn for the purpose of inquiring into and reporting on the subject of its Water Supply, I proceeded there on the 15th November.

Goulburn is a town of 4,453 inhabitants, and, for a proper supply of the present, with probable future increase of population, should I consider be provided with the means of distributing 250,000 gallons per day; and the works hereafter to be described will all be designed with this view.

The present means of obtaining water are by water-carts, at a cost of 6d. for 50 gallons, and from wells on private property.

The town is undrained, and the mortality is 27 in the 1,000—about one-third more than is inevitable—notwithstanding its exceptionally healthy site.

The surface of the town is undulating, and lies between an elevation of 2,187 feet above sea level—which is a high point in Cowper-street—and 2,077 feet, the level near the Railway Station. The difference, 110 feet, will afford a good working pressure over the greater part of the area of the town, and it is therefore proposed to construct the service reservoir on the high point referred to, which is a very favourable site. - A semicircle of half a mile radius will include nearly all the populated area.

The various schemes which I propose to investigate all terminate at this point, with a reservoir capable of containing one day's supply or 250,000 gallons.

The streams in the neighbourhood of the town which have been investigated as offering probable sources of supply are—

The Wollondilly, with a catchment area of...	264.98 square miles.
Mulwarree Ponds	200.73
Sully Ponds	51.12
Green Gully Creek, included in the Sully Ponds watershed	5.83

One only of these streams has any claim to permanence, and even this one, the Wollondilly, during periods of long continued drought is said to cease running.

The term "Ponds" appears to be given to the other streams from the fact of their ceasing to run soon after the cessation of the rain, when they assume the form of a chain of waterholes.

The average rainfall of thirteen years in Goulburn is recorded as 26.296 inches per annum. The heaviest rainfall was in 1860, when 40.52 inches fell; the smallest in 1865, when 11.72 inches fell. In a year so exceptionally dry as this last but very little water would run off by the streams, and it is evident from these conditions that a large storage of water is desirable in order to carry on the supply through periods of protracted drought, and that such storage reservoir must intercept the water during periods of storm.

The

The water in all the above-mentioned sources is more or less turbid during and for some time after rain has fallen; filtration before distribution is therefore necessary, and when in a very turbid condition this process is attended with some considerable difficulty. To overcome this, settling tanks, capable of containing two or three days' supply, should be provided, wherein the water may deposit the greater part of the mud in suspension before being admitted to the filters.

The two first sources to which my attention has been directed are the Wollondilly and Mulwarree near the town, whence the supply may be obtained by pumping; and I think it desirable to explain these works in some detail, as it is probable that I may not be in possession of all the data on which a decision should be formed before my departure from the Colony.

Samples of water from the various sources have been forwarded for examination by the Government Analyst, and should be considered when the source of supply is decided. It appears probable, however, that all the sources will, with filtration, yield water of fair quality.

Bearing in mind what has been stated above as to the turbidity of the streams during storms and for some time after, it is desirable to obtain if possible a site for a reservoir into which the water can be admitted or pumped when comparatively clear, and kept for use on these occasions.

#### PUMPING SCHEME FROM THE WOLLONDILLY.

Such a site as above referred to has been found in connection with this scheme; it is shown at 43 chains 40 links from the river on the general plan No. 1, where a reservoir can be formed by the construction of a dam with an area of about 6 acres, containing 32,000 cubic yards of earthwork. It will store 19 million gallons of water, sufficient for two months' supply, which, while being ample for settlement, would render pumping from the river during excessive turbidity unnecessary.

In this scheme the engine is proposed to be fixed at a point 24 chains above Marsden's bridge, where there is a waterhole in the course of the river about 1,100 feet long, and varying in depth from 5 to 17 feet, having a capacity below low-water in the river of  $8\frac{1}{2}$  million gallons.

An engine 27 h.p., with boilers in duplicate, will be fixed above flood line at the margin of this hole, and distant from the reservoir above described 45 chains, and will be capable of forcing the daily supply of water to a height of 164 feet through a 12-inch pipe in about eight hours.

The water will be drawn from the reservoir to 20 feet below top water line, as shown in the section, plan No. 2, by a pipe 10 inches in diameter,  $25\frac{1}{2}$  chains in length, laid in a tunnel through the hill about 14 chains in length to the filters.

This pipe will have a floating end to take the water from a few inches below the surface.

The filters are circular in plan, each capable of filtering half a day's supply in twenty-four hours. The tanks are 68 feet in diameter, and 8 feet deep, with sloping sides  $\frac{1}{2}$  to 1, lined with concrete.

Their capacity is sufficient to contain 5 feet in depth of filtering medium and 2 feet of water.

Two filters would at first be sufficient, but land for a third should be taken, which can be constructed when found necessary.

The filters are provided with proper inlet-air and overflow pipes, and the water will be received by an 8-inch pipe, 60 chains in length, and delivered into the service reservoir.

The service reservoir is shown, in Cowper-street, on plan No. 1. It is 60 feet in diameter, 15 feet deep, lined with brickwork in cement, capable of holding 250,000 gallons, and covered with a corrugated iron roof (*vide* plan No. 3). At this point the distribution of the water through the street mains in the town will commence.

The estimate for the works above described, inclusive of land, is £19,606.

PUMPING

## PUMPING SCHEME FROM THE MULWARREE.

Thorne's Waterhole is a natural reservoir in the bed of this river, 6,915 feet long, from 30 feet to 247 feet wide, having a depth of from 3 feet to 24 feet, with a capacity of 10,000,000 cubic feet, or 62,000,000 gallons.

Immediately on the margin of this pool a hill rises to a height of about 186 feet over the water level, where a suitable site for settling tanks and filters is found. From these latter the daily supply of water would flow through a 7-inch pipe, with a fall of 46 feet in 2 miles 36 chains to the service reservoir in Cowper-street, as above described.

As the storm water will flow through Thorne's Waterhole, and at such times be turbid and unfit to pass on to the filters, it will be necessary to provide three settling tanks, two of which may be first constructed to receive the water from the engine.

The engine in this case also will be 27 h. p. The pipe connecting the engine with the settling tanks will be 12 inches diameter, 25 chains long, through which the engine will be capable of forcing the daily supply in nine hours.

The settling tanks will be circular in form, 90 feet in diameter, 11 feet deep, of similar construction to the filters before described, each capable of containing a day's supply in 7 feet of depth, with overflow 1 foot below top of wall.

The lower 3 feet not to be drawn off, except when cleaning out the tank.

Two walls are provided at the inlet, as shown in the plan No. 4, where the general arrangement of these works is indicated, over which the water will pass in a thin sheet for the purpose of aerating it, and for arresting the larger portion of the mud which will collect between them; this mud can be cleaned out without drawing off the water from the entire tank.

The precise position of these tanks and filters cannot be determined until the nature of the rock in the locality is ascertained. If this be hard to the surface, it will be well to form the tank for about half its depth in the solid rock, and half made up with the material so obtained.

The necessity or otherwise for lining the tanks throughout will only be ascertained when the excavation is made; if the rock be sound and compact, partial lining only will be necessary. Provision, however, is made in the estimate for 12 inches of concrete throughout.

The filters and service reservoir will be precisely the same as in the case of the Wollondilly pumping scheme.

The estimate for the works above described, including land, is £15,000.

I have seen a Report by Mr. Usher, C.E., on the supply of 200,000 gallons per day to Goulburn, by pumping from the Wollondilly, near the Rocky Point, about 20 chains above Marsden's Bridge, and forcing it to a point in Deccan-street, on the plan No. 1, at 208·92—57·88 = 151 feet above the level of the river.

In this Report no provision is made for settling tanks; these I consider to be necessary for the cleansing of the water and proper action of the filters when the river is turbid.

Adding the cost of these to Mr. Usher's scheme, extending it to the service reservoir in Cowper-street, and adopting the quantity ( $\frac{1}{4}$  million gallons per day) and prices I have put to the work in the other schemes, I estimate the cost to be £14,214; and, as compared with the pumping scheme from the Wollondilly before described at page 4, shows a reduction on that estimate of £5,392, by omitting the reservoir to contain 19,000,000 gallons, and the substitution of two settling tanks containing  $\frac{1}{2}$  million gallons each, and is a little less than the cost of the Mulwarree pumping scheme.

In deciding on the relative merits of these several schemes, it will be necessary to consider in connection with their cost which of them is and is likely to remain the most pure and permanent source of supply with the amount of storage provided.

In the absence of any records of flow, &c., beyond what I have above stated, local experience, with the result of the analysis, which will be included in the Appendix to this Report, will be the most competent to decide.

The

The cost of distributing the water in Goulburn will be in proportion to the length of streets to be piped. The plan shows about 21 miles of streets, and about  $8\frac{1}{2}$  miles of these streets are occupied by allotments containing buildings, which would require about 587 tons of iron pipes.

For distributing the water I propose that a standpost shall be fixed in the streets, at the centre of each 10-chain block, from which water can be drawn by the inhabitants; seventy standposts will be required for this purpose.

Fire hydrants should be fixed at distances of about 250 feet apart, for the purpose of watering the roads, extinguishing fires, &c.; about 200 hydrants would be necessary.

The total cost of these distributing works, with necessary sluices, at present price of iron, would be about £9,000, and commencing at the service reservoir in Cowper-street would be the same in all cases.

For the management of these works the following establishment will be necessary:—

One mechanic superintendent, with residence,	£
per annum ... ..	250
One engine tender, with residence, at £3 per	
week ... ..	156
One labourer, with filters, &c., at £2 10s. ...	130
Coals, at £1 per ton, oil, tallow, and stores, &c.	417
Repair to engine, &c., say ... ..	100
Sand for filters ... ..	50
	<hr/>
Total working expenses per annum ...	£1,103
	<hr/>
By capitalizing these annual expenses at 5 per	
cent., the amount is ... ..	22,000
Cost of pipe distribution in all cases ... ..	9,000
	<hr/>
Total ... ..	£31,000
	<hr/>
Estimate for the Wollondilly pumping scheme	
No. 1 ... ..	19,600
Add above ... ..	31,000
	<hr/>
Total ... ..	£50,600
	<hr/>
Estimate for Mulwarree pumping scheme ...	15,000
Add above ... ..	31,000
	<hr/>
Total ... ..	£46,000
	<hr/>
Estimate for Wollondilly pumping scheme No. 2	14,214
Add above ... ..	31,000
	<hr/>
Total ... ..	£45,214

and 5 per cent. per annum on these several sums will be the cost of distributing 250,000 gallons per day throughout the inhabited portion of Goulburn.

The above estimates have been made while waiting for information in the form of surveys, levels, &c., in several probable sources of supply by gravitation, and to enable me to determine the cost within which a gravitation scheme would be more economical.

As it is probable that the necessary information may not all be obtained in time for my examination, I shall now consider the probable annual working expenses for such a scheme, should it be found practicable from the Wollondilly in the neighbourhood of Pomeroy. Assuming that it is practicable, the race for bringing the water into Goulburn would be about 28 miles long, and it will require for its inspection and repair the attention of two men.

The



The annual working expenses will then be:—

1 mechanic superintendent and residence ...	£250
2 men in charge of race and residence ...	260
1 man in charge of filters, and residence ...	130
Sand for filter, &c. ... ..	50
	<hr/>
Total annual expenditure ...	£690
	<hr/>
Which amount capitalized at 5 per cent. amounts to...	£13,800
Add cost of distributing pipes, &c. ... ..	9,000
1 settling tank, 2 filters and connections, houses for workmen, storage reservoir, and land, &c. ...	5,600
	<hr/>
	£28,400
	<hr/>
The estimate for pumping scheme, as above is... ..	£46,000
	<hr/>

From this it is evident that the total cost of the dam and race in a gravitation scheme must not exceed the difference between these two sums, £17,600, which includes the dam with its outlets and waste weir, the race, land, and fencing; for if the cost be greater than this amount, the gravitation scheme will be more expensive than the pumping scheme.

Seeing the desirability for obtaining a large storage of water, I examined the country in the neighbourhood of Goulburn, to ascertain whether an artificial lake can be formed by the construction of a dam across some natural creek; and a considerable amount of time and expense has been incurred in the necessary surveys, levels, &c., by Mr. District-Surveyor Twynam and his assistants, and Mr. Fuller, who has assisted me in this inquiry also.

Two sites for dams were investigated with this view in addition to the one described at page 4.

The first was on the Green Gully Creek which falls into the Sully Ponds; a dam at the point marked A on the plan No. 5, with a maximum height of 31 feet, would intercept an area of about 30 acres of water, with a storage capacity of 20 $\frac{1}{4}$  million gallons. The length of the embankment is nearly 500 feet, and the earthwork in its construction would amount to 30,000 cubic yards.

The level to which the water would be drawn off was however found to be 2,175.44 over datum, or 11 feet lower than the service reservoir in Cowper-street.

The length of the race in this case would probably be about 7 miles. The fall in the race for this distance, together with the loss of head for working the water through the settling tanks and filters, would require an additional elevation of about 54 feet, and for the want of this elevation, as well as the comparatively small storage, this scheme was abandoned.

The Sully Ponds Creek, at the place shown at the crossing of Tuena Road, and marked B on the plan No. 5, has also been investigated as the site for a dam. Here an embankment 370 feet long, with a maximum height of 33 feet, would hold back an area of 60 acres of water, with a capacity of 69 million gallons in 20 feet of depth. This dam would contain 33,000 cubic yards of earthwork, and could be drawn off 20 feet in depth to a level of 2170.4 feet over datum, or 5 feet lower than in the case of the embankment on the Green Gully Creek. Favourable as this site appears to be, it must also be rejected, as of insufficient elevation to give the required pressure in Goulburn without pumping.

These dams, though inapplicable for the purpose required, may at some time be useful as auxiliary to a pumping scheme on the Wollondilly, or for any of the many purposes to which water can be applied in this Colony.

The Sully Ponds embankment would for a comparatively small cost form a very fine reservoir, and the rather extensive waste weir which would be necessary for so large a drainage area as 51 square miles could be obtained without any great difficulty.

The

The only remaining probable source of supply by gravitation is from the Wollondilly, in the neighbourhood of Pomeroy. I personally examined this locality, and the levels which have been taken since show that the height of the river-bed above Mr. Woore's mill, where a dam formerly existed, is 2,237·65 feet above datum, whereas the site of the service reservoir in Goulburn is 2,186·82 feet, a difference of 50·83 feet only, whereas a race of 28 miles in length would require, with the fall through filters, &c., not less than 100 feet. A further investigation of a creek falling into the Wollondilly, near Pomeroy, was also made by Mr. Surveyor Deane and Mr. Fuller, whose report is given in the Appendix, page 10.

From this it appears that even though the desired elevation may be obtained, this creek is occasionally dry, and a large storage reservoir would be necessary, and for this no site can be found.

Unless further investigation of this locality prove that a more suitable locality can be found, which appears to me improbable, it will be necessary to decide which of the three pumping schemes is the most desirable to be adopted as the source whence Goulburn must obtain its water supply. I think, moreover, that if obtained, the length of race necessary (not less than 28 miles) and the rocky character of the country through which it would be brought would involve a greater expense than the sum £17,600, which I have shown at page 7 must not be exceeded to ensure any economy over the pumping schemes.

The total first cost of the works, the annual expense of working, together with interest on capital expended, and the cost per 1,000 gallons of water delivered, are as follows:—

		First Cost.	Annual expenditure for working expenses and interest.	Cost of water per 1,000 gallons.
Wollondilly scheme, No. 1	...	£28,600	2,530	6·4 pence
"    No. 2	...	23,214	2,261	5·95 "
Mulwarree	... ..	24,000	2,300	6·0 "

Or, the difference per 1,000 gallons for the more extensive storage on the Wollondilly is  $\frac{1}{2}$ d. per 1,000 gallons, and I am of opinion that the probable greater purity of the water which this storage reservoir would ensure would be well worth the additional cost.

The annual value of premises in Goulburn for assessment is £27,000. I would recommend that a rate of 9d. in the £ be levied for the water, and for public purposes, such as extinguishing fires, watering roads, &c., and that this amount gives to every rate-payer the right to draw any quantity of water required for domestic purposes, from the public standposts, while those who wish to have the water "laid on" to their premises should pay for the same by meter, at the rate of 1s. per 1,000 gallons.

The proceeds of a 9d. rate in £27,000 is £1,013 per annum; this would require the daily sale of 87,000 gallons per day, at 1s. per 1,000 gallons, to cover the annual expenditure; and I have great confidence that when the comfort and convenience of a good supply of water is experienced this quantity would be largely exceeded, and the works prove remunerative to the authorities, and enable them to extinguish the debt incurred by the construction of the works; then the surplus revenue could be applied to effecting public improvements in the town, or to a reduction of the rate, as might appear to be most desirable.

The streets in Goulburn are  $1\frac{1}{2}$  chain, or 99 feet, in width, and considerable expense will be saved to house-owners, together with benefit to the distributing works, by placing a service main on either side of the street, near the edge of the footpath. Probably, on account of the expense, very few of the streets in Goulburn could at first have two pipes laid in them; and in selecting on which side the pipe should be placed, the probability of the sale of water should be considered.

Not

Not being in possession of the analysis of the water, I am unable at present to state definitely the scheme which I would recommend for adoption. Supposing, however, that the water is of equal purity, I think that any one may be adopted with confidence; but the more perfect settlement of the water which the No. 1 Wollondilly scheme admits of, before passing on to the filters, would more effectually overcome the difficulty which will be experienced with the other schemes when the races are in a turbid condition.

Some additional powers would be required by the authorities to carry out these works, requiring a legislative enactment. These have been referred to in my Reports on Bathurst and Orange, and need not here be repeated.

W. CLARK,  
M. Inst. C. Engineers.

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P.S.—Since the foregoing was in print I have received a further communication from Mr. Deane, given in the Appendix, dated 5th November, 1877, enclosing another dated 24th September, 1875, on the subject of the creeks falling into the Wollondilly, near Pomeroy, as a probable source for supplying Goulburn with water.

Where a creek ceases to run for any considerable period, in an ordinary year, I think it is unsafe to adopt as a source of supply in this climate, unless the storage provided is ample, especially when the water is to be conveyed through a long open earthen channel such as this must be; one year's supply, with sufficient to meet the loss of evaporation, would probably be required in such a position. Mr. Deane's local experience on this subject deserves every consideration, and it may be desirable to investigate further the possibility of obtaining the water from the creeks he alludes to, but I think I should not be justified in any protracted inquiry on this question.—W. CLARK.

## APPENDIX.

F. J. Fuller, Esq., to W. Clark, Esq., M. Inst. C.E.

Sir,

Goulburn, 2 November, 1877.

According to verbal instructions received from you yesterday afternoon, I this morning accompanied Mr. Deane, licensed surveyor, to the heads of Turner's Creek, about 23 miles from Goulburn, which creek flows into the Wollondilly at Pomeroy, and in which he informed you the necessary height for a gravitation scheme could be obtained.

Before starting I compared the aneroid barometers, noted their reading and difference, and took one with me.

Mr. Deane's idea was that sufficient height could be obtained in this creek to throw the water from a dam on to the Main Dividing Range, and then to bring it into Goulburn, on the end of the range, at the back of the Roman Catholic College.

I find from reduced barometrical observations that the height of this hill is 205 about Auburn-street, opposite the Royal Hotel.

The part of the range pointed out by Mr. Deane as the only low place where the water could be brought over, and so along the top, and which is situated on the creek, I found to be 400 feet above Auburn-street. Here however there was not sufficient catchment area; I therefore proceeded down the creek about 2 miles, the barometer showing a fall of 205 feet, Mr. Deane stating that we were still 5 miles from the junction of this creek with the Wollondilly. The point we had thus arrived at was only 195 feet above Auburn-street, and 10 feet below the point of the range at the back of the Roman Catholic College.

As the hill on which you propose to place the daily service reservoir is 68 feet above Auburn-street, this quantity must be deducted from the 195 feet, leaving 127 feet for the purpose of race, filters, &c. Allowing 25 feet for filters we have left 102 feet for race, thus reducing the hydraulic gradient to something under 4 feet per mile.

The great drawback to this scheme however is as follows:—The fall in this creek, as proved, is some 200 feet in 2 miles, and as the flats do not exceed 10 chains in length, and do not average more than 3 chains in width, the sites (of which there are only three in this distance) where impounding reservoirs could be made are insufficient to reach to anything like the quantity required, viz., 130 million gallons. Thus, though the water might be brought in, yet in my opinion the storage capacity is quite insufficient to guarantee such an outlay as would be required for a gravitation scheme to supply Goulburn with water.

Trusting that this information will be satisfactory to you to enable you to make your decision as to its practicability,—

I have, &c.,

FRANCIS J. FULLER.

Francis J. Fuller, Esq., to Mr. Licensed-Surveyor Deane.

My dear Sir,

William-street, Goulburn, 2 November, 1877.

Mr. Clark has requested me to ask you for an expression of your opinion as to the possibility of obtaining an impounding reservoir on the creek we visited to-day, and between the head and the junction with "Sheet-of-water Creek," to contain 130 million gallons of water, after allowing for evaporation, 1 acre of water of average depth of 1 foot, containing about  $\frac{1}{4}$  of a million gallons.

If you will do this at your earliest opportunity, you would oblige,—

Yours very truly,

FRANCIS J. FULLER.

Mr. Licensed-Surveyor Deane, Esq., to W. Clark, Esq., M. Inst. C.E.

Sir,

Goulburn, 5 November, 1877.

In reply to Mr. Fuller's note of the 2nd November instant, I have the honor to enclose herewith, for your perusal, a copy of my report to the Surveyor General, dated 24th September, 1872, No. 75/69, making certain recommendations with reference to reservation of land from sale for future water supply to Goulburn; and in reference thereto, I would beg to state that I still hold the opinion therein expressed, and think that the project of obtaining such supply from the sources of Gurrunda (sometimes called Heffernan's or Turner's) Creek is worthy of consideration and careful inspection of the locality. I may add that the watershed of Gurrunda Creek is about 40 square miles, and that a very considerable elevation may be obtained with corresponding and moderate diminution of area towards the several sources of this watercourse.

I have, &c.,

E. R. DEANE.

[Enclosure.]

[Enclosure.]

Mr. Licensed-Surveyor Deane to The Surveyor General.

Sir,

Goulburn, 24 September, 1875.

I have the honor to submit the following matter to your notice as deserving your consideration, thinking my intimate knowledge of the County of Argyle may in this case prove valuable to the public.

I have heard the supply of water to Goulburn by gravitation spoken of, and would desire to point out that the upper part of the watershed of Gurrunda Creek might be made available for this purpose. The natural conditions afford facilities for construction of a dam which would retain an immense supply of water to be carried by means of an open race, following along the Dividing Range (to the south of the Wollondilly River), without necessitating the crossing or flowing over any creeks, to a reservoir which might be provided on the heights at the back (on the west) of the city of Goulburn. There this water might be retained at such a height that the pressure in the pipes might be utilized for machinery. The length of race would be about twenty miles.

Should you think favourably of this scheme thus barely and briefly indicated, I would suggest that the extensive watershed towards the head of Gurrunda Creek should be inspected, the character of the water in the numerous springs and creeks analysed, and a large reserve be at once proclaimed for preservation of water supply.

The country is trap, overlying slate and altered rocks, and springs of course break out in all directions, and run in nearly all seasons. The land is not suitable for small farms, but several small patches are likely to be taken up within the next few years, and such occupation might hereafter materially interfere with the scheme now proposed.

I have the honor to submit this proposed reservation for your consideration in this preliminary form, and await an expression of your wishes as to further particulars, or to reply to any question you may ask.

I feel it is needless to do more than refer to the great benefit such a race along the Dividing Range would be to the small farms along its course, the owners of which have now in dry seasons to cart all their water from the Wollondilly River.

I have, &amp;c.,

E. R. DEANE.

The Government Analyst to The Principal Under Secretary.

Sir,

22 November, 1877.

Herewith I have the honor to forward my report respecting the samples of water received from your office on the 14th instant.

I fear that the perfect removal of the suspended clay from either of the waters will be found somewhat troublesome, but if this be effected I have no doubt that the water so treated will then be fairly good.

I have, &amp;c.,

CHAS. WATT,

Government Analyst.

22 November, 1877.

Each sample was allowed to settle before analysis.

Parts per 100,000.

	Total Solid matter.	Volatile at a red heat.	Chlorine.	Saline Ammonia.	Organic Ammonia.
Mark "M," no date .....	11.7	1.7	1.96	.01	.032
"W," "3/11/77" .....	11.76	2.1	2.66	.008	.034

*Remarks.*

These samples of water were found to be very similar in every respect. They cannot be considered as suitable in their present state for domestic purposes. They both contained fine clay in suspension, which did not show any tendency to deposit, and gave them a somewhat milky appearance. If they can be *efficiently* filtered so as to remove the suspended clay they will be very much improved in other respects. The solid matters after ignition were found to consist of silicate of alumina, oxide of iron, chloride of sodium, and small quantities of salts of lime and magnesia.

CHAS. WATT.

## LIST OF PLANS.

- 1.—General plan, showing proposed reservoir, settling tanks, filters, and line of pipes to the town.
- 2.—Section of Wollondilly reservoir, tunnel, and filter.
- 3.—Plan of service reservoir.
- 4.—Plan and sections of Mulwarree settling tanks and filters.
- 5.—Local sketch showing the position of the Green Gully and Sully Ponds, &c.



# GOULBURN WATER SUPPLY GENERAL PLAN SHEWING THE WOLLONDILLY AND MULWARREE PUMPING SCHEMES

W. Clark

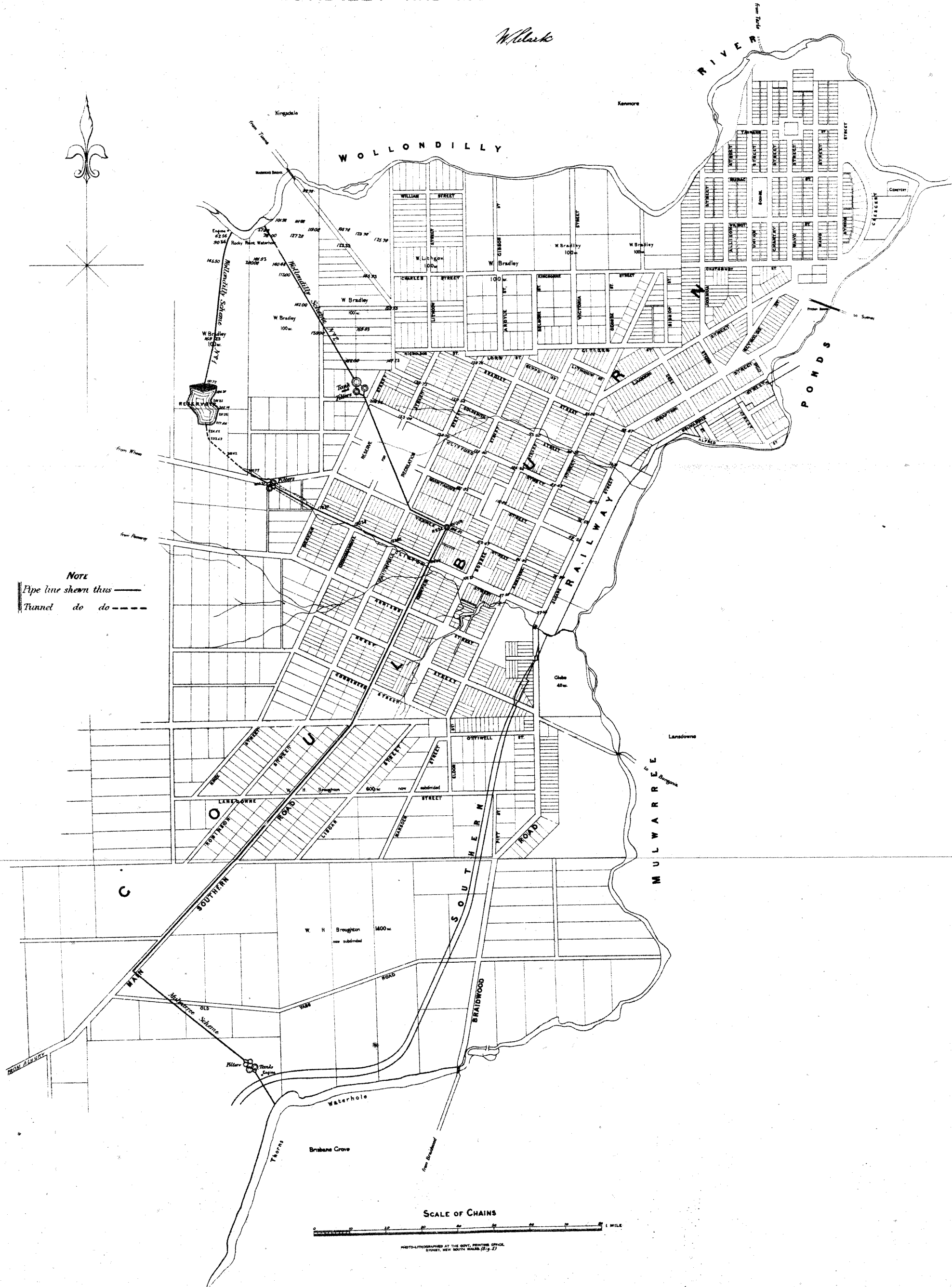
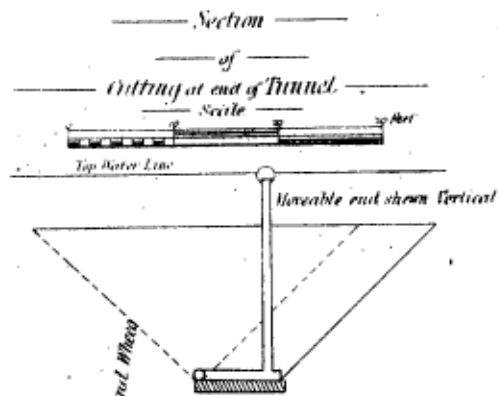


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES (8/2/27)



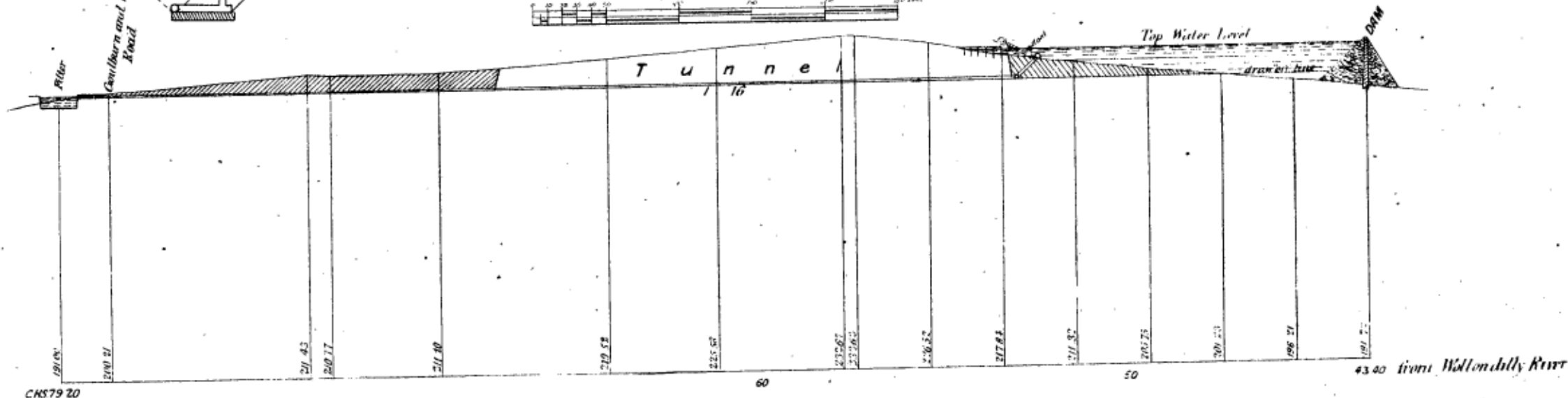
C.W.S.

No. 2.

Dam and Outlet

for

Wollondilly Pumping Scheme



CNS79 20

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES (Sig 5)



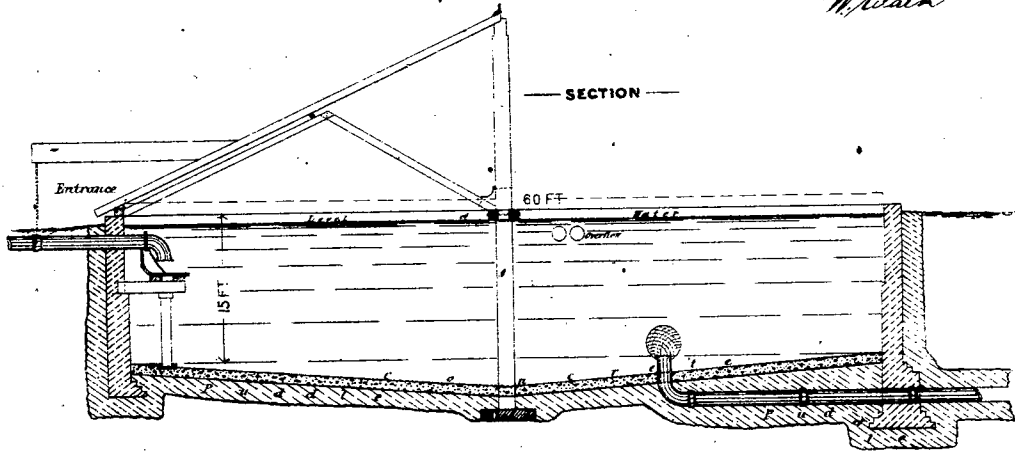
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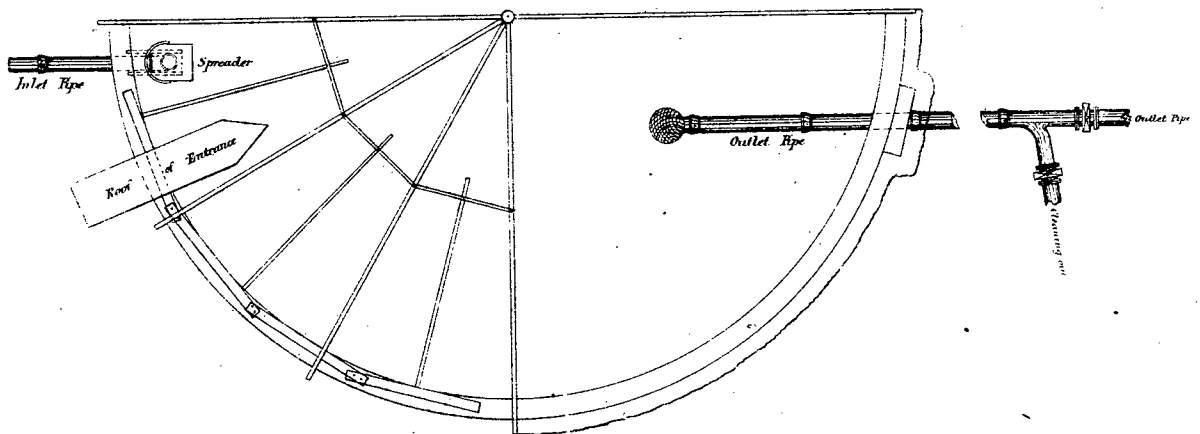
DESIGN  
FOR

## RESERVOIR.

*W. Clark*



PLAN



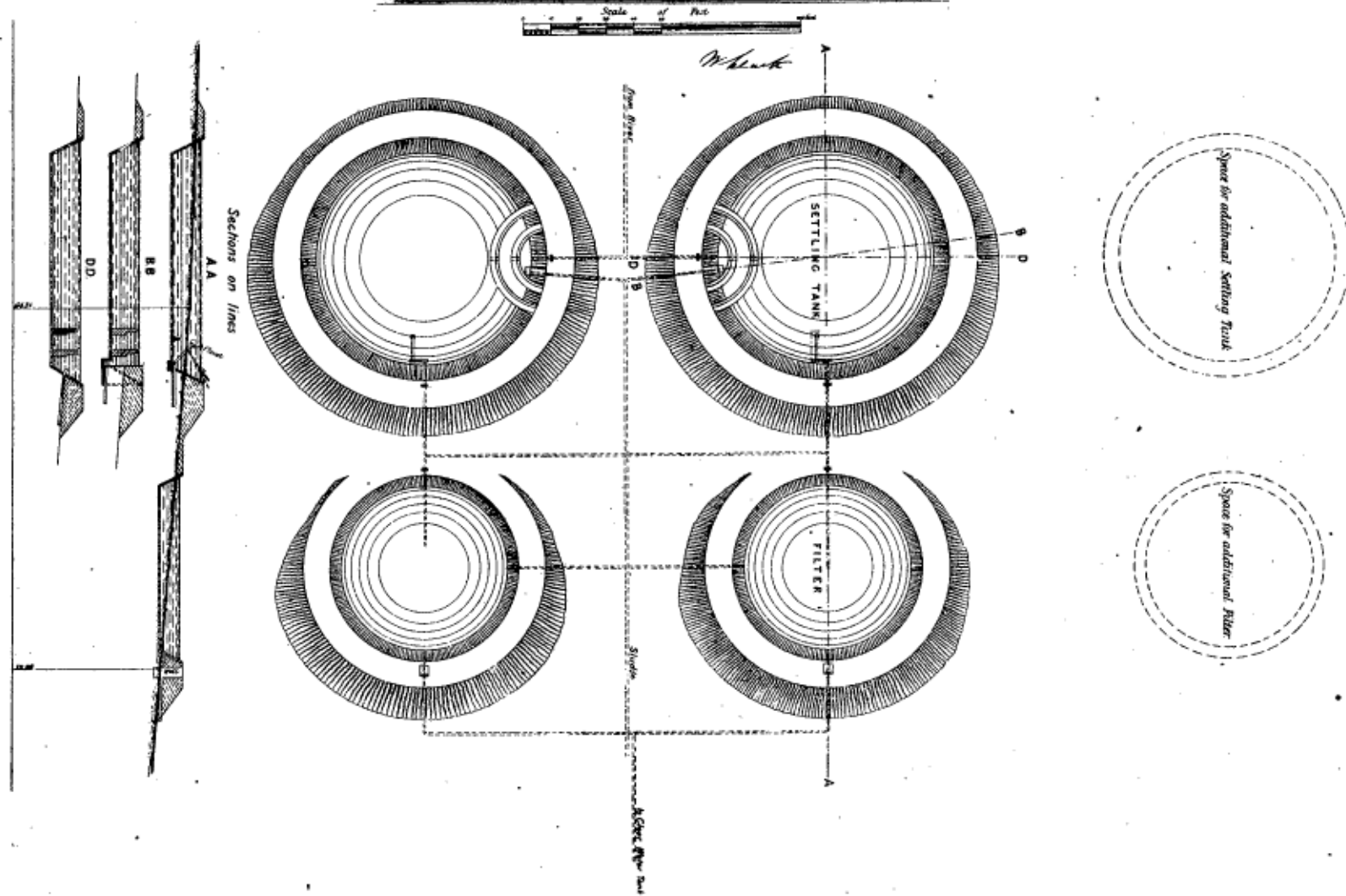
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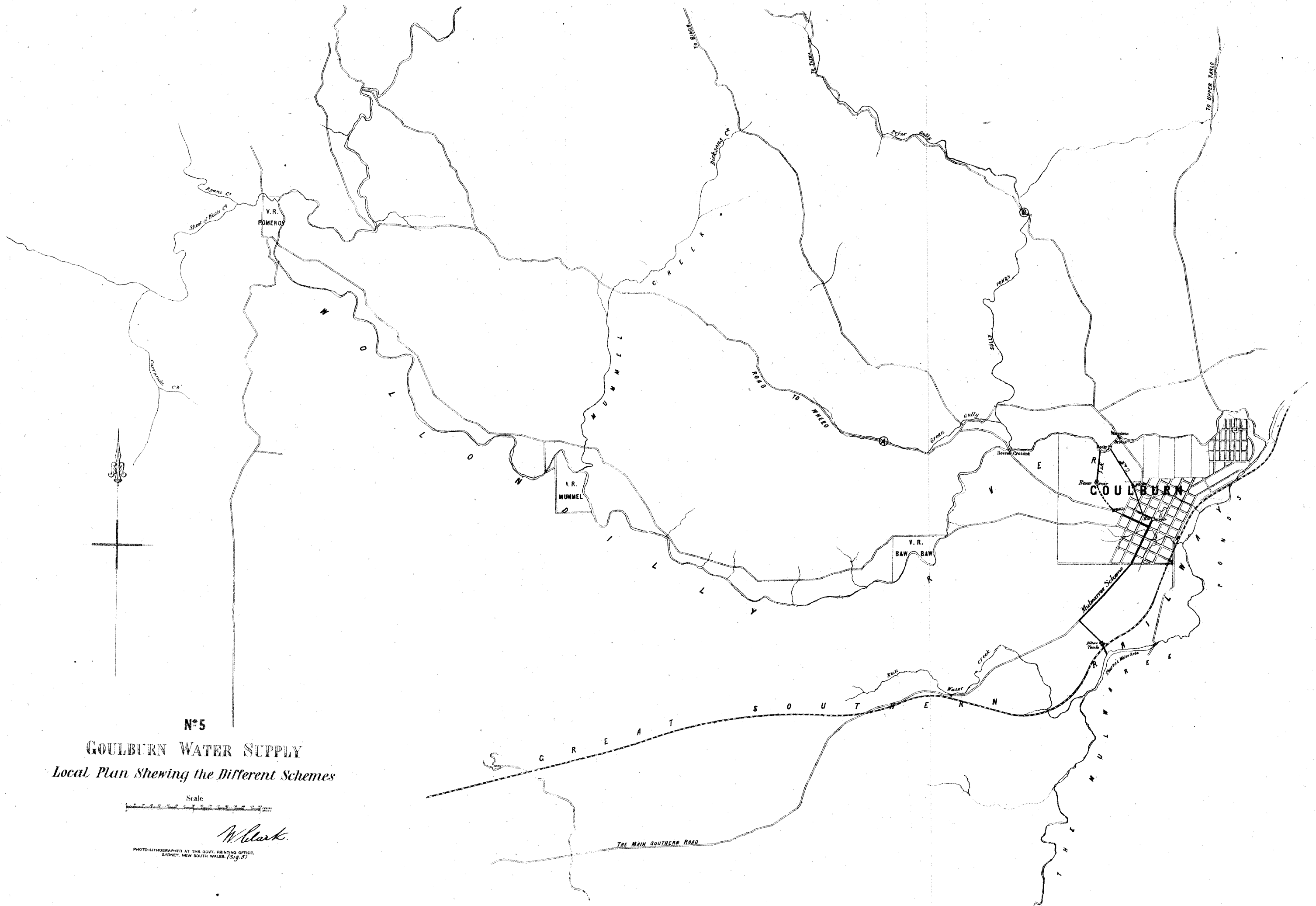
No 4.

PLAN

showing

## ARRANGEMENT OF SETTLING TANKS, FILTERS.



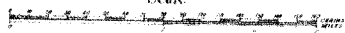


N<sup>o</sup> 5

**GOULBURN WATER SUPPLY**

*Local Plan Shewing the Different Schemes*

Scale



*W. Clark.*

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES. (Sig. 5)

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## PUBLIC WATER SUPPLY.

(PETITION FROM BOROUGH COUNCIL OF WAGGA WAGGA.)

*Ordered by the Legislative Assembly to be printed, 29 January, 1878.*

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

The Petition of the Borough Council of Wagga Wagga,—

MOST RESPECTFULLY SHOWETH:—

That, in the opinion of your Petitioners, the subject of a plenteous supply of pure water is one which vitally affects and influences the moral and physical condition of all communities and centres of population.

That is one which viewed under any of its many aspects, or considered under the numerous important phases it presents, entitles it to be dealt with by special and liberal legislation.

That (in a climate like ours especially) it is a subject which forcibly and prominently obtrudes itself as a great national question, to be taken up by the State and treated as one directly and seriously influencing the very highest interests of the people.

That the fact must be well known to your Honorable House, that the existing revenue of corporate towns in the Colony, even when supported by the inadequate and uncertain endowment contributed by the Government, are wholly insufficient to meet a tithe of the cost necessary for the construction of water-works of the most economic and least expensive character, even in favoured localities possessing the most extended natural advantages towards so desirable a work.

That your Petitioners, earnestly believing that the question of a Public Water Supply should be dealt with as one of the very first subjects of national importance and public policy, would respectfully express their opinion that, under suitable legislation for an equitable division of necessary expenses between the Government and the people, it should be compulsory on all corporate towns to construct permanent works sufficient to supply their inhabitants with an abundance of pure water for sanitary purposes.

That your Petitioners, believing in the probability of the introduction of a new amended Municipal Bill for your consideration shortly, earnestly hope and pray that your Honorable House will exercise such a supervision thereof as shall ensure provision being made for a comprehensive system of Public Water Supply in and for all corporate towns throughout the Colony.

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

THOMAS HODSON,  
Mayor.

Municipal Council Chamber,  
Wagga Wagga, 22 December, 1877.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

**PUBLIC WATER SUPPLY.**

(PETITION FROM MAYOR AND ALDERMEN OF ARMIDALE.)

*Ordered by the Legislative Assembly to be printed, 19 February, 1878.*

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

The memorial of the Borough Council of Armidale,—

MOST RESPECTFULLY SHOWETH:—

That in the opinion of your Petitioners the subject of a plenteous supply of pure water is one which vitally affects and influences the physical and moral condition of all communities and centres of population.

That it is one which viewed under any of its many aspects, or considered under the numerous important phases it presents, entitles it to be dealt with by special and liberal legislation.

That in a climate like ours especially it is a subject which forcibly and prominently intrudes itself as a great national question, to be taken up by the State and treated as one directly and seriously influencing the very highest interests of the people.

That the fact must be well known to your Honorable House, that the existing revenues of corporate towns in the Colony, even when supported by the inadequate and uncertain endowment contributed by the Government and wholly insufficient to meet a tithe of the cost necessary for the construction of Water Works of the most economic and least expensive character, even in those favoured localities possessing the most extended natural advantages towards so desirable a work.

That your Petitioners earnestly believing that the question of a public water supply should be dealt with as one of the very first subjects of national importance, and public policy would respectfully express their opinion that under suitable legislation for the equitable division of the necessary expenses between the Government and the people it should be made compulsory on all corporate towns to construct permanent works sufficient to supply their inhabitants with an abundance of pure water for sanitary purposes.

That your Petitioners, believing in the probability of the introduction of a new amended Municipal Bill for your consideration shortly, earnestly hope and pray that your Honorable House will exercise such a supervision thereof as shall ensure provision being made for a comprehensive system of public water supply in and for all corporate towns throughout the Colony.

*[Here follow 9 signatures.]*



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**PUBLIC WATER SUPPLY.**

(PETITION FROM MUNICIPALITY OF HAY.)

*Ordered by the Legislative Assembly to be printed, 12 March, 1878.*

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

The Memorial of the Municipal District Council of Hay,—

MOST RESPECTFULLY SHOWETH :—

That in the opinion of your Petitioners the subject of a plenteous supply of pure water is one which vitally affects and influences the physical and moral condition of all communities and centres of population.

That it is one, viewed in any of its many aspects, or considered under the numerous important phases it presents, entitles it to be dealt with by special and liberal legislation.

That in a climate like ours especially it is a subject which prominently and forcibly obtrudes itself as a great national question to be taken up by the State, and treated as one directly and seriously influencing the very highest interests of the people.

That the fact must be well known to your Honorable House that the existing revenues of Corporate towns in the Colony, even when supported by the inadequate and uncertain endowment contributed by the Government, are wholly insufficient to meet a tithe of the cost necessary for the construction of water-works of the most economic and least expensive character, even in those favored localities possessing the most extended natural advantages towards so desirable a work.

That your Petitioners, earnestly believing that the question of a public water supply should be dealt with as one of the very first subjects of national importance and public policy, would most respectfully express their opinion that suitable legislation should be obtained for the equitable division of the necessary expenses of constructing water supply works to corporate towns.

That your Petitioners, believing in the probability of an introduction of a new or amended Municipal Bill for your consideration shortly, earnestly hope and pray that your Honorable House will exercise such a supervision thereof as shall ensure provision being made for a comprehensive system of public water supply in and for corporate towns throughout the Colony.

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

*[Here follow 6 signatures.]*





1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MUNICIPALITY OF GLEN INNES.

(PETITION OF RATEPAYERS RESPECTING BOUNDARIES.)

*Ordered by the Legislative Assembly to be printed, 29 January, 1878.*

To the Honorable the Legislative Council and Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned Ratepayers of the Municipal Council of Glen Innes, in the Colony of New South Wales,—

SHOWETH:—

1. That the majority of your Petitioners reside at an average of five miles from the Town of Glen Innes aforesaid, and are land-holders.

2. That the majority of your Petitioners reside at a considerable distance from the Main North Road, and consequently have to make roads from your Petitioners' residences to the Main North Road, and keep the said roads in repair, at a great loss of time and expense to your Petitioners.

3. That your Petitioners' property is annually assessed, and your Petitioners have to pay rates on the same without deriving any benefit therefrom.

4. That the Municipal Council of Glen Innes aforesaid has not heretofore made or repaired the said roads, and your Petitioners are led to believe that it is not the intention of the said Municipal Council of Glen Innes to keep the said roads in repair, or to contribute to the reparation of the same.

5. That the boundary of the Municipality of Glen Innes aforesaid at present extends north from the Court House five miles, south from the Court House seven miles, with an average breadth of one mile and a half.

6. That your Petitioners are led to believe that the Municipal Council of Glen Innes aforesaid consent to the curtailment of the boundaries of the said Municipality, as will be seen by the copy resolution hereunto annexed.

Your Petitioners therefore humbly pray that your Honorable House will take into your favorable consideration the premises, with the view of curtailing the boundaries of the said Municipality; and your Petitioners would respectfully suggest that the boundaries of the said Municipality should extend two miles north, two miles south, two miles east, and two miles west from the Court House at Glen Innes aforesaid.

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

Dated at Glen Innes, this twentieth day of November, A.D. 1877.

[Here follow 125 signatures.]



1877.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF PARRAMATTA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 5th November, 1877.

## BOROUGH OF PARRAMATTA.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of Parramatta, for the control and maintenance of order in Alfred Square, at Parramatta, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

## BOROUGH OF PARRAMATTA.—BY-LAWS.

## BY-LAWS for the control and maintenance of order on Alfred Square.

- 1st. The public shall at all times have free access to the said Square.
- 2nd. Any person or persons obstructing the thoroughfare, creating a disturbance, fighting, or using obscene language in Alfred Square shall be liable to a penalty not exceeding forty shillings or less than ten shillings.
- 3rd. No cricketing-wicket shall be pitched so as to obstruct the thoroughfare.
- 4th. Any person or persons found destroying the trees, fencing, seats, or any property that may be erected by the Council on the said Square, shall be liable to a penalty of forty shillings in addition to the amount of damage done.
- 5th. Any person or persons found cutting the grass without having first purchased the right to the same, or obtained permission from the Mayor to do so, shall be liable to a penalty not exceeding twenty shillings or less than two shillings and six-pence.

Passed at a meeting of the Borough Council, held on Monday, the 2nd day of July, 1877.

SYDNEY WICKHAM, Council Clerk.

CHARLES J. BYRNES,  
Mayor.



1877-8.

NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF MUDGEES—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.Colonial Secretary's Office,  
Sydney, 3rd January, 1878.

BOROUGH OF MUDGEES.

BY-LAW.

THE following By-law relating to fires, made by the Council of the Borough of Mudgees, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

BOROUGH OF MUDGEES.—BY-LAW.

BY-LAW passed by the Council of the Borough of Mudgees, held on the 21st day of November, 1877, as follows:—

IF any chimney accidentally catch or be on fire, the person occupying or using the premises in which such chimney is situate, shall be liable to a penalty not exceeding forty shillings and not less than ten shillings.

Provided always that such penalty shall not be incurred if such person prove to the satisfaction of the Justices before whom the case is heard that such fire was in no wise owing to the omission, neglect, or carelessness whether in respect to cleaning such chimney or otherwise, of himself or his servant.

Dated at Mudgees, this 22nd day of November, 1877.

GEO. DAVIDSON, Mayor.



1877-8.

## NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF THE GLEBE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 3rd January, 1878.

## BOROUGH OF THE GLEBE.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of the Glebe, for enforcing a building fee and for the prevention of careless and reckless driving and riding in the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

## BY-LAW to enforce a building fee in the Borough of the Glebe.

EVERY person who shall erect any new building within the said Borough, shall before commencing such building pay a building fee of five shillings to the Council Clerk for the benefit of the Borough; and any person who shall neglect to pay such fee, shall for every such offence forfeit and pay any sum not less than ten shillings nor more than two pounds.

Passed by the Municipal Council of the Borough of the Glebe, this 12th day of November, 1877.

(L.S.) G. WIGRAM ALLEN, Mayor.

W. DE BURGH HOCTER, Council Clerk and Surveyor.

## BY-LAW to prevent careless and reckless driving and riding in the Borough of the Glebe.

ANY person who shall ride or drive round and upon the corner of any street, road, or public-place, within the said Borough, at a pace faster than a walk, shall on conviction forfeit and pay a sum not exceeding two pounds, nor less than ten shillings for every such offence.

Passed by the Municipal Council of the Borough of the Glebe, this 12th day of November, 1877.

(L.S.) G. WIGRAM ALLEN, Mayor.

W. DE BURGH HOCTER, Council Clerk and Surveyor.





1877-8.

## NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF WATERLOO—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 7th January, 1878.

## BOROUGH OF WATERLOO.

## BY-LAWS.

THE following By-laws, relating to the day of meeting of the Council, and regulating the width of streets in the Municipality, made by the Council of the Borough of Waterloo in substitution of the By-laws passed on the 21st of March, 1872, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

## BOROUGH OF WATERLOO.

BY-LAWS made by the Council of the Borough of Waterloo for altering the day of meeting of the Council, and amending the By-laws regulating the width of streets, of the twenty-first day of March, 1872.

1. That "By-law No. 1," part 1, of the twenty-first day of March, 1872, be altered so as to read every alternate "Friday" instead of every alternate "Wednesday" as heretofore.
2. That By-laws "one and two" of part "four," of the twenty-first day of March, 1872, is hereby repealed as to that portion of it which regulates the width of streets, and in lieu thereof that henceforth any street may be made by the Council irrespective of its width.

Made and passed by the Municipal Council of the Borough of Waterloo, the twenty-ninth day of August, A.D. one thousand eight hundred and seventy-seven.

P. HOGAN,  
Mayor.



1877-8.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF WEST MAITLAND—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 7th January, 1878.

## BOROUGH OF WEST MAITLAND.

## BY-LAWS.

THE following By-laws, made by the Council of the Borough of West Maitland, for regulating and licensing vehicles plying for hire within the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

## BOROUGH OF WEST MAITLAND.

BY-LAWS for regulating and licensing vehicles plying for hire within the Borough of West Maitland.

THE Council of the Borough of West Maitland do, by virtue of the power and authority vested in such Council by the Municipalities Act of 1867, hereby make the following By-Laws for regulating and licensing vehicles plying for hire within the said Borough of West Maitland, and declare that the same shall stand in the place of and instead of all By-Laws heretofore in force, which By-laws heretofore made are hereby repealed.

In the construction of these By-laws unless the context shall otherwise indicate the following terms in inverted commas shall bear the meaning and include the things hereinafter severally assigned or set against them:—

- "Council."—The Borough Council of West Maitland.
- "Inspector."—The Inspector or Sub-Inspector now or hereafter to be appointed by the said Borough Council.
- "Proprietor."—Every person who alone or in partnership with any other person, shall keep any vehicle for which a license shall or may be obtained by or transferred to him under these By-Laws.
- "Driver."—Every person engaged or employed in driving any vehicle.
- "Conductor."—Every person other than the driver engaged or employed in attending upon passengers in or upon any omnibus.
- "Passenger."—Every person carried in or upon any vehicle other than the driver or conductor.
- "Horse."—Horse, mare, gelding.

1. The word "vehicle" in these By-laws shall include and apply to every omnibus, car, hackney carriage, cab, or buggy. An omnibus shall mean a vehicle upon four wheels drawn by one or more horses, and a car shall mean a vehicle upon two wheels, for which omnibus licenses have been taken out, and a hackney carriage shall mean a vehicle upon four wheels

drawn by two or more horses, and a cab shall mean a vehicle upon two wheels drawn by one horse, and a buggy shall mean a vehicle upon four wheels, drawn by one or more horses, plying for hire within the Borough of West Maitland; and in the construction of these By-laws any word importing the singular number shall be understood to include several persons or things as well as one person or thing, and any word importing the plural number shall be applied to one person or thing, and every word importing the masculine gender shall extend and be applied to a female as well as a male.

2. From and after the 1st day of January, one thousand eight hundred and seventy-eight, no vehicle shall ply for hire, nor shall any person act as driver or conductor of any such vehicle within the said Borough of West Maitland until and unless licensed for such purpose in the manner hereinafter mentioned, nor during the suspension or after cancellation of such license as hereinafter provided.

3. Before any license for plying any such vehicle, or for driving or conducting the same shall be granted, the party requiring such license shall obtain from the Council Clerk, free of charge, a requisition in the form of Schedule A hereto, or to the like effect and shall duly fill up and sign the same and deliver it to the Council Clerk and shall also insert in such requisition in addition to the particulars set forth in Schedule A hereto, tables of rates and fares proposed to be charged by such party for any such vehicle. And in the case of drivers and conductors shall obtain a certificate from two respectable ratepayers to the effect that the applicant is of good character and competent to act as such driver or conductor as the case may be, and shall also obtain from the Inspector a certificate that the vehicle for which a license is applied for is fit for the accommodation and conveyance of passengers.

4. The Mayor for the said Borough for the time being shall be and is hereby authorised to issue all such licenses in the name and on behalf of the said Borough Council, and the Mayor shall by indorsement on such license signify his approval of the scale of rates proposed to be charged for the hire of any such vehicle so licensed.

5. Licenses for proprietors, drivers, or conductors of vehicles shall be in the form of Schedule B hereto or to the like effect, and shall be made out, numbered, and registered by the Council Clerk.
6. Every license granted by the Mayor shall bear the impression of the Seal of the said Borough Council, and shall be signed by the Mayor and countersigned by the Council Clerk, and shall be in force until the thirty-first day of December next ensuing the date thereof, and no such license shall include more than one vehicle, and shall state the number of passengers such vehicle shall be permitted to carry.
7. For every vehicle license and for every renewal thereof there shall be paid to the said Borough Council the sum of two pounds annually if the license be granted on or after the first day of January and on or before the thirty-first day of March in every year, and if after that date then in the following proportions:—If on or before the thirtieth day of June the sum of thirty (30) shillings, if on or before the thirtieth day of September the sum of twenty (20) shillings, and if after that date the sum of ten (10) shillings.
8. For every conductor's or driver's license and for every renewal thereof there shall be paid to the said Borough Council the sum of five shillings.
9. The person or persons in whose name or names a license shall have been obtained shall be deemed the proprietor of the vehicle in respect of which such license shall have been taken out.
10. No license shall be granted to any person to drive any vehicle unless he be above seventeen years of age, nor to act as conductor unless he be fourteen years of age.
11. Every driver or conductor licensed under these By-laws shall whilst driving or conducting any vehicle, wear a badge on the left breast outside his clothing, such badge to be furnished free of charge at the time of the issue of the license, and the said driver or conductor shall keep the same clean and in good order.
12. No proprietor shall be at liberty to part with or lend his license, and any proprietor transferring or selling his licensed vehicle shall immediately give notice thereof to the Council Clerk, and the transferee or purchaser shall thereupon apply to have the license transferred to him, and shall sign his name in the books of the said Borough Council and on the license, and until this By-law shall have been complied with the transferor or seller shall remain liable as owner for breach of any of these By-laws, and no transferee or purchaser shall use such vehicle or allow it to ply for hire until this By-law shall have been so complied with.
13. No driver or conductor of any licensed vehicle shall lend or part with his license, nor shall the proprietor of any such vehicle employ an unlicensed person as the driver or conductor thereof.
14. Every proprietor, driver, or conductor of any vehicle, and every vehicle shall be deemed to be licensed under these By-laws on the production by the Inspector of the License Register Book containing a copy of any such license; and it shall not be necessary to call upon the person prosecuted to produce the original license to enable the prosecutor to give secondary evidence of its contents.
15. Every person or persons and all and every vehicle shall be deemed to be unlicensed unless it appears, on the production of the License Register Book by the Inspector, that a license had been duly issued.
16. The license of the proprietor, driver, or conductor of any vehicle may be cancelled or suspended by the Mayor for the time being of the said Borough Council as he shall deem right (after three days notice in writing signed by the Council Clerk and served upon such proprietor, driver, or conductor, or left at his usual place of abode, calling upon him to show cause why such license should not be cancelled or suspended, and opportunity given such proprietor, driver, or conductor to show such cause), in case either the proprietor, driver, or conductor shall have been convicted of two offences against these By-laws committed within a period of six months next preceding.
17. Such person or persons as may from time to time be appointed by the said Borough Council shall be the Inspector or Sub-Inspector of all licensed vehicles plying for hire within the said Borough, and such Inspector or Sub-Inspector shall as often as he or they may deem necessary inspect all licensed vehicles, and also the harness and horse or horses or other animal or animals used in drawing the same; and if such vehicles, horse or horses, animal or animals shall in his or their opinion be unfit for public use he shall report the same in writing to the Mayor who shall have power to suspend the license of such vehicle until such vehicle, harness, horse or horses, or other animal or animals used in or drawing the same shall be in a fit state for public use, and it shall be the special duty of such Inspector at all times to see that as far as possible these By-laws are duly observed and enforced.
18. No proprietor, driver, or conductor of any vehicle nor any other person, shall hinder or obstruct such Inspector or Sub-Inspectors in the execution of any of his or their duties.
19. The number of the license granted for every omnibus or car in figures not less than four inches in height, and for every hackney carriage, cab, or buggy in figures not less than two inches in height and of proportionate breadth, white upon a ground of black, shall be printed or painted outside on the panel of the door or doors of such vehicles, or on a plate or plates fixed thereon, and also upon each lamp used upon such vehicle as the Inspector may direct, and the proprietor of such omnibus or car, hackney carriage, cab, or buggy shall keep such number on such panel of the door or doors or on such place or places as aforesaid legible and undefaced during all the time such vehicle shall ply or be used for hire.
20. The number of the license of every omnibus or car, or hackney carriage or cab, or buggy on a card or plate six inches by three inches, printed or painted in clear legible figures, and the table of fares so indorsed by the Mayor upon such license as aforesaid, shall be affixed at the upper part of the front panel or in such other place inside of such omnibus or car, or hackney carriage or cab, or buggy, as the Inspector may direct, and the proprietor of such omnibus or car, hackney carriage, cab, or buggy, shall keep such card or plate so affixed and legible and undefaced during all the time the omnibus or car, hackney carriage, cab, or buggy shall ply or be used for hire.
21. No proprietor or driver of any licensed vehicle shall demand more than the several fares indorsed on the license of such vehicle.
23. The places specified in Schedule C hereto annexed are hereby respectively appointed public stands for licensed vehicles, provided that the Council may from time to time, as they shall see fit, abolish or alter the number and situation of the above stands.
24. The proprietor or driver of any licensed vehicle shall not permit the same to stand for hire except at or from an appointed stand.
25. The driver of any omnibus having started with such omnibus from any public stand shall complete the journey to the other stand without turning round or leaving High-street; and the driver of any omnibus who shall have started from or having passed the public stand at the southern side of High-street, next to where the Great Northern Railway crosses High-street, shall not turn his omnibus round or leave High-street until he reaches the public stand on the north side High-street at its junction with Hannan-street.
26. The driver of any omnibus shall not ply for hire at the public stand in Elgin-street, nor shall such driver be on such stand with his omnibus at any time other than ten minutes before the arrival of any passenger train and five minutes after its departure. Nor shall the driver of any omnibus proceed to the said stand in Elgin-street by any other route than along the said Elgin-street, and shall only be in such street for the *bonâ fide* purpose of proceeding to each public stand to meet passenger trains.
27. No driver or conductor of any vehicle whilst standing at his proper stand (or on Sundays in any part of the said Borough) shall endeavour to attract notice by shouting, ringing of bells, blowing of horns, or other noise, nor shall deceive any person in respect of the route or destination of such vehicle by word or sign.
28. The first omnibus or car that arrives at any public stand shall be the first to start therefrom, and the others in due rotation in the order in which they arrive at such stands, at intervals of not less than ten minutes.
29. At every second vehicle on every stand there shall be left a space of at least ten feet for passengers on foot to pass through.
30. Every vehicle on its arrival at any such public stand shall be drawn at the end of and be the last of the rank of any vehicles that may be there on such stand and at every public stand. All vehicles shall be arranged in single rank only.
31. No driver of any vehicle shall suffer the same to stand or loiter in any street, or alongside any other vehicle, nor obstruct the driver or conductor of any other vehicle in taking up or setting down any person, or wilfully or wrongfully or forcibly prevent or endeavour to prevent the driver or conductor of any other vehicle from taking a passenger or fare.
32. No driver or conductor shall, when standing on a public stand or plying for hire, be at such a distance from the horse or horses attached thereto, as to prevent his having control over the same, nor shall the driver or conductor at any time stand by or remain on the footway or pavement of the street next adjoining any public stand, but every driver and conductor when not actually employed in or about his vehicle, shall remain on the driving box or steps of his vehicle and not elsewhere.
33. The driver of any vehicle taking up or setting down passengers at any place of public worship or public amusement, or at any public meeting within the said Borough of West Maitland, or who is waiting for any of those purposes, shall obey the directions of the Inspector as to the taking up or setting down, or waiting for passengers, and as to the order and place in which any vehicle shall stand, and every driver shall

perform his duty in a careful and quiet manner, and shall not push into or get out of the line or position fixed for the vehicles so as to endeavour to arrive at his place of destination before any other vehicle, the driver whereof, from its position would have a prior right to take up or set down passengers.

34. No driver or conductor of any vehicle shall, whilst driving, loading, or unloading, or attending any vehicle or whilst on any public stand wilfully or negligently do or cause or suffer to be done any damage to the person or property of any one, or be guilty of any breach of the peace, misconduct, or ill-behaviour, or be intoxicated or make use of any threatening, obscene, indecent, profane, abusive, or insulting language, sign, or gesticulation, but shall at all times be sober and careful in the discharge of his duties.

35. Every driver whilst engaged in taking up or setting down any passenger, shall during such taking up or setting down place his vehicle as near as conveniently may be to that side of the street (and at a line with the kerbstone or edge of the footpath) at which such taking up or setting down is required.

36. No driver shall, except when standing on an appointed stand, permit his vehicle with or without a horse or horses, to stand in any part of the said Borough longer than may be absolutely necessary for loading or unloading, or for taking up or setting down passengers, nor shall he cause any obstruction in any part of the said Borough.

37. Every driver of any vehicle shall keep the same on the left or near side of the road, and shall permit any other vehicle to pass, having the right so to do, and when about to stop such driver shall raise his whip straight up so as to warn the driver of any vehicle that may be behind.

38. The driver of every vehicle in turning the corner of any street within the said Borough, shall bring the horse or horses drawing such vehicle to a walking pace.

39. No omnibus shall pass another omnibus proceeding in the same direction if the latter be proceeding on its journey at a pace faster than a walk.

40. No licensed vehicle shall be drawn at a pace faster than that commonly known as trotting. And in the event of the conviction of any driver for a breach of this by-law his license shall be cancelled by the Mayor.

41. The proprietor of every vehicle shall at all times when the same is plying or employed for hire, make and keep it clean, strong, and in good order in all respects, and if with windows they shall be sound and unbroken, with the leathers or lifts suitably attached to the frames. The horse or horses shall be able and sufficient for their work, free from disease, and properly broken into harness; the harness for each horse shall be perfect, good, and sufficient for the purpose; and every driver or conductor shall be clean in his person, and wear a good hat and other clean and respectable clothes, and conduct himself in a proper and decorous manner.

42. No person suffering from an infectious or contagious disease shall ride in or upon any licensed vehicle, and no driver or conductor shall knowingly carry, or permit to be carried, any such person or (except to some police office or watch-house) any corpse or any person in a state of intoxication, or who is so noisily or violently conducting himself, or otherwise so misbehaving as to occasion any annoyance or to disturb the public peace. And no passenger shall carry inside any vehicle any animal or any substance of an offensive character, or that might soil or damage the vehicle, or the apparel of other passengers; and no driver or conductor shall sleep in or upon any licensed vehicle, or use the same for eating his meals therein.

43. No driver of any vehicle shall carry more passengers than his vehicle is licensed to carry, nor shall the driver of any cab carry any passenger or other person, on the driver's box or step behind the same, nor shall the driver or conductor of any omnibus or omnibus car permit or suffer any person, except the conductor to be on the foot-steps at the back of any such omnibus or omnibus car.

44. No driver or conductor shall smoke tobacco, cigars, or other thing, whilst driving or conducting any licensed vehicle engaged on any fare, nor shall any passenger smoke inside or on any vehicle without the permission of the driver, or against the wish of any passenger.

45. The driver and conductor of every licensed vehicle (if such vehicle has a conductor) shall be constantly attendant upon the same whenever standing, or whilst plying or engaged for hire.

46. Every licensed vehicle shall be provided with a lamp on each side of the same outside, and the driver of such vehicle, when plying for hire, between sunset and sunrise, shall light and keep such lamps lighted.

47. The driver of every omnibus and omnibus car shall provide and keep a lamp properly lighted in such a position inside of every such licensed vehicle as the inspector may direct, whenever such vehicle be plying for hire or engaged at any time between sunset and sunrise.

48. Every lamp used on the outside of any vehicle shall be such and so placed as to appear white on the front and outside and red behind.

49. Every omnibus for which a license shall hereafter be applied for shall be of the dimensions herein directed, and shall be provided with the fittings and furniture detailed and described as follows,—From floor to roof, in line with front of each seat, not less than five feet; from top of seat of cushion to roof not less than three feet six inches; each seat shall be not less than fourteen inches wide; space from seat to seat between the inside seats not less than two feet; the outside seats when not of the rustic pattern and all inside seats shall be furnished with good cushions; springs shall be provided to all window frames of an approved pattern effective to prevent noise; a bell or check string to warn the driver to stop when required; two lamps outside, one on each side of the omnibus, and one lamp inside of the colour prescribed by these By-laws.

50. When an application is made for a license for any other omnibus than those in use at the time of the passing of these By-laws, it shall be the duty of the Inspector to see that the fittings and furniture are complete, as detailed and provided for in the last preceding By-law, are properly affixed to such omnibus, and the Inspector shall not grant a certificate to any such omnibus unless it shall be of the dimensions set out in such By-law.

51. Any person having engaged any licensed vehicle and not paying the charge so endorsed as aforesaid upon the license of such vehicle when demanded, shall on conviction forfeit and pay the proprietor or driver of such vehicle such charge, together with such further sum for damages, costs, and expenses for loss of time or otherwise as the convicting Justices shall in their discretion think proper.

52. No vehicle which shall be let to hire by special agreement only, or only when bespoken at the stables or residence of its owner, and which shall never publicly ply for hire off the premises of its owner, shall be deemed a licensed vehicle within the meaning of these By-laws; nor shall the proprietor, driver, or conductor of such vehicle be subject to the provisions thereof in any respect whatever.

53. For every offence against the provisions of these By-laws the offender shall be liable to and shall pay a penalty not exceeding ten pounds nor less than five shillings; and such penalty shall be recoverable before any two Justices in Petty Sessions according to the provisions of the Act fourteen Victoria number forty-three and the Acts therein adopted.

#### SCHEDULE A.

##### *A Requisition for License.*

To the Borough Council of West Maitland.

I residing in Street, do hereby request that a license may be granted to me to within the said Borough.

Dated the day of , 187 .

#### SCHEDULE B.

##### *License.*

This is to certify that is hereby licensed to a certain number within the Borough of West Maitland, from the day of the date hereof to the thirty-first day of December next, subject nevertheless to all and every the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Borough Council of West Maitland this day of 187 .  
Mayor.

#### SCHEDULE C.

##### *Public Stands.*

The north side of High-street from its junction with Hannan-street to the western side of the Court House.

The southern side of High-street, next to where the Great Northern Railway Line crosses High-street, and along that side of the said street a distance of one hundred feet.

The western side of Elgin-street near the Railway Station.

Made and passed by the Borough Council of West Maitland this day of A.D. 187 .

Mayor.

Council Clerk.

Made and passed by the Borough Council of West Maitland, this thirteenth day of November, A.D. 1877.

JAMES WOLSTENHOLME,

Mayor.

THOMAS HUGHES, Council Clerk.



1877-8.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(MUNICIPAL DISTRICT OF GULGONG—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 15th January, 1878.

## MUNICIPAL DISTRICT OF GULGONG.

## BY-LAWS.

THE following By-laws made by the Council of the Municipal District of Gulgong, for regulating the proceedings of the Council, the collection of rates, and for the general good rule and government of the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

## MUNICIPALITY OF GULGONG.

BY-LAWS to regulate the proceedings of the Municipal Council of Gulgong, the collection of rates, and for the general good rule and government of the Municipality.

## Preamble.

WHEREAS it is expedient that provision should be made for regulating the proceedings of the Council of the Municipality of Gulgong, it is hereby ordered by the said Council, by virtue of the powers and authority vested in the said Council in that behalf, that the following shall be the By-laws and Standing Orders for regulating the proceedings of the said Council, &c.

## PART I.

*Proceedings of the Council and Committees, preservation of order at Council Meetings, duties of officers and servants, &c.*

## Meetings of the Council.

1. The Council shall meet for the dispatch of business at the hour of 7 p.m. on every alternate Wednesday, unless such day shall happen to be a public holiday; in the latter case the meeting shall be held on such other day as the Council may appoint.

## Election of Chairman in absence of Mayor.

2. If at any meeting of the Council the Mayor shall not attend within thirty minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting. Whenever there shall be an adjournment of any meeting for want of a quorum, the names of the members present shall be taken down, and shall be recorded in the minute book.

## Standing Orders of the Council.

3. All questions duly proposed and seconded shall be put by the Mayor or Chairman, and the sense of the Council thereon shall be declared by him.

4. The Mayor or Chairman shall preserve order, and his decision on disputed points of order shall be final.

5. Every member of the Council who shall commit a breach of any section of this "Part" of the By-laws, or who shall move or attempt to move any motion or amendment embodying any matter as to which the Council has no legal jurisdiction, or who shall in any other way raise or attempt to raise any question, or shall address, or attempt to address the Council, upon any subject which the said Council has no legal right to entertain or to discuss, or who shall use any other language which, according to the common usage of gentlemen, would be held disorderly, or who shall say or do anything calculated to bring the Council into contempt, shall be out of order.

6. A member called to order shall withdraw while the question of order is being discussed and decided upon, unless specially permitted to offer an explanation, retraction, or apology; but on obtaining such special permission, such member may explain, retract, or apologize for the matter or remark alleged to have been out of order; and if such explanation, retraction, or apology be deemed satisfactory, no further discussion on the question of order shall be permitted. If any member, on being called to order, shall ask such permission to explain, retract, or apologize as aforesaid, the Mayor or Chairman may, of his own authority, grant or refuse such permission as he may think fit, unless any member shall require the sense of the Council to be taken on this question. In such case it shall be the duty of the Mayor or Chairman to take the sense of the Council at once, and without discussion, as to whether such permission shall be granted. And when any such explanation, retraction, or apology shall have been made or offered by permission of the Mayor or Chairman, the latter shall in like manner decide, or if required so to do, shall take the sense of the Council as to whether such explanation, retraction, or apology is considered sufficient. If such permission be refused, or if such explanation, retraction, or apology be considered insufficient, the question of order shall be considered and decided before any other business is proceeded with: Provided that if such Mayor or Chairman shall have decided the question of order before any member shall have required the sense of the Council to be taken in reference thereto, such question of order shall not be re-opened. And provided further, that nothing herein contained shall be



held to affect the right of such Mayor or Chairman to decide finally, as hereinbefore provided, upon any such point of order after the same shall have been discussed.

7. No member shall deviate from the subject under debate, or make personal reflections on any other member.

8. The Mayor or Presiding Alderman may, without waiting for the interposition of any member of the Council, call to order any member proceeding to speak a second time on the same question (except in explanation, and without introducing any new matter). The member introducing a motion to have the right of reply; and every member shall have the liberty of speaking once on every amendment, as well as on the original motion.

9. Any Alderman may at any time call the attention of the Mayor to any Alderman being out of order, or to any other point of order.

10. The Council shall vote by show of hands, but any Alderman may divide the Council on any question, both in full Council or in Committee of the Whole, in which case every Alderman there present shall be compelled to vote; and all divisions shall be entered in the Minute Book.

11. No notice shall be taken by the Mayor or Presiding Alderman of any motion unless it be seconded.

12. All notices of motion or amendment thereon shall be in writing, dated and signed by the Alderman proposing the same, previous to being handed to the Council Clerk, and shall not be withdrawn without the leave of the majority of the Council.

#### Order of business.

13. 1. Reading and confirming Minutes of last meeting.
2. Reading copies of letters sent.
3. Reading letters received, and ordering thereon.
4. Presentation of Petitions.
5. Miscellaneous (considering tenders, &c.)
6. Considering reports of Committees.
7. Motions of which notice has been given.
8. Orders of the Day.

Provided that the Council may, by resolution without notice, entertain any particular motion or deal with any particular matter of business out of its regular order on the business paper, without any formal suspension of this section; and may in like manner direct that any particular motion or matter of business shall have precedence at a future meeting.

#### Time for speaking.

14. No member shall speak on any motion or amendment longer than ten minutes, unless by permission from the Council.

#### Adjournment of debate.

15. A debate may be adjourned to a later hour of the same day, or to another day specified.

#### Member entitled to pre-audience.

16. The member upon whose motion any debate shall be adjourned shall be entitled to pre-audience on the resumption of the debate.

#### Motion for adjournment.

17. Any motion for adjournment, if seconded, shall be immediately put without discussion; but if such motion be negatived it shall not be competent for any member to make a like motion until the lapse of a quarter of an hour.

#### Rescinding resolution.

18. It shall be competent to give notice of motion for the rescinding of any resolution on the same day on which such resolution shall have been passed by the Council.

#### Call of the whole Council.

19. No motion, the effect of which if carried would be to rescind any motion which has already passed the Council, shall be entered on the business paper unless a call of the whole Council has been duly made.

#### Call—how ordered.

20. A call of the Council may be ordered by resolution, without notice, for the consideration of any question of which previous notice has been given.

#### Mode of proceeding.

21. The call shall be made immediately before the motion or business for which such call has been ordered, or is required to be made by the last preceding section, shall be moved or considered. Such call shall be made as follows:—The Council Clerk shall call the names of all the members in their alphabetical order; each member present shall answer to his name as so called, and if any members are absent a record shall be made of such absence; but if leave of absence to any such member shall have been previously granted, or if such an excuse, in writing, shall have been forwarded to the Mayor or Council Clerk as a majority of the Council then present shall consider satisfactory, such absent member shall stand excused, and a record shall be made of such excuse, and of the reasons for the same.

#### Penalty for absence without legal excuse.

22. Any member of the Council who, having had notice of such call of the Council, shall not answer to his name as aforesaid, or who being absent, shall not be legally excused as aforesaid, or who, if absent and not so excused, shall fail to show that, by reason of extreme illness or any other sufficient cause, he has been unable to send an excuse, in writing, as aforesaid, or who, having answered to his name as aforesaid, shall not be present when a vote is taken on the motion or business as to which such call has been made as aforesaid, shall for every such offence be liable to a penalty of not less than ten shillings nor more than five pounds: Provided that if the consideration of every such motion or matter of business be adjourned to a future day, there shall be a further call on the resumption of such consideration, and the provisions herein, as to penalties for absence, shall have reference to such further call; and if there shall be more than one adjournment, this proviso shall be taken to extend to the resumption of the consideration of such motion or matter of business after every such adjournment.

#### Question to be read when required.

23. Any member may require the question under discussion to be read for his information at any time during the debate, but not so as to interrupt any other member whilst speaking.

#### Council Clerk to give notice of Committee meetings.

24. The Council Clerk shall call a meeting of any Committee when requested so to do by the Chairman or any three members of such Committee.

#### Petitions—no debate.

25. On the presentation of a Petition no debate shall take place until notice has been given in the usual manner, and the only question that can be entertained by the Council on the day of its presentation shall be that the Petition be received, or that it be referred to a Committee.

#### Language of petitions.

26. It shall be incumbent on any Alderman presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable.

#### Petitions of parties signing.

27. All petitions shall be received only as the petitions of the parties signing the same.

#### Committees.

28. Before appointing such special Committees as from time to time shall be found necessary, there shall be a Standing Finance Committee, which shall examine and check all accounts and shall watch generally over the collection and expenditure of the municipal revenues. They shall inquire and report from time to time as to all matters which they may consider to affect or be likely to affect the finances of the Municipality, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon. Such Committee shall be appointed by resolution of the Council within thirty days after the election of the Mayor for the municipal year.

#### Committee of the Whole.

29. The By-laws as to the proceedings of meetings of the Council shall be observed in Committee of the whole Council, except the rule limiting the times of speaking.

#### Chairman of Committees.

30. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, and such Chairman may direct the Council Clerk to call meetings whenever he shall think it expedient.

#### Report to be signed.

31. Every report of a Committee shall be signed by the Chairman thereof.

#### Funds of Municipality.

32. No work affecting the funds of the Municipality shall be undertaken until the probable expense be first ascertained by the Council, and all accounts to be paid by the Council shall be examined before any warrant shall be issued for the payment thereof: Provided that in cases of emergency the Mayor, with the assent of any two Aldermen, may authorize the expenditure of any sum not exceeding ten pounds, and such expenditure shall be reported to the Council at its next sitting.

#### Security.

33. In cases where security is required by the Municipalities Act of 1867, no security shall be accepted otherwise than by a vote of the Council.

#### Books and papers not to be shown.

34. No officer or servant appointed by the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of the Council, except as provided by law.

**Common Seal.**

35. The Common Seal shall not be affixed to any document without the express authority of the Council, and every impression thereof shall be verified by the signatures of the Mayor and Council Clerk, or in the absence of the Mayor by the signatures of three Aldermen and the Council Clerk.

**Seal, Charter, &c., where kept.**

36. The seal of the Municipality, and all charters, deeds, and records of the Council, shall be kept in the custody of the Council Clerk, unless the Council shall otherwise order.

**Records of transactions in Committee.**

37. The Chairman of each Standing Committee shall make or cause to be made, in a book to be kept by him for that purpose, memoranda of all transactions of such Committee, which book he shall, on ceasing to be such Chairman, hand over to his successor.

**How books of account are to be kept and inspected.**

38. The Treasurer shall keep such books of account, and such records, statements, and memoranda of receipts and expenditure, in such manner and form as the Council may from time to time direct. It shall be the duty of the Finance Committee to inspect all such books of account, records, statements, and memoranda from time to time, to ascertain that the same are properly kept, and to report at once to the Council any act of neglect or appearance of inefficiency which they may have discovered in the keeping of the same; also to report to the Council, from time to time, any changes which such Committee may think advisable in the mode of keeping the accounts.

**Impression of Seal not to be taken, &c.**

39. No member or officer of the Council shall be at liberty to take any impression of the Corporate Seal, or to show, lay open, or expose any of the books or records of the Council to any person other than a member of the same without leave from such Council, except as otherwise provided by law. Any member or officer of the Council who shall be guilty of a breach of this section shall be liable on conviction, for the first offence, to a penalty of not less than five shillings nor more than two pounds; for a second offence, to a penalty of not less than one pound nor more than ten pounds; and for a third and every subsequent offence, to a penalty of not less than five pounds nor more than twenty-five pounds.

**Penalty for defacing or destroying record.**

40. Any person destroying, defacing, or altering any record of the Council, shall for every such offence be liable to a penalty of not less than five pounds nor more than twenty pounds.

**Notice to candidates for office.**

41. No appointment to any permanent office at the disposal of the Council shall take place until public notice shall have been given as hereinafter provided, inviting applications from qualified candidates for the same. The salary or allowance attached to such office shall in every case be fixed before such advertisement is published, and shall be stated in such advertisement.

**Mode of appointment.**

42. Every such appointment shall be made by ballot, in such mode as may at the time be determined on, whenever there is more than one candidate for such permanent office.

**Exceptional cases. ?**

43. Nothing herein contained shall be held to prevent the appointment by the Council, without advertisement, of any salaried officer or servant of the Corporation to any other permanent office or employment at the disposal of such Council to which no further salary is attached; or to prevent the appointment in like manner of any such officer or servant to any other office or employment of which the duties require only occasional attention and are to be paid for by allowances proportionate to the extent of such duties; or to prevent any similar employment or appointment by the Mayor or by any Committee or officer of the Council of any such officer or servant, under the authority of any By-law; or to prevent the employment, as may be from time to time found necessary, and as may be ordered by the Council or Chairman of Committee, of any workman or labourers on the public works of the Municipality.

**Bonds for good conduct.**

44. All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited with the attorney or bankers of the Corporation, as the Council may order, and no officer or servant of the Council shall be received as surety for any other such officer or servant.

**Duties of Council Clerk.**

45. The Council Clerk, in addition to the duties which by the Municipalities Act of 1867, or by the present or any other By-laws thereunder, he may be required to perform, shall be the Clerk of all Revision Courts held in the Municipality under the provisions of the said Municipalities Act. He shall also,

under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council. He shall likewise have charge of all the records of such Council, except such books or documents as may (as hereinbefore and hereinafter provided) be entrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

**Mode of calling for Tenders.**

46. Whenever it is decided that any work shall be executed or any materials supplied by contract, tenders for the execution of such work or the supply of such material shall be called for by public notice.

**PART II.****Collection and enforcement of rates.****Times and modes of collection.**

47. All rates levied or imposed by the Council under the provisions of the "Municipalities Act of 1867," and for the purposes mentioned in the said Act, shall be collected once a year. And such rate shall be held to be due and payable on and after such days as the Council shall by resolution appoint at the time of making or imposing such rate.

**Rates to be paid at office of Council Clerk.**

48. All rates made and authorized by the Council shall be paid within the time prescribed by the Act at the Council Chamber of the Municipality, at such hours and such days as the Council shall from time to time appoint.

**Unpaid rates.**

49. The Council Clerk shall prepare, at such times as may be ordered by direction of the Mayor, a list of the names of all persons whose rates are unpaid at the expiration of the time fixed for the payment of the same; and the Mayor shall take immediate proceedings either by summons or by the issue of distress warrants against defaulters.

**Bailiff.**

50. The Bailiff shall be appointed by resolution of the Council, and shall be at any time removable by a like resolution, or by the 152nd clause of the Act, and shall give such security as the Council shall approve of for the faithful performance of the duties of such office.

**Levies and distresses.**

51. The Bailiff shall make all levies and distresses for the recovery of rates under the warrant of the Mayor; such warrant to be made in accordance with the form in Schedule hereto annexed marked A.

**Entry and levy.**

52. The Bailiff shall be paid for entry and levy made under these By-laws according to the Schedule annexed marked C.

**Making a distress.**

53. At the time of making a distress the Bailiff shall forthwith make out a written inventory in the form or to the effect of the Schedule annexed marked B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf, resident in the place where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted in some conspicuous part of the land or premises on which the distress has been made, and the Bailiff shall deliver a copy of such inventory to the Council Clerk for the information of all parties concerned.

**Bailiff to enter upon land, &c.**

54. It shall be lawful for the Bailiff, and such assistants as he may require, to enter into any part of the land, building, tenement, or other property in respect of which a warrant has been issued for the recovery of any rate or rates as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property in charge thereof; and if the sum for which distress shall have been made or taken shall not be paid on or before the expiration of five days, it shall be lawful to sell the goods so distrained or a sufficient portion thereof, by public auction, either on the premises or at such other place within the Municipal District as the said Bailiff may think proper to remove them to for such purpose; and the surplus, if any, that may remain after deducting the sum distrained for, together with the expenses attendant upon such distress, shall be paid over on demand to the owner of the goods so sold: Provided always that nothing herein contained as to the time of sale shall apply to any crop of cereals, fruit, or vegetables, which may be growing at the time when such distress shall be made.

**The Bailiff may impound.**

55. The Bailiff when making a distress as aforesaid may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or in such part of the land or premises chargeable with the rate as shall be

most fit and convenient for such purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land and premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and to carry off and remove the same on account of the purchaser thereof.

*Goods how to be sold.*

56. The owner of any goods or chattels so distrained upon may, by writing, direct and specify the order in which they shall be successively sold, and the said goods and chattels shall in such case be put up for sale according to such direction.

*Proceeds of sale to be paid to Council Clerk.*

57. The Bailiff shall hand over to the Council Clerk all proceeds of such distresses within twenty-four hours after such sale, also the copy of every inventory and account of every such sale or sales.

*Bailiff may appoint deputy.*

58. The Bailiff, with the sanction in writing of the Mayor, may authorize any person, in writing, to act temporarily as his deputy, and the person thus authorized shall have and exercise for the time being all the powers of the Bailiff himself, but the Bailiff and his sureties shall in such case be held responsible for the act of such deputy.

### SCHEDULE A.

*Warrant of Distress.*

I,                     , Mayor of the Municipality of Gulgong, do hereby authorize you,                     , Bailiff of the said Municipality, to distrain the goods and chattels of the dwelling-house, or in and upon the land and premises of                     , situate at                     , for the sum of £                     , being the amount of municipal rates due to the said Municipality, to the                      day of                     , for the said dwelling-house, land or premises, as the case may be, and to proceed thereon for the recovery of the said rate according to law.

Dated this                      day of                     , 187                     .

Mayor.

### SCHEDULE B.

*Inventory.*

I HAVE this day, in virtue of a warrant under the hand of the Mayor of the Municipality of Gulgong, dated                     , of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house, or in or upon the land and premises of                     , situate at                     , within the said Municipality, for the sum of £                     , being the amount of rates due to the said Municipality to the day of                      187                     .

Dated this                      day of                     , 187                     .

Bailiff.

*(List to be appended.)*

### SCHEDULE C.

*Costs.*

	s.	d.
For every warrant of distress.....	4	0
For serving every warrant and making levy.....	2	6
For making and furnishing copy of inventory.....	2	6
For man in possession each day or part of a day.....	5	0
For sale and delivery of goods, any sum not exceeding one shilling in the pound on the gross proceeds of the sale, at the discretion of the Council, in addition to the costs of advertisements (if any).		

### PART III.

*Preventing and extinguishing fires.*

*Fire or combustible materials, &c.*

59. Every person who shall place, or knowingly permit to be placed, in any house, yard, workshop, out-offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger contiguous buildings, shall, on conviction of every such offence, forfeit and pay a penalty of not more than five pounds; and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials. And every such person who shall suffer any such fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for twenty-four hours after such conviction shall be deemed guilty of a further offence against this By-law.

*Inflammable fences, &c.*

60. Every person who shall erect any fence of brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack any inflammable material so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce thereof, or any chattels therein, shall forfeit on conviction for every such offence, a penalty of not more than five pounds, and shall also remove such fence, stack, or covering within a reasonable time after such conviction. And any person failing to remove such fence, stack, or covering within a reasonable time after such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

*Setting fire to matter.*

61. Every person who shall wilfully set fire to any inflammable matter whatsoever in the open air, without taking all due and proper precautions against the spreading of the said fire to the injury of himself and neighbours, shall forfeit a sum not exceeding five pounds.

*Wilfully setting fire to chimneys.*

62. Every person who wilfully sets or causes to be set on fire any chimney, flue, smoke-vent, or stove-pipe, herein called in common "chimney," shall forfeit a sum not exceeding five pounds.

*Negligently suffering chimney to be on fire.*

63. If any chimney catch or be on fire the person occupying or using the premises in which such chimney is situated shall forfeit a sum not exceeding forty shillings: Provided always that such forfeiture shall not be incurred if such person prove to the satisfaction of the Justices before whom the case is heard, that such fire was in no wise owing to the omission, neglect, or carelessness, whether with respect to cleansing such chimney or otherwise, of himself or his servant.

*Occupier of house to keep water.*

64. For the extinguishing of fires, the occupier of every dwelling-house, warehouse, or shop, or other building within the boundaries of the Town of Gulgong, shall at all times keep therein or upon the land appertaining thereto, in some fit butt or tank, water in quantity not less than fifty gallons; and every such occupier who shall make default contrary to this section shall forfeit a sum not exceeding twenty shillings.

*Compensation for attendance at fires.*

65. There shall be paid out of the municipal funds to the owner of every licensed water-cart who shall have attended with any water at the place of any fire, as herein provided, and delivered the same as required for extinguishing such fire, such reasonable compensation as the Council shall, by resolution, have appointed in that behalf; and also to such owners of such carts as shall have first and second in order attended with loads of water such further sums by way of reward as the Council may by similar resolutions have fixed.

### PART IV.

*Streets and public places, public health and decency.*

*Driving carriages, &c., on footpaths, &c.*

66. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriageway or footway of any street or other public place in the said Municipality,—or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street or other public place as that any blood or filth shall run or flow upon or over or be on any or either of any such carriage or foot way,—or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed, upon any of the said footways of any such street or public place, any waggon, cart, dray, sledge, or other carriage, or any wheel, wheelbarrow, handbarrow, or truck, or any hogshead, cask, or barrel,—or shall wilfully lead, drive, or ride any horse, ass, or mule, or other beast, upon any such footway,—shall upon conviction forfeit and pay, for the first offence a sum not exceeding forty shillings nor less than five shillings, for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

*Dead animals, &c., not to be thrown in any public watercourse, &c.*

67. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning, into any public watercourse, sewer, waterhole, river, creek, or canal,—or who shall suffer slops, suds, or filth of any kind to flow from his or her premises into any such watercourse, sewer, waterhole, river, creek, or canal,—or who shall permit or suffer any such slops, suds, or filth to flow from his or her premises over any of the footways or streets of the Municipality,—or shall permit or cause, by means of pipes, shoots, channels, or other contrivances, filth of any kind whatsoever to flow into any public watercourse,

sewer, waterhole, river, creek, or canal,—or shall obstruct or divert from its channel any such sewer, or watercourse, river, creek, or canal, shall forfeit any sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction, or of restoring such sewer, watercourse, river, creek, or canal, to its proper channel.

Swine not to be kept, &c.

68. Any person who shall breed, feed, or keep any kind of swine in any house, building, yard, garden, or other hereditament, situate and being in or within 40 yards of any street or public place in the said Municipality,—or shall suffer any kind of swine, or any horse, ass, mule, sheep, goat, or other cattle, belonging to him or her, or under his or her charge, to stray or go about, or to be tethered or depastured, in any such street or public place,—shall on conviction forfeit and pay for such offence a sum not exceeding forty shillings nor less than five shillings.

As to private avenues.

69. Any owner or occupier of any house or place within the said Municipality who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Cleansing butchers' shambles, slaughter-houses, &c.

70. For preserving the cleanliness of the said Municipality, and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect the butchers' shambles, slaughter-houses, boiling-down establishments, tanneries, and felmongering establishments in the said Municipality, and to give such directions concerning the cleansing the said shambles, slaughter-houses, tanneries, and establishments both within and without as to him shall seem needful; and any butcher, or the owner or occupier of any such shamble, slaughter-house, tannery, or establishment, who shall refuse or neglect to comply with such directions within a reasonable time shall forfeit and pay a sum not exceeding ten pounds nor less than ten shillings.

Inspection of premises.

71. Upon the reasonable complaint of any householder, that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of; and the officer of the Council shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose.

Wells to be covered over. Penalty.

72. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway within the limits of the said Municipality, or at the side of or in any yard or place open or exposed to such street, road, or footway, shall cause such well to be securely and permanently covered over; and if any person having any such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last-known place of abode, or on the said premises, shall on conviction forfeit and pay not less than two shillings and sixpence nor more than twenty shillings; and for every day after such notice that such well shall remain open and uncovered contrary to the provisions hereof such person shall be deemed guilty of a separate offence against this By-law.

Drawing or trailing timber.

73. Any person who shall haul or draw, or cause to be hauled or drawn upon any part of any street or public place within the said Municipality any timber, stone, or other thing otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of any such vehicle or barrow so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings over and above the damages occasioned thereby.

Driving carriages, &c., on footways.

74. Any person who shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said footways of any such street or public place any waggon, cart, dray, barrow, or truck, or any hog-head, cask, or barrel, or shall wilfully lead, drive, ride, or leave standing or fastened up any horse, ass, or mule, or other beast upon any such footway, shall upon conviction forfeit and pay

for the first offence a sum not exceeding forty shillings nor less than five shillings, for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Riding on drays, careless driving, &c.

75. If the driver of any waggon, cart, or dray of any kind shall ride upon any such carriage in any such street as aforesaid not having some person on foot to guide the same (such carts as are drawn by one horse and driven or guided with reins only excepted), or if the driver of any carriage whatsoever shall wilfully be at such a distance from such carriage or in such a situation that he cannot have the direction and government of the horse or horses or cattle drawing the same, or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever meeting any other carriage shall not keep his vehicle on the left or near side of the road, or if any person shall in any manner wilfully prevent any other person or persons from passing him or her or any carriage under his or her care upon such street, or by negligence or misbehaviour prevent, hinder, or interrupt the free passage of any carriage, or person in or upon the same, every such driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Traffic may be stopped temporarily.

76. The Council, or any officer or person acting under the authority of such Council, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped temporarily for the purpose of repairing the same.

Injury to curbstones, guttering, &c.

77. No driver, earter, or other person, shall wilfully or negligently do or suffer, or cause to be done, any damage or injury to the curbstones, gutters, or pathways of any street or roadway.

Orange peel on footpaths.

78. Any person throwing orange peel on the footpaths of the Town of Gulgong shall on conviction forfeit and pay a sum not exceeding twenty shillings.

Destroying pathways or roads.

79. No person shall be allowed to alter, cut up, or destroy the pathways or roads, or to remove loam, sand, or gravel from any of the streets or roads of the Municipality without the authority of the Council, and for such authority a fee of one shilling shall be paid.

Placing materials on streets, &c.

80. No person shall be allowed to place on the streets or pathways building materials otherwise than is absolutely necessary, and by the sanction in writing of the Mayor or Council Clerk, and no person shall be allowed to have water-holes or excavations for cellars or other purposes in or adjoining any public place unfenced, or in such a manner as to be dangerous to passers by; and all places where buildings are being carried on, or where any obstruction to the danger of passers by exists, the person causing such obstruction shall be required to provide lights on either side, and keep the same lighted from sunset to sunrise, in default the Council shall provide the same at his or her expense.

Damaging trees and shrubs, &c.

81. No person shall destroy or damage any shrub or tree growing in any street or thoroughfare, or other public place within this Municipality, or injure any hedge, fence, gate, or building in any such street, thoroughfare, or public place, or set fire to any shrubs or trees, or to cut or remove any timber from any such street, thoroughfare, or public place aforesaid, or to destroy, tear, deface, or otherwise injure any notice, proclamation, or other document purporting to be under the authority of the Council, or of any officer of the said Council, which shall be affixed in any public place.

Persons bathing.

82. No person shall bathe within two hundred yards of any public road or place, unless in some enclosed place, or otherwise in such manner as not to offend against common decency.

Exposing goods for sale.

83. No person shall place or expose for sale on the pathways or streets, carts, goods, parcels, or produce of any kind whatever to the obstruction of the public.

Driving cattle, &c.

84. Any person driving cattle other than milkers, or horses, not under proper control within the boundaries of the Town of Gulgong, between the hours of 6 a.m. and 6 p.m., shall on conviction forfeit and pay a sum not less than two shillings for each beast, and not exceeding five pounds in the aggregate; and the burden of proving that any animals the subject of any information hereunder come within the above exceptions, shall be cast upon the defendant.

## Abandoned shafts, &amp;c.

85. Any person occupying unfenced lands within the municipal boundaries, whereon waterholes or abandoned shafts exist, shall be required to secure the same to the satisfaction of the Mayor and Council.

## Penalty.

86. For every offence against the provisions of the By-laws of this Municipality, except as otherwise provided, the offender shall be liable to and shall pay a penalty not exceeding ten pounds nor less than two shillings and sixpence, to be recovered in a summary way before any two Justices of the Peace; and all other penalties and fines imposed by such By-laws, except as otherwise provided, shall be recoverable in a summary way before any two Justices of the Peace.

## Open spaces and steps to be enclosed.

87. Every owner or occupier of any house, building, premises or land within the said Town of Gulgong, having any entrance area, garden, or other open space, or any vacant building lot, waterhole, or excavated space adjoining the footway of any street or public place in such town, shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and repassing; and every such owner or occupier of any such house, building, premises, or land, having any steps adjoining the footway of any such street or public place shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent the like danger to persons passing and repassing; and on failure thereof, every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay any sum not being less than forty shillings nor more than five pounds. And every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid within five days after any such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

## Blasting rock.

88. Any person who shall be desirous of blasting any rock within thirty (30) yards of any street or public place in the Town of Gulgong shall give notice in writing twenty-four hours previously to the Council Clerk, who shall appoint a time when the same may take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the said Council Clerk, he or she shall on conviction forfeit and pay for every such offence any sum not less than five pounds nor more than twenty pounds.

## Injuring or extinguishing lamps.

89. Any person who shall wantonly or maliciously break or injure any lamp or lamp-post, or extinguish any lamp set up for public convenience in the said Municipality, shall, over and above the necessary expense of repairing the injury committed, forfeit and pay for every such offence any sum not less than one pound nor more than five pounds.

## Houses of ill-fame.

90. Upon representation by any respectable ratepayer that any house or premises within the Municipality and near to the residence of such ratepayer is of ill-fame, it shall be lawful for the By-law Committee to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupation of all the inmates of the said house or premises, and upon non-compliance with such request, or if upon consideration the said Committee consider the house to be one of ill-fame, they shall with the sanction of the Council declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice. And if such nuisance be not so abated, the holder of such house or premises, or other person residing or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds. And if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum of not less than five pounds nor more than fifty pounds. And if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house, or other person residing or being therein as aforesaid, shall for such third offence forfeit and pay any sum not less than ten pounds nor more than fifty pounds.

## Deposit of refuse.

91. Any person who shall throw, cast, or lay any refuse or rubbish within the boundaries of the town, except at the depôts proclaimed for that purpose by the Council, shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

## PART V.

*Public Exhibitions, &c.*

Exhibitions, &c., to be licensed.

92. No exhibition, other than exhibitions licensed by the Colonial Secretary under the provisions of the Act 14 Vic. No. 23, or as amended by 36 Vic. No. 8, or exhibitions of a temporary character hereinafter specially provided for, shall be held or kept for hire or profit within the said Municipality; nor shall any bowling-alley or other place of public amusement, other than a place licensed as aforesaid, or a place for temporary amusement hereinafter specially provided for, be used as such, for hire or profit, within the said Municipality, unless and until the same shall be duly registered as hereinafter prescribed.

## Temporary license by Mayor.

93. It shall be lawful for the Mayor, by writing under his hand, and without charge, to permit any such exhibition as aforesaid, other than an exhibition requiring to be licensed by the Colonial Secretary under the said Act, and which shall not be held or kept for more than one week; and in like manner to allow any place within the said Municipality to be used for purposes of public amusement, other than entertainments requiring to be licensed as aforesaid, for not more than one week: Provided that it shall be incumbent upon such Mayor to inquire strictly as to the nature of such proposed exhibition or amusement before granting such permission, and to refuse such permission if it shall appear that such proposed exhibition or amusement is of such a nature as to require to be licensed by the Colonial Secretary as aforesaid, or if there shall be reasonable cause for believing that such exhibition or amusement will be likely to entail any violation of public decency, to endanger the public peace, or to be a nuisance to any inhabitant of the Municipality. Every person holding or keeping any such exhibition or using any place within the said Municipality for public amusement as aforesaid, or causing or permitting such place to be so used, without such permission of such Mayor, shall forfeit and pay a sum of not less than five shillings nor more than forty shillings for every day that such exhibition shall be so held or kept, or such place shall be so used for public amusement as aforesaid.

## Public buildings, &amp;c., to be registered.

94. Every occupier of any building or ground in which any exhibition is held or kept, or any public amusement conducted as aforesaid, shall in each year register at the office of the Council such building or ground, together with the situation and description thereof, and of the exhibition proposed to be held or kept, or the public amusement proposed to be conducted as aforesaid in or upon such building or ground, and the name of such occupier. And every person who causes, and every occupier of any such building or land who permits any such exhibition to be held or kept, or any public amusement to be conducted, for a longer period than one week, in or on any such building or land not being registered for the purpose, or without such certificate of registration as hereinafter mentioned having been obtained for the same, shall forfeit for every such offence any sum not less than one pound nor more than twenty pounds.

## Certificate of registration.

95. The Council, upon the written application of any such occupier as aforesaid, stating the particulars aforesaid, and if upon inspection by the proper officer, the building or land shall have been found to be secure and proper for the purpose stated, and if the proposed exhibition or amusement shall not be such as to require a license from the Colonial Secretary as aforesaid, and shall not be thought likely to entail any violation of public decency, or to endanger the public peace, or to be a nuisance to any inhabitant of the said Municipality, the said Council shall cause the aforesaid premises to be registered in a registry-book to be kept for that purpose; and shall thereupon grant to the applicant a certificate of such registration of such premises. And the said Council may at any time, and for any of the causes hereafter mentioned, suspend for a stated period the effect of, or cancel any such registration, and shall forthwith give notice of such suspension or cancellation to the occupier of the registered building or land; and during such suspension, or after such cancellation, such premises shall be deemed to be unregistered in respect of the purpose mentioned in the certificate of registration, and such certificate shall be of no force or virtue.

## Inspection.

96. The proper officer of the Council may, at all reasonable times, enter into and upon and inspect any such registered building or land.

## No exhibitions, &amp;c., on Sundays, &amp;c.

97. No such exhibition or place of public amusement as aforesaid shall be held or kept open or used for the purposes of such public amusements on Sunday, Christmas Day, or Good Friday. And every person offending against this By-law in this behalf shall, on conviction, forfeit and pay a sum not exceeding five pounds nor less than two pounds for every such offence.

## Registration fee.

98. For every such registration as aforesaid the occupier of the building or land so registered shall pay to the Council Clerk, for the benefit of the said Municipality, a fee of one pound; and every such registration, whenever the same may be made, shall be in force until the thirty-first day of December then next ensuing and no longer.

## Certificate of registration to operate as license.

99. The certificate of registration aforesaid shall be regarded as a license from the Council for the holding or keeping of the exhibition, or for carrying on of the public amusements therein mentioned, but for none other. Any occupier of such building or land who shall hold or keep therein or thereon any exhibition, or shall use such building or land for any public amusements other than such exhibition or amusements mentioned in such certificate or license shall, for every such offence, forfeit and pay any sum not less than ten shillings nor more than ten pounds.

## Unlawful games and exhibitions.

100. No license shall be granted as aforesaid to or for any building or land wherein or whereon any games with dice or other games of chance for money, or any bull-baiting, dog-fighting, cock-fighting, or other exhibitions or amusements opposed to public morality, or involving cruelty to animals, or likely to cause any breach of the peace, are proposed to be had, held, or carried on. And the occupier of any building or land so registered as aforesaid who shall permit any such game of chance or exhibition or amusement as are in the section before mentioned to be had, held, or carried on in or upon such building shall, for every such offence, forfeit and pay a sum of not less than ten shillings nor more than ten pounds.

## Suspension or revocation of license.

101. The effect of any such registration as aforesaid may be suspended, or such registration may be cancelled as the Council shall think fit, for any of the following causes, namely:—Whenever the occupier of the registered building or land, or the manager of any such exhibition or amusement as aforesaid held, kept, conducted, or carried on in or upon such building or ground shall have been twice convicted of offences against these By-laws within a period of twelve months, or whenever it shall be shown to the satisfaction of the said Council that the Superintendent, Director, Manager, or other person in charge of any such exhibition or amusement is a confirmed drunkard, or that any such exhibition or amusement is being conducted in such a manner as to violate public decency, to endanger the public peace, or to become a nuisance to any inhabitants of the said Municipality: Provided that before any such suspension or cancellation as aforesaid the occupier of such registered building or land shall have notice of the fact that the said Council is about to consider whether there shall be any such suspension or cancellation, and of the causes for this proceeding, and shall be allowed to show cause against such suspension or cancellation before the same shall be ordered.

## Construction of term "occupier."

102. Any person who shall superintend, manage, or direct, or who shall be otherwise in charge of any such exhibition or public amusement as aforesaid, in or upon any such building or land as aforesaid, and who shall reside in or upon any such building or land wherein or whereon any such exhibition or public amusement shall be held, kept, or carried on, or who being the owner, lessee, or tenant of any such building or land, shall permit the same to be used for the purposes of any such exhibition or public amusement, shall be deemed the "occupier" of such building or land for all the purposes of these By-laws. And the said By-laws shall be held to be applicable in every case to any number of such occupiers as to any single occupier. And every such occupier whose name shall have been so registered as aforesaid shall be deemed and taken to be, and continue such occupier for all the purposes of these By-laws: Provided that in the event of any change in the occupancy of any such building or ground as aforesaid, it shall be competent for the parties concerned to notify the same, by writing under their hands, to the said Council Clerk, who shall lay such notification before the Council at its next meeting; and if after such inquiry as such Council may deem necessary there shall seem to be no valid objection to such change of occupancy, a corresponding entry shall be made in the registry aforesaid, and a new certificate shall be issued, which shall be in force until the then next ensuing 31st day of December and no longer. And for every such new certificate a fee of five shillings shall be paid to the Council Clerk for the benefit of the said Municipality. And any person who shall make any false statements in any such application or notice as aforesaid as to any of the facts or particulars required by these By-laws to be stated in such application or notice, shall for every such offence forfeit and pay any sum not less than one pound nor more than twenty pounds.

## PART VI.

## Public Vehicles.

## License.

103. No vehicle shall ply for hire, nor shall any person act as the driver or conductor of any such vehicle within the Municipality unless licensed in the manner hereinafter described, and that a separate license shall be taken out for each driver and each vehicle, and no transfer of any license for any such vehicle shall be obtained without permission of the Council.

## Schedule A.

104. Before any license for plying a vehicle, or to drive or conduct the same shall be granted, the party requiring such license shall obtain from the Council Clerk, free of charge, a requisition in the form of Schedule A hereto, or to the like effect, and shall duly fill up and sign the same and deliver it to the Council Clerk; and in the case of drivers and conductors, shall obtain a certificate from two respectable ratepayers to the effect that the applicant is of good character, and competent to act as such driver or conductor as the case may be. And meetings for the purpose of granting such licenses shall be held by the Mayor and Aldermen at the Council Chambers on such days as they may determine.

## Vehicles in bad condition.

105. No license shall be granted in respect of any vehicle which, in the opinion of the By-law Committee, or of the Mayor and any two Aldermen, shall be unsafe or in bad repair, or otherwise unfit for the accommodation and conveyance of passengers.

## Form of license, Schedule B.

106. Licenses for proprietors, drivers, or conductors of vehicles shall be in the form of Schedule B hereto, or to the like effect.

## License to continue in force to December 31st.

107. Every license granted under these By-laws shall be in force from the date of such license until the thirty-first day of December then next ensuing, and no such license shall include more than one vehicle: Provided that where the licensed vehicle shall be under repair, if the proprietor shall so desire, he may be permitted to substitute another for a period to be thereby specified by indorsement on the license, under the hand of the Council Clerk.

## Renewal of licenses.

108. Licenses may be renewed each year by indorsement thereon, under the hand of the Council Clerk for the time being.

## Fee for licenses, Schedule C.

109. For every such license and renewal thereof, there shall be paid to the Treasurer of the Municipality, for the benefit of such Municipality, the several rates set forth in Schedule C hereto.

## Licenses—how made out.

110. All licenses shall be made out by the Council Clerk, and numbered in such order as he may think fit.

## Not to part with or lend vehicle or license.

111. No proprietor shall be at liberty to part with or lend his license, nor to part with his licensed vehicle to any person, without the knowledge and approval of the Mayor, and the registry of the name of the purchaser in the books of the Council Clerk, and on the license granted for such vehicle; and any proprietor who shall part with his vehicle without such approval and registry shall be deemed the proprietor thereof, and subject as such to all the provisions of this By-law as fully as if no change of ownership had taken place; and the purchaser of such vehicle who shall allow the same to be used or ply for hire without such approval or registry, shall be subject to the same penalty as is imposed by this By-law for plying without a license.

## Who shall be deemed owner.

112. The person or persons in whose name or names a license shall appear to have been obtained shall be deemed the owner of the vehicle in respect of which the same shall have been taken out.

## License may be revoked or suspended.

113. The license of the proprietor, driver, or conductor of any vehicle may be revoked or suspended by the Mayor as he shall deem right (after three days' notice in writing given to such proprietor, driver, or conductor to show cause why the same should not be revoked or suspended, and opportunity thereupon given to show such cause) in case either the proprietor, driver, or conductor shall have been convicted of two offences against this "Part" of these By-laws, committed within a period of eight months next preceding.

**SCHEDULE A.**

*A Requisition for License to*

To the Municipal Council of Gulgong.

I, \_\_\_\_\_, residing in \_\_\_\_\_ street, do hereby request that a license may be granted to me to No. \_\_\_\_\_ within the said Municipality.

Dated \_\_\_\_\_, 187 .

**SCHEDULE B.**

*License.*

This is to certify that \_\_\_\_\_ is hereby licensed to a certain No. \_\_\_\_\_ within the Municipality of Gulgong, from the date hereof to the thirty-first day of December next, subject nevertheless to all and every the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Municipal Council of Gulgong, this \_\_\_\_\_ day of \_\_\_\_\_, 187 .

(L.S.) \_\_\_\_\_ Mayor.

Council Clerk.

**SCHEDULE C.**

*Table of Rates to be paid.*

	s.	d.
For vehicle .....	10	0
For driver .....	2	6
For transfer .....	2	6

**PART VII.**

*Carters, &c.*

*Licenses for carts.*

114. The Council may, from time to time, license to ply for hire within the said Municipality, carts approved of by the By-law Committee for any or either of the following purposes, namely: drawing wood, water, wash-dirt, quartz, earth, stone, gravel, timber, bricks, or for any other purpose, whether hired by the day or by the load, and whether driven by the owner or by any person in the owner's employ. Licenses may also be granted for the drivers of such carts to such persons as may be approved of by the By-law Committee, such licenses to be personal to the grantee and not transferable, but the license for any cart may be transferred with the cart to any person upon approval as aforesaid, and for every such license, &c.

*Application for license.*

115. Every such license shall be granted on the written application for the same of the owner, or if there be more owners than one, of some one owner of the cart to be licensed; and in every such application shall be set forth truly the name and surname and place of abode of the applicant, and the like shall be set forth in the license when granted, which should be in the form of Schedule B hereto, or to the like effect; and any person who shall willfully omit from any such application any particular hereby required to be stated therein, or shall willfully state anything falsely touching any such particular, shall forfeit a sum not exceeding five pounds.

*Numbering, &c., of licenses and carts.*

116. Every such license for a cart shall be numbered and registered by the Council Clerk, and shall be in force from the date thereof until the 31st day of December then next ensuing; and the owner named in any such license shall cause to be painted or marked, and to be kept so painted or marked, on some conspicuous place on the right or off side of the cart thereby licensed, the name of the Municipality, with the number of such license, in legible letters and figures one inch in length and of a proportionate depth, and the words "Licensed cart" in the like letters; and every such owner who shall omit or fail to comply with the provisions of this section shall forfeit a sum not exceeding forty shillings; and every such license for a driver shall be made out in the form of Schedule C, and shall be exhibited on demand to any person authorized for that purpose by the Council.

*Plying for hire, &c., without license, &c.*

117. If any owner of any cart permit the same to stand or ply for hire within the Municipality without having a license in force for such cart, licensing or authorizing such standing, plying for hire or use respectively within such Municipality, or if any person be found within such Municipality standing or plying for hire with any cart for which no such license is in force, or without having the name of the Municipality and the number of such license and the words "Licensed cart" displayed upon such cart openly and in manner herein provided; and every person acting as driver of any licensed cart so plying as aforesaid without holding a driver's license,—every such person so offending shall, on conviction, forfeit a sum not exceeding forty shillings.

*Leaving cart unattended, &c.*

118. If the driver of any cart shall leave the same unattended in any street, whether public or private, or shall go for a distance of more than two yards from the side of such cart, being in any such street, without passing through the near wheel or wheels thereof a suitable chain or chains so as effectually to prevent the rotation of such wheel or wheels, whether in any such case such cart be hired or not, such driver shall in every such case forfeit a sum not exceeding forty shillings for such offence.

*Lights for carts.*

119. The driver of every cart which shall, during the hours after sunset of any day and before sunrise of the following day, be in any street or public place within the said Municipality, shall keep a light attached to or suspended from the off or right side of such cart so as to be plainly visible to the driver of any carriage proceeding along or through such street or place in a contrary direction to that in which such first-mentioned cart shall be directed; and every driver who shall fail to comply with this section shall forfeit a sum not exceeding forty shillings.

*Interpretation.*

120. The word "cart" shall for the purposes of this Part of these By-laws include every waggon, dray, or other such carriage, whatever be its construction, drawn by horses or other animals, used for any of the purposes hereinbefore described in section 114.

**SCHEDULE A.**

*Table of Charges for Carters' Licenses.*

	s.	d.
For cart .....	5	0
For driver .....	1	0

**SCHEDULE B.**

*Municipality of Gulgong—Cart License, No.*

Issued to \_\_\_\_\_, subject nevertheless to all the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Municipal Council of Gulgong, this \_\_\_\_\_ day of \_\_\_\_\_, 187 .

(L.S.) \_\_\_\_\_ Mayor.  
Council Clerk.

**SCHEDULE C.**

*Municipality of Gulgong—Driver's License.*

Issued to \_\_\_\_\_, subject nevertheless to all the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Municipal Council of Gulgong, this \_\_\_\_\_ day of \_\_\_\_\_, 187 .

(L.S.) \_\_\_\_\_ Mayor.  
Council Clerk.

Passed by the Municipal Council of Gulgong, on the 18th day of September, 1877.

(L.S.) R. N. COLLINS, Mayor.

SAMUEL T. BISHOP, Council Clerk.

1877-8.

NEW SOUTH WALES.

**MUNICIPALITIES.**

(BOROUGH OF EAST ST. LEONARDS—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 15th May, 1878.

BOROUGH OF EAST ST. LEONARDS.

AMENDED BY-LAWS.

THE following By-laws made by the Borough Council of East St. Leonards, altering the day of meeting of the Council, in substitution of the 1st By-law of Part I, passed on the 9th May, 1872, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

BOROUGH OF EAST ST. LEONARDS.

BY-LAWS.

*Altering day for holding Ordinary Meetings of Council.*

1. The first of the By-laws of the Council of the Borough of East St. Leonards, published in the Supplementary Government Gazette of the 18th October, 1872, has been and is hereby repealed.

2. The Council shall for the future meet for the transaction of business on the first Tuesday in every month, unless such day shall happen to be a public holiday; in the latter case the meeting shall be held on such other day as the Mayor may appoint.

Passed by the Municipal Council of East St. Leonards, on the seventh day of March, in the year of our Lord, one thousand eight hundred and seventy-eight.

R. P. ABBOTT,  
Mayor.





1877-8.

## NEW SOUTH WALES.

## MUNICIPALITIES.

(BOROUGH OF RICHMOND—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,  
Sydney, 14th May, 1878.

## BOROUGH OF RICHMOND.

## BY-LAWS.

THE following By-laws made by the Council of the Borough of Richmond, for regulating their own proceedings and the duties of the officers and servants thereof, &c.; for determining the times and modes of collecting and enforcing payment of rates, &c.; for suppressing nuisances, &c.; as to streets; as to the public park; and for generally maintaining the good rule and government of the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

MICHAEL FITZPATRICK.

THE following By-laws made by the Municipal Council of Richmond, for regulating their own proceedings and the duties of their officers and servants; for preserving order at meetings of the Council; for determining the times and modes of collecting and enforcing payment of rates; for suppressing nuisances, and extirpating weeds; for delegating certain powers to the Mayor; for the management of the park, and generally for maintaining the good rule and government of the said Borough, are forwarded for the approval of His Excellency the Governor, in accordance with the requirements of the Municipalities Act, 1867.

## PART I.

*Meetings of Council.*

## Ordinary Meetings.

1. The Council shall meet for the despatch of business at the hour of eight p.m. on every alternate Wednesday, unless such day shall happen to be a public holiday; in the latter case the meeting shall be held on such other day as the Mayor may appoint, and each meeting may be adjourned from day to day or otherwise, until all the business then pending shall have been disposed of: Provided also, the Council may by resolution, appoint any other hour for adjournment.

Election of Chairman in absence of Mayor—Adjournment for want of a quorum.

2. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting, and no Alderman shall be allowed to leave the meeting after entering upon the business of such meeting, unless permission be given by the Mayor or Chairman then presiding. Whenever there shall be an adjournment of any such meeting for want of a quorum the names of the members present shall be taken down and recorded in the minute-book.

429—A

Order of business—Business of ordinary meetings—Business may be dealt with out of order.

3. The following shall be the order of business at all meetings of the Council, other than special meetings:—

1. The minutes of the last preceding meeting to be read, corrected, if erroneous, and verified by the signature of the Mayor or other Chairman. No discussion to be permitted on such minutes, except as to whether they are correct.
2. Petitions (if any) to be presented and dealt with.
3. Correspondence to be read and if necessary ordered upon.
4. Reports from Committees and minutes from the Mayor (if any), to be presented and ordered upon.
5. Questions as to any matters under the jurisdiction or within the official cognizance of the Council, to be put and replied to, and statements as to any facts, matters, or circumstances requiring attention by the Council, or any of its Committees or officers, to be made.
6. Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.
7. Orders of the day to be disposed of as they stand on the business paper: Provided that it shall be competent to the Council at any time by resolution, without notice to entertain any particular motion, or to deal with any particular matter of business, out of its regular order on the business paper without any formal suspension of this section. Also, and in like manner to direct that any particular motion or matter of business shall have precedence at a future meeting.

**Business of Special Meetings.**

4. At special meetings of the Council, the business after the minutes shall have been read and verified, which shall be done in the same manner as at an ordinary meeting, shall be taken in such order as the Mayor or the Aldermen at whose instance such special meeting shall have been called, may have directed.

**Business paper for ordinary meeting how prepared.**

5. The business paper for every meeting of the Council other than a special meeting shall be made up by the Council Clerk, not less than two nor more than three days before the day appointed for such meeting. He shall enter upon such business paper a copy or the substance of every notice of motion and of every requisition or order as to business proposed to be transacted at such meeting, which he shall have received or shall have been required or directed so to enter in due course of law, and as hereinafter provided. Every such entry shall be made (subject to the provisions of section 3 of this part of these By-laws) in the same order as such notice, requisition, or direction shall have been received.

**Business paper for special meetings.**

6. The business paper for each special meeting shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Alderman calling such meeting.

7. The summons to members of the Council for every meeting thereof, shall be prepared from the business paper for such meeting, and shall embody the substance of such business paper.

**How business paper to be disposed of.**

8. The business paper for each meeting of the Council, shall at such meeting be laid before the Mayor or Chairman, who shall make a note upon such business paper of the mode in which matter entered thereon has been dealt with, and such business paper, so noted, shall be a record of the Council.

Notices of motion to be numbered as received and preserved until matter disposed of, unless withdrawn before business paper made up.

9. All notices of motion, and all requisitions from Aldermen and directions from the Mayor as to the entry of any particular matters of business, for the consideration of the Council at its then next or any future meeting, shall be numbered by the Council Clerk as they are received, and each such notice, requisition, or direction, shall be preserved by such Clerk until after the matter to which it relates shall have been disposed of, and the record in the minute-book of the manner in which such matter has been so disposed of, shall have been duly verified as required by section 3 of this part of these By-laws. Provided however, that the person giving or forwarding any such notice of motion, requisition, or direction to the Council Clerk, shall be at liberty to withdraw the same at any time before the making up of the business paper.

After business paper made up all Notices to be the property of the Council.

10. After the business paper shall have been made up as aforesaid, all the said notices of motions, requisitions, and directions, as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended, without leave having been first obtained from the Council for such withdrawal, alteration, or amendment.

**Motions and Amendments.****Motions—how to be moved.**

11. Except by leave of the Council, motions shall be moved in the order in which they stand on the business paper, and if not so moved, or postponed, shall be struck from such business paper, and be considered to have lapsed.

**Absence of proposed mover.**

12. No motion of which notice shall have been given on the business paper shall (except as hereinafter provided) be proceeded with in the absence of the Alderman by whom such notice shall have been given, unless by some other Alderman producing a written authority for that purpose from such first named Alderman.

**Motion to be seconded.**

13. No motion in Council shall be discussed unless and until it be seconded.

**Amendment may be moved.**

14. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded.

**Motions and Amendments to be in writing.**

15. No motion or amendment shall be discussed until it shall have been reduced into writing.

**Only one amendment at a time.**

16. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

**Amended Question—further amendment may be moved thereon.**

17. If an amendment be carried, the question as amended thereby, shall become itself the question before the Council, whereupon any further amendments upon such question may be moved.

**How subsequent amendment may be moved.**

18. If any amendment, either upon an original question or upon any question amended as aforesaid shall be negatived, then a further amendment may be moved to the question to which such first mentioned amendment was moved, and so on: Provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time.

**Motions for adjournments.**

19. No discussion shall be permitted on any motion for the adjournment of the Council; and if upon the question being put upon any such motion, the same may be negatived; the subject then under consideration, or the next in order on the business paper, or any other on such paper that may be allowed precedence, shall be discussed before any subsequent motion for adjournment shall be receivable.

**Requisitions from Aldermen—how to be dealt with.**

20. Every requisition by an Alderman, that any particular matter of business be brought before the Council, shall be regarded and treated as a notice of motion by such Alderman, that such business be taken into consideration by the Council, and he shall be called upon, in due order, to move that such business be so considered, or to make any other motion which he may think fit in reference thereto, which shall be consistent with the notice of such business, and with good order; and if such Alderman be absent, or if being present and so called upon he shall make no such motion, then it shall be open to any other Alderman to make such motion, and when any such motion shall have been made, it shall be dealt with in precisely the same manner as if notice thereof had been given, subsequent however to any objection which may exist as to its not being in accordance with the notice actually given of such business, or with good order; and if no motion shall be made in reference to such business, the entry relating thereto shall be struck from the business paper.

**Orders of the Day—of what orders of the day shall consist.**

21. The orders of the day shall consist of any matter other than motions on notice which the Council shall at a previous meeting thereof have directed to be taken into consideration, or which the Mayor or any Committee of the Council shall have directed to be entered on the business paper for consideration.

**How they are to be dealt with.**

22. Section 20 of this part of these By-laws shall be considered applicable to orders of the day, and the Alderman who has the usual charge of, or who has previously moved in reference to the particular business to which any such order of the day relates, shall be the person called upon to move: Provided that as to any order of the day entered as aforesaid by the direction of the Mayor, such Mayor may arrange with any Alderman to move, and may in such case call upon the Alderman with whom he has so arranged.

**Petitions.****Petitions to be respectfully worded.**

23. It shall be incumbent on every Alderman presenting a Petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council; the nature and prayer of every such Petition shall be stated to the Council by the Alderman presenting the same.

**Petitions—how received.**

24. All Petitions shall be received only as the petition of the parties signing the same.

**How Petitions are to be dealt with.**

25. No motion shall, unless as hereinafter provided, be permissible on the presentation of a Petition, except that the same be received and referred to one of the permanent Committees hereinafter mentioned, or that it be received, and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice of a motion in reference to any Petition, and such Petition shall have been presented before such Alderman shall have been called upon to move such motion, the said motion shall, if otherwise unobjectionable, be considered in order.

**Correspondence—Duties of Mayor as to correspondence.**

26. The Mayor shall have the same duty in reference to letters addressed to the Council before directing the same to be read as by section 23 of this part of these By-laws is imposed upon any Alderman presenting Petitions. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council shall be presented or read by any Alderman. If the Mayor be absent, and shall not have examined any such letters addressed to the Council, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

## Section 25 to apply to letters.

27. Section 25 of this part of these By-laws shall be considered as fully applicable to the letters addressed to the Council as to Petitions.

Letters sent not to be discussed, but every letter may be subject of motion

28. No discussion shall be permitted in reference to any letters which have been written and sent by the Mayor, or by any officer of the Council, and copies of which may be read to such Council: Provided, however, that any notice of motion consistent with good order may be entertained with reference to any such letters, whether read or not, or with reference to any letters addressed to the Council, which the Mayor or Presiding Officer may not have ordered to be read as aforesaid.

*Reports from Committees and Minutes from the Mayor.**Form of reports.*

29. All reports from Committees shall be written on foolscap paper, with a margin of at least one fourth of the width of such paper, and shall be signed by the Chairman of such Committee, or in his absence by some other member of the same.

*Mayor's minute.*

30. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance by a minute in writing. Every such minute shall be written upon paper of the same kind, and with the same margin, as a report from a Committee, and shall be signed by such Mayor.

*How Reports, &c., are to be dealt with.**Duties of Chairman, &c., in certain cases.*

31. No motion shall (unless as hereinafter provided) be permissible on the presentation of a report from a Committee, or a minute from the Mayor, except that the same be received, or that it be received and that its consideration stand an order of the day for some future meeting. Provided, however, that if any Alderman shall have given due notice in reference to any such report or minute, or if an order for the consideration of such report or minute shall have been entered among the orders of the day, such motion or order may, if otherwise unobjectionable, be moved or considered in due course. And whenever any such report or minute embodies any recommendation which cannot legally be carried out without due notice, and it is nevertheless desirable that such report or minute shall be definitely ordered upon during the meeting of the Council at which such report or minute is presented, it shall be the duty of the Chairman or member of such Committee signing such report or of such Mayor, as the case may be, to give or transmit to the Council Clerk such a notice of motion, requisition, or direction as aforesaid, as will enable such Council Clerk to make the necessary entry on the business paper, and to give such due notice.

*Questions and Statements.**Limitations as to questions and statements.*

32. No question or statement shall be allowed to be put or made which is inconsistent with good order or is not in strict accordance with the requirements of section 3 of this part of these By-laws.

*Notice to be given.*

33. Sufficient notice of every question shall be given to the person who is expected to reply thereto to allow for the consideration of such reply, and if necessary for a reference to other persons or documents.

*Answers not compulsory.*

34. It shall not be compulsory upon any person questioned as aforesaid to answer the question so put to him.

*Questions to be put without argument, &c.*

35. Every such question must be put categorically without any argument or statement of fact.

*Similar provision as to statement.*

36. Every such statement must be made without argument. No discussion on questions, &c.—Right of objection and of subsequent motion reserved.

37. No discussion shall be permitted as to any such question, or as to any reply or refusal to reply thereto, or as to any such statement at the times when such question is put, or such reply or refusal to reply is given or such statement is made. Provided however that nothing herein contained shall prevent the taking of any objection, or to any such question or statement being out of order, or shall prevent the discussion after due notice as hereinbefore provided of any matters properly arising out of or relating to any such question or reply or refusal to reply, or any such statement as aforesaid.

*Order of Debate.**Mode of addressing the Council.*

38. Every Alderman who shall make or second any motion or shall propose or second any amendment, or shall take any part in any debate or discussion, or shall put or reply to any question, or shall make any statement, or shall in any other way or for any other purpose address observations to the Council,

shall while so doing stand up in his customary place (unless he shall be prevented from so doing by reason of some bodily infirmity), and shall address himself to the Mayor or other Chairman then presiding. Provided that in case of a question such question may by permission of such Mayor or Chairman be put directly to the Alderman or officer to be questioned, and may be replied to in like manner, but in every such case the question so put and the answer thereto shall be subject to every legal objection on the ground of disorder or irrelevancy. And all members of the Council shall on all occasions when in such Council address and speak of each other by their official designations as Mayor, Chairman, or Alderman, as the case may be.

*Speaker not to be interrupted if in order.*

39. No Alderman shall be interrupted while thus speaking unless for the purpose of calling him to order as hereinafter provided.

*Limitations as to number of speeches, &c.*

40. Every mover of an original motion shall have a right of general reply to all observations which may have been made in reference to such motion, and to any amendments moved thereon, as well as a right to speak upon every such amendment, every Alderman other than the mover of such original motion shall have a right to speak once upon such motion and on every amendment thereon. No Alderman shall speak upon any question for more than fifteen minutes without the consent of the Council, nor oftener than once upon any question other than a question of order unless when misrepresented or misunderstood, in which case he shall be permitted to explain without adding any further observations than may be necessary for the purpose of such explanation.

*Mover and Seconder.*

41. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon. But an Alderman who shall have seconded any such motion or amendment without any further observation than that he seconded the same, shall be at liberty to speak on such motion or amendment.

*Speaker not to digress, &c.*

42. No Alderman shall digress from the subject under discussion, or shall make personal reflections on, or impute improper motives to any other Alderman.

*Adjournment of debate.*

43. A debate may be adjourned to a later hour of the day or to any other day specified, and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same.

*Mayor to decide as to pre-audience.*

44. If two or more Aldermen rise to speak at the same time the Mayor or Chairman shall decide which of such Aldermen shall be first heard.

*Alderman may request questions to be stated, &c., under certain restrictions.*

45. Any Alderman may request the question or matter under discussion to be read or stated for his information, or may require the production of any records of the Council bearing upon such question or matter which are readily accessible. Provided, however, that no such request or requisition shall be so made as to interrupt any other Alderman when speaking, or materially to interrupt the discussion; also that if any such request or requisition shall appear to the Mayor or Chairman not to have been made *bona fide* it shall not be complied with.

Mayor or Chairman not to move or second Motion, &c., but may address Council thereon.

46. The Mayor or Chairman shall not move or second any motion or amendment, nor put any question as provided for by section 3 of this part of the By-laws except as is further provided for by section 38 of the same. But such Mayor or Chairman shall have the same right as any other Alderman to speak once upon every subject or amendment. The Mayor or Chairman shall rise when so speaking (unless prevented by some bodily infirmity from so doing), but shall be considered as still presiding.

*Questions of Order.**Mayor or Chairman to decide points of order.*

47. The Mayor or Chairman shall preserve order and his decision on disputed points of order or practice shall be final, except in so far as the same may be questioned as in the manner hereinafter provided.

*Acts of disorder.*

48. Every member of the Council who shall commit a breach of any section of this part of these By-laws or who shall move or attempt to move any motion or amendment embodying any matter as to which the Council has no legal jurisdiction, or who shall in any other way raise or attempt to raise any question, or shall address or attempt to address the Council upon any subject which the said Council has no legal right to entertain or to discuss, or who shall use any other language which, according to the common usage of gentlemen, should be held disorderly, or who shall say or do anything calculated to bring the Council into contempt shall be out of order.

Mayor, &c., may call member to order.

49. The Mayor or Chairman may without the interposition of any other member of the Council call any Alderman to order whenever in the opinion of the said Mayor or Chairman there shall be a necessity for so doing.

Any Member may raise question of Order.

50. Every member of the Council shall have the right of calling the attention of the Mayor or Chairman to any motion, amendment, statement, argument, or observation moved, used, or made by any other member which first named member considers out of order.

Mode of proceeding thereon.

51. A member called to order shall, if required by the Mayor or Chairman, withdraw while the question of order is being discussed and decided upon unless specially permitted to offer an explanation, retraction, or apology. But on obtaining such special permission such member may explain, retract, or apologize for the matter or remark alleged to have been out of order, and if such explanation, retraction, or apology be deemed satisfactory no further discussion on the question of order shall be permitted. If any member on being called to order shall ask such permission to explain, retract, or apologize as aforesaid the Mayor or Chairman may of his own authority grant or refuse such permission as he may think fit unless any member shall require the sense of the Council to be taken on the question; in such case it shall be the duty of the Mayor or Chairman to take the sense of the Council at once and without discussion as to whether such permission shall be granted. And when any such explanation, retraction, or apology shall have been made or offered by permission of the Mayor or Chairman the latter shall in like manner decide, or if required so to do, shall take the sense of the Council as to whether such explanation, retraction, or apology is considered sufficient. If such permission be refused, or if such explanation, retraction, or apology be considered insufficient, the question of order shall be considered and decided before any further business is proceeded with. Provided that if such Mayor or Chairman shall have decided the question of order before any member shall have required the sense of the Council to be taken in reference thereto, such question of order shall not be re-opened. And provided further that nothing herein contained shall be held to affect the right of such Mayor or Chairman to decide finally as hereinafter provided upon any such point of order after the same shall have been discussed.

Decision of points of order.

52. The Mayor or Chairman when called upon to decide points of order or practice shall if necessary state the provision, rule, or practice which he shall deem applicable to the case without discussing or commenting upon the same.

*Motions out of order to be rejected.*

Members to explain, retract, or apologize, &c.

53. Whenever it shall have been decided as aforesaid that any motion, amendment, or other matter before the Council is out of order the same shall be rejected, and whenever anything is said or done in Council by any Alderman shall be similarly decided to be out of order such Alderman shall be called upon by the Mayor or Chairman to make such explanation, retraction, or apology as the case may require.

Penalties for persisting in disorderly conduct.

54. Any member of the Council who shall have been called to order and who after having been twice directed to withdraw as aforesaid shall refuse to do so, or who shall persist in any line of conduct, or argument, or of observation which shall have been decided as aforesaid to be disorderly, or who shall refuse to make such explanation, retraction, or apology as aforesaid when required so to do, or who shall be guilty of any other act of disorder as defined in section 48 of this part of the By-laws, and shall refuse to make such explanation, retraction, or apology as a majority of the Aldermen then present shall consider satisfactory, shall be liable on conviction for the first offence to a penalty of five shillings, and on a second conviction for the like offence he shall be liable to a penalty of ten shillings, and on a third conviction and for every further conviction for the like offence he shall be liable to a penalty of twenty shillings. All information under this clause to be laid by a member of the Council.

Power of Council as to laying down general rules, &c.

55. Any Alderman who is dissatisfied with the decision of the Mayor or Chairman on any such question of order or practice may by motion or notice respectfully worded invite the Council to lay down a different rule or principle for the determination of any similar questions of order or practice which may thereafter arise. Any rule or principle thus laid down shall be binding on all parties unless and until it be rescinded, but shall have no retroactive operation. Provided however that nothing herein contained shall be held to bind any Mayor or Chairman to put any motion to the Council which in his opinion is contrary to law.

Mode of voting—How questions are to be put.

56. The Mayor or Chairman shall put to the Council all questions on which it shall be necessary that a vote be taken, and shall declare the sense of such Council thereon, and he shall be at liberty to put any such question as often as may be necessary to enable him to form and declare his opinion as to the opinion of the majority.

Divisions—Penalty for refusing to vote.

57. Any Alderman shall be at liberty to call for a division. In such case the question shall be put first in the affirmative and then in the negative, and the Aldermen shall vote by show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman who shall be present when a decision is called for and shall not vote on such division, not being disabled by law from so voting, shall be liable for every such offence to a penalty of not less than ten shillings nor more than two pounds.

Protests—Mode of protesting.

58. Every member of the Council (the Mayor included) may protest against any resolution or vote by the Council. Notice of the intention so to protest must however be given at the meeting when such resolution is passed or such vote is arrived at, and the protest itself must be handed or sent to the Council Clerk not later than seven days after such notice. The Council Clerk shall enter every such protest in the minute-book, but if in the opinion of the Council it be consistent with the truth or disrespectfully worded, it may (by resolution on notice) be ordered to be expunged. In such case the expunction shall be made by drawing a perpendicular line with the pen through the entry of such protest, with a reference in the margin to the resolution ordering such expunction.

*Committees of the whole Council.*

Rules applicable to business in Committee.

59. The following sections of this part of these By-laws shall (except as is herein excepted) be taken to apply to the conduct of business in Committee of the whole Council, namely:—Sections 14 (except that it shall not be necessary that any motion or amendment in Committee shall be seconded), 15, 16, 17, 18, 38, 39, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 57, and any member may speak as often as he may deem it necessary, but not longer than fifteen minutes at any one time.

Disorderly conduct in Committee—Refusal to vote.

60. Whenever any member of the Council shall, while the Council is in Committee of the whole, be considered guilty of an offence against good order within the meaning of section 54 of the part of these By-laws, it shall be competent to any Alderman to move that the Council resume its sittings and that such matter be reported, and if such motion be carried such matter shall be reported accordingly and an entry of such report shall be made in the minute-book, and whenever any Alderman shall have failed to vote on any occasion in Committee of the whole Council, as required by section 57 of this part of these By-laws, the fact shall be reported to the Council, and such report on such facts shall be duly recorded in the minute-book; Provided that in case of an Alderman failing to vote as aforesaid, no special motion that the Council resume its sitting shall be necessary, but it shall be the duty of the Chairman of such Committee of the whole, in making his report of the proceeding in such Committee whenever such report may be made to include in such report a statement of such failure to vote as aforesaid, and of the question as to which such Alderman has so failed to vote.

Decisions in Committee on points of order may be reported.

61. Whenever a decision upon any question of order shall have been given by the Chairman of a Committee of the whole Council under the provision of section 47 of this part of these By-laws, any Alderman may move that such decision be embodied in the report to the Council of the proceedings of such Committee, and if such motion be carried such decision shall be so embodied in such report whenever the same shall be made.

How progress may be reported, &c.

62. Any Alderman may at any time during the sitting of a Committee of the whole Council, move that the Chairman report progress or no progress as the case may be, and that leave be asked to sit again at a later period of the same day or on any further day, or that no leave be asked to sit again, and if any such motion be carried the Council shall resume the sittings and a report shall be made accordingly, but no discussion shall be permitted on any such motion, and if the same be negatived the subject then under consideration shall be discussed before another such motion shall be receivable.

*Reports of proceedings in Committee.*

Want of quorum in Committee.

63. All reports of proceedings in Committee of the whole Council shall be made to the Council  *viva voce*  by the Chairman of such Committee, and a report of such proceedings shall be made in every case, except when it shall be found on counting the number of members during the sitting of any such

Committee that there is not a quorum present, in the latter case the sitting of the Council shall be resumed without any motion for that purpose, and the proceedings in Committee shall be considered to have lapsed: Provided that in the making of any such report as aforesaid, it shall not be necessary to report any such proceedings *in extenso*, but only to state the result, general effect, or substance of such proceedings.

*How reports are to be dealt with.*

64. All such reports of proceedings in Committee of the whole Council shall be recorded in the minute-book, but except as hereinafter mentioned, no such report shall be considered as adopted by the Council, nor shall any such application as aforesaid, for leave to sit again, be considered to have been granted by such Council until a motion shall have been made and passed for such adoption, or for the granting of such leave, and every such motion for the adoption of a report, or for the granting of leave as aforesaid, and the order of debate on such motion shall be subject to all the same rules as other motions in Council and the order of debate on such other motions: Provided however that where a report shall have been made under section 60 of this part of these By-laws of disorderly conduct in Committee, or under section 57 of this part of these By-laws of failure to vote on division, or of any decision in Committee upon any question of order, such report shall so far as it relates to such facts be regarded and recorded as a statement thereof, and to that extent shall not, unless for the correction of a manifest error, be interfered with upon any pretext whatever.

*Calls of the Council—How calls may be ordered.*

65. A call of the Council may be ordered by any resolution of which due notice shall have been given for the consideration of any motion or matter of business before such Council.

*Such call compulsory in certain cases.*

66. There shall without any special order to that effect, be a call of the Council for the consideration of every motion which may be made under section 55 of this part of these By-laws and of every motion for the rescission of any resolution, order, or decision of such Council.

*Mode of proceeding.*

67. The call shall be made immediately before the motion or business for which such call has been ordered, or is required to be made by the last preceding section, shall be moved or considered. Such call shall be made as follows:—The Council Clerk shall call the names of all the members in their alphabetical order, each member present shall answer to his name as so called, and if any members are absent a record shall be made of such absence, but if leave of absence to any such member shall have previously been granted, or if such an excuse in writing shall have been forwarded to the Mayor or Council Clerk, as a majority of the Council then present shall consider satisfactory, such absent member shall stand excused and a record shall be made of such excuse and of the reasons for the same.

*Penalty for absence without legal excuse.*

*Further call when question adjourned.*

68. Any member of Council who having had notice of such call of the Council shall not answer to his name as aforesaid, or who being absent shall not be legally excused as aforesaid, or who if absent and not so excused shall fail to show that by reason of extreme illness or any other sufficient cause he has been unable to send an excuse in writing as aforesaid, or who having answered to his name as aforesaid, shall not be present when a vote is taken on the motion or business as to which such call has been made as aforesaid, shall for every such offence be liable to a penalty of not less than ten shillings nor more than two pounds: Provided that if the consideration of every such motion or matter of business be adjourned to a future day there shall be a further call on the resumption of such consideration and the provisions herein as to penalties for absence shall have reference to such further call; and if there shall be more than one adjournment, this proviso shall be taken to extend to the resumption of the consideration of such motion or matter of business after every such adjournment.

*Standing and Special Committees.*

*Standing Committees.*

69. There shall be four standing Committees, namely, a By-laws Committee, a Committee for Works, a Finance Committee, and a Committee for general purposes. These Committees shall be re-appointed every year at the first meeting of the Council which shall be holden after the election of the Mayor.

*Constitution of Standing Committees.*

70. Each of the three Committees first named in the last preceding section shall consist of not less than three members. The Committee for general purposes shall consist of the Chairman of the three said first-named Committees.

*Mode of re-appointing Standing Committees.*

71. The re-appointment of the three said first-named Committees may, on resolution of the Council, be made by ballot. In such case a list or lists of the members shall be handed to each member then present, who shall mark against the name of each such member the title of the Committee to which in his opinion such member ought to belong. And the Mayor or Chairman shall thereupon examine such lists so marked, and shall declare the result. And if there should be an equal number of votes for the appointment of any two or more members to any one of such first-named Committees, such Mayor or Chairman shall decide which of such members shall be appointed to such Committee.

*By-laws Committee.*

72. The By-laws Committee shall prepare for the consideration of the Council drafts of all such By-laws as may be required for the good government of the Borough. They shall also watch over the administration of the By-laws, and of any statute of which the operation has been or may be extended to the Borough; and shall take such steps as may be necessary for the prevention or punishment of offences against such By-laws or Statutes, and for the preservation of public health, order, and decency.

*Committee for Works.*

73. The Committee for Works shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places under the care and management of the Council. They shall also inquire and report, from time to time, as to such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council, to inquire and report upon.

*Finance Committee.*

74. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the Municipal Revenues. They shall inquire and report, from time to time, as to all matters which they may consider to affect or to be likely to affect the finances of the Borough, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

*Committee for general purposes.*

75. The Committee for general purposes shall take cognizance of every matter, subject, or question within the jurisdiction of the Council, not coming within the province of one or other of the before-mentioned Standing Committees; and shall, from time to time, inquire into and report upon any such subject, matter, or question as they may think necessary, or as they may be directed by resolution of the Council, to inquire into and report upon.

*Special Committees.*

76. Special Committees may consist of any number of members, and may be appointed for the performance of any duty which may be lawfully entrusted to a committee, and for which, in the opinion of the Council, a Special Committee ought to be appointed; and no Standing Committee shall interfere with the performance of any duty which may, for the time being, have been entrusted to any such Special Committee. The appointment of every such Special Committee shall be made by resolution after due notice; and it shall be incumbent on the mover of such resolution to embody therein a statement of the duties proposed to be entrusted to such Special Committee. The mover of any such resolution may name therein such members as in his opinion ought to constitute such Committee; or he may propose that such Committee consist of a certain number of members to be appointed by ballot; and in the latter case—or if an amendment to the effect that such Special Committee be appointed by ballot be carried—each member then present shall receive a list of all the members of the Council, from which list he shall strike out all names but those of the persons of whom in his opinion such Special Committee ought to be comprised; and the Mayor or Chairman shall examine such lists, and shall declare the result; and in the event of its becoming necessary, through an equality of votes, to decide as to which of two or more Aldermen shall serve on such Committee such Mayor or Chairman shall decide.

*Chairman of Committees.*

77. Every Committee of which the Mayor shall not be a member, shall elect a permanent Chairman of such Committee within seven days after their appointment.

*Term of service in Committee.*

78. Appointments to the By-laws Committee, the Committee of Works, and the Finance Committee, shall be for the whole municipal year. The Chairman of these three Committees, as appointed or removed from the Chairmanship of the same, shall be thereby, and without any further order, regarded as having been appointed to or removed from the Committee for general purposes. The appointment of every Special Committee shall be considered to endure until the duties for which such committee shall have been fully performed: Provided, however, that nothing

herein contained shall be held to affect in any way the right of such Committee to remove any Chairman of such Committee, or to appoint another such Chairman in his stead, or to militate against the general provisions as to Committees in section 109 and 110 of the Municipalities Act of 1867; and that so much of this By-law as relates to the appointment, powers, and duties of Committees shall be read and interpreted in connection with such last-mentioned general provisions.

*Committee Meeting—how called.*

79. The Council Clerk shall call a Meeting of any Committee when requested so to do by the Chairman or any two members of such Committee.

*Records of transactions in Committee.*

80. The Chairman of each Standing Committee shall make, or cause to be made, in a book to be kept by him for that purpose, memoranda of all the transactions of such Committee, which book he shall, on ceasing to be such Chairman, hand over to his successor.

*Expenditure.*

Except in emergent matters, costs of all work to be estimated before undertaken.

81. With the exception of emergent matters, hereinafter specially provided for, no work affecting the funds of the Borough shall be undertaken until the probable expenses thereof shall have been first ascertained by the Council.

Emergent matters and necessary current expenses. Expenses authorized to be reported. Outlay to be in accordance with Orders of the Council.

82. For emergent matters and for necessary current expenses during the intervals which may elapse between the meetings of the Council, outlays to the following extent may be incurred—

1. By order of the Committee for Works, or of the Mayor and two members of such Committee for repairs or emergent works, to the extent of five pounds.
2. By order of the Mayor for necessary current expenses to the extent of two pounds.
3. By order of the Mayor and any two Aldermen, or without the Mayor of any four Aldermen for any emergent purpose to the extent of five pounds.

Provided that in every case a detailed report in writing of every such outlay shall be laid before the Council at its next meeting, such report to be signed by the Chairman of the Committee of Works, or the Mayor, or the Mayor and Aldermen, or the Aldermen without the Mayor, as the case may be, by whom such outlay shall have been authorized. Also, that such outlay shall only be permissible in reference to matters coming strictly within the jurisdiction or functions of the Council, and that no outlay involving a disobedience or evasion of an order or resolution of such Council shall on any pretence be thus authorized.

All claims to be examined and reported upon by Finance Committee.

83. All accounts and demands of money against or from the Council shall be examined and reported on by the Finance Committee before any order shall be made for payment of such accounts or demands.

Certificate required with each claim—Salaries and wages to be payable on Mayor's order—Certificates to be attached to report.

84. No payment shall be so ordered unless there shall be a certificate or memorandum from the Committee, from the Mayor, or from the officer of the Council to whom the direction or guardianship of such expenditure properly belongs, showing that the demand is a legitimate one, and has been duly authorized and inquired into. It shall be the imperative duty of the Finance Committee to see that the requirement is fulfilled, or to report specially as to the reasons for its non-fulfilment before recommending payment: Provided, however, that such special report as last herein mentioned may be embodied with the report by which payment of the amount in question is recommended: Provided also that in cases of special expenditure under section 82 of this part of these By-laws the report directed by that section to be laid before the Council, shall if the outlay shall have been lawfully incurred, be deemed a sufficient certificate. And, provided further, that in regard to salaries and wages of labour for officers, servants, and labourers employed at fixed rates of payment by order of the Council, the certificate of the Mayor of the amount due to any such officer, servant, or labourer, and the order of such Mayor for payment of such amount shall be a sufficient authorization for such payment, and such certificates, memoranda, and authorizations shall be attached respectively to the reports to the Finance Committee on the payment or outlays to which such certificate, memoranda, or authorizations have reference.

*Common Seal and Records of Council.*

Common Seal and Press how secured—care of same.

85. The common seal and press to which the same is attached shall be secured by a cover or box which, except when such seal and press are in use, shall be kept locked. There shall be duplicate keys to the lock of the cover or box, of which keys one shall be kept by the Mayor, and the other by the Council Clerk; such common seal and press shall be in the custody and the care of the Council Clerk.

*When and how Common Seal to be used.*

86. The common seal shall not be attached to any document without an express order of the Council; in every case when such common seal has been ordered to be attached to any document such document shall also be signed by the Mayor, or in case of the absence or illness of such Mayor, by two Aldermen, and countersigned by the Council Clerk.

How books of account are to be kept and inspected.

87. The Treasurer shall keep such books of account and such records, statements, and memoranda of receipts and expenditure in such manner and form as the Council may from time to time direct. It shall be the duty of the Finance Committee to inspect all such books of accounts, records, statements, and memoranda, from time to time, to ascertain that the same are properly kept, and to report at once to the Council any act of neglect or appearance of inefficiency which they may have discovered in the keeping of the same, also to report to the Council, from time to time, any changes which such Committee may think advisable in the mode of keeping the accounts.

Records of Council defined—provisions for proper keeping of same.

88. The minute book, letter book, and all rates and assessment books, books of account, records, statements, and memoranda of receipts and expenditure, electoral rolls and other records relating to elections, business papers, reports from Committee, minutes from the Mayor, petitions, letters on municipal business addressed to the Council, or to the Mayor, to any officer or servant of the Council, orders, reports, returns, and memoranda relating to Municipal business, drawings, maps, plans, contracts, specifications, agreements, and all other books and papers connected with the business of the Council, shall be deemed records of the Council. It shall be the duty of the By-laws Committee to inspect the records from time to time to ascertain that the same are properly kept as aforesaid, and to report at once to the Council any act of neglect or appearance of inefficiency which they may discover in the keeping of such records.

Impression of seal not to be taken without leave of Council.

89. No member or officer of the Council shall be at liberty to take any impression of the Corporate Seal, or to show, lay open, or expose any of the books or records of the Council to any other person other than a member of the same without leave from such Council, except as otherwise provided by law. Any member or officer of the Council who shall be guilty of a breach of this section, shall be liable on conviction for the first offence to a penalty of not less than five shillings nor more than two pounds, for a second offence to a penalty of not less than one pound nor more than ten pounds, and for a third and every subsequent offence to a penalty of not less than five pounds nor more than twenty-five pounds.

Records not to be removed, &c.

90. Any person removing any such book or other record of the Council aforesaid from the Council Chamber, or the place where by direction of the Council such book or other record is usually kept, without leave for such removal having been first obtained from such Council, or without other lawful cause for such removal as hereinafter provided, shall for every such offence be liable to a penalty of not less than ten shillings nor more than ten pounds. And nothing herein contained shall be held to affect the further liability of any person who shall have removed such book or other record as aforesaid and shall not have returned the same, to prosecution for stealing such book or record, or to an action at law for detention of the same as the circumstances of the case may warrant: Provided that leave for temporary removal of a book or other record may be granted to the Council Clerk or the Treasurer by the Mayor in order that such Clerk or Treasurer may post up entries, prepare returns, or perform any other duty which it may be necessary that he should perform. Also that the Mayor or Chairman of Committee, or any Alderman acting for any such Chairman, may temporarily remove any record necessary for the preparation of a minute or a report, or for the purposes of any prosecution, or a suit at law by, against, or at the instance of the Council, but in all such cases such Clerk, Treasurer, Mayor, Chairman, or Alderman, as the case may be, shall give a receipt under his hand for every document so removed, and every such receipt shall be carefully preserved among the records until the book or other record to which it refers shall have been returned, when such receipt shall be destroyed. And provided also, that the Mayor, Council Clerk, or other officer of the Council who may be subpoenaed to produce any book or other record of the Council in a Court of Law, shall have the right to remove such book or other record for the purpose of obeying such summons, but shall return such book or record as speedily as may be, and shall before removing the same leave at the Council Chamber a receipt for such book or other record aforesaid. And every such person so temporarily removing any book or other record of the Council as aforesaid shall be legally responsible for the safe keeping and return of the same.

Penalty for defacing or destroying record.

91. Any person wilfully destroying, defacing, or altering any record of the Council shall, for every such offence, be liable to a penalty of not less than five pounds nor more than twenty-five pounds.

*Officers and Servants.*

Notices to candidates in certain cases.

92. No appointment to any office at the disposal of the Council shall be made until public notice shall have been given, as hereinafter provided, inviting applications from qualified candidates for the same. The salary or allowance attached to such office shall in every case be fixed before such notice is given, and shall be stated in such notice.

Mode of appointment.

93. Every such appointment shall be made by ballot, in such mode as may at the time be determined on, whenever there is more than one candidate for such office.

Exceptional cases.

94. Nothing herein contained shall be held to prevent the employment, as may be from time to time found necessary and as may be ordered by the Council, of any workmen or labourers on the public works of the Borough.

Bonds for good conduct.

95. All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited with the Attorney or the Bankers of the Corporation, as the Council may order; and no officer or servant of the Council shall be received as surety for any other such officer or servant.

Duties of Council Clerk.

96. The Council Clerk, in addition to the duties which, by the Municipalities Act of 1867, or by the present or any other By-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the Borough under the provisions of the said Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council. He shall likewise have charge of all records of such Council, except such books or documents as may (as hereafter provided) be entrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Duties of Treasurer, &c.

97. The Treasurer shall have charge of such books of account and other records of the Council as are mentioned in section 87 of these By-laws, and shall be responsible for the safe keeping of the same, and any other officer of the Council may have any other records thereof committed to his charge by an order of the Council, and in such case shall be responsible for the safe keeping of such records.

Duties of other officers and servants.

98. The duties of all officers and servants of the Corporation shall be defined by such regulations as may from time to time, and in accordance with the law, be made as follows, namely:—As to the duties of the Council Clerk and his assistants (if any), by the Mayor; as to the Treasurer and all collectors of rates, bailiffs, bailiff's assistants, and other officers and servants employed in and about the collection of revenue whose superintendence is not hereinafter specially entrusted to any other Committee, by the Finance Committee; as to all Surveyors, Architects, Clerks of Works, Overseers of sewerage or drainage, or other officers and servants employed in and about the public works of the Borough, or the sewerage or drainage thereof, whose superintendence is not herein specially entrusted to any other Committee, by the Committee of Works; as to the Attorney of the Corporation, Inspector of Nuisances, Pound-keeper, and other officers and servants employed in and about the carrying out and enforcement of the general provisions of the Municipalities Act of 1867, and of any other statute of which the operation has been extended to the Borough, and of the By-laws for the general good government of such Borough, whose superintendence is not herein specially entrusted to any other Committee, by the By-laws Committee; and as to the managers of public institutions or reserves under the charge of the Council, and all other officers and servants employed in or about any matter over which the Council has control, and whose superintendence is not hereby specially entrusted to any other Committee or to the Mayor, by the Committee for General Purposes: Provided that all such regulations shall be in writing, and shall be in all cases laid before the Council at the first meeting thereof which shall be holden after the making of any such regulations, and shall be in strict accordance with any such orders or directions as may have been at any time given by such Council touching the matters to which any such regulations may have reference.

Special powers of Mayor.

99. The Mayor shall exercise a general supervision over all officers and servants of the Corporation, and may order the preparation of any such return or statement, or the giving of any such explanation or information by any such officer or servant as he may think necessary, unless such return or statement shall have been already prepared, or such explanation or information already given, and such return, statement, explanation, or information is on record as hereinbefore provided, or unless the Council shall have expressly forbidden or dispensed with the preparation of such return or statement, or the giving

of such explanation or information. All such returns or statements as aforesaid shall be in writing, and shall be recorded. All such explanation or information may, except as hereinafter provided, be either rendered *viva voce* or put into writing, as the Mayor may direct.

How complaints against officers, &c., are to be dealt with.

100. All complaints against officers or servants of the Corporation must be in writing, and must in every case be signed by the person or persons complaining; and no notice whatever shall be taken of any complaint which is not in writing, or is anonymous. All such complaints may be addressed to the Mayor, who, immediately upon the receipt of any such complaint, and without laying the same before the Council, shall have power to investigate the same; and if any such complaint be made to the Council, or to any member or officer thereof, it shall be referred to and investigated by the Mayor before it shall in any way (otherwise than by such reference) be ordered upon or dealt with by such Council: Provided that every report, explanation, and information which may be made or rendered in reference to every such complaint shall be in writing, and such Mayor shall state in writing the result of every such investigation, and his opinion as to what order (if any) ought to be made in connection therewith, and such complaint, with all reports, explanations, and information as aforesaid in connection therewith, and the Mayor's statement as aforesaid thereon, shall be laid before the Council at the next meeting thereof which shall be holden after the Mayor shall have made such statement, and shall be duly recorded: Provided further, that nothing herein contained shall be held to affect in any way the special powers conferred on the Mayor by section 152 of the Municipalities Act of 1867, or any other special power which now is, or hereafter may be, conferred by statute upon such Mayor.

Miscellaneous leave of absence.

101. The leave of absence shall be granted to the Mayor or to any Alderman otherwise than by a resolution of the Council, adopted after due notice.

Mode of calling for tenders.

102. Whenever it is decided that any work shall be executed or any materials supplied by contract, tenders for the execution of such work or the supply of such materials shall be called for by public notice, as hereinafter provided.

Drafts of intended By-laws.

103. A draft of every intended By-law shall be in the office of the Council for at least seven days before such draft shall be taken into consideration by such Council, and shall be open to the inspection of any rate-payer who may desire to inspect the same; and public notice shall be given, as hereinafter provided, that such draft is so lying for inspection.

Motions for rescission of previous orders, &c.

104. Whenever a motion for the rescission of any order, resolution, or vote of the Council shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion: Provided that nothing herein contained shall be held to prohibit the re-consideration and amendment of any proposed By-law which may have been submitted to the Governor for confirmation and may have been remitted to the Council with suggested amendments of the same or the passage after due notice, as hereinbefore provided, and in due course of law of any By-law for the repeal or amendment of any other By-law.

Lapsed business.

105. Whenever the consideration of any motion or matter of business shall have been interrupted by reason of a quorum not having been present, the resumption of such consideration may be ordered by resolution of the Council, after due notice, and such consideration shall, in such case, be resumed at the point where it was so interrupted as aforesaid.

Suits and prosecutions for penalties, &c.

106. Such suits or informations for the enforcement of penalties for or in respect of a breach of the Municipalities Act of 1867, or of any By-law made thereunder, or of any statute, the operation of which may have been extended to the Borough, as may have been directed by the Council or by the By-law Committee or by the Mayor to be commenced or laid, shall be so commenced or laid, as follows, namely:—When against a member of the Council or an Auditor or any officer of the Corporation by another member of the Council or by the Council Clerk, unless such Council Clerk shall be the officer to be proceeded against, and in such case, by any other officer named by the Council for that purpose. When against any other person by the officer to whom the carrying out of the statutory provision or By-law imposing the penalty sought to be enforced has been entrusted; and if there shall be no such officer, then by any such officer or person as shall be appointed for that purpose by the Council or the By-law Committee or the Mayor, as the case may be, on directing such suit or information as aforesaid. And no such suit shall be brought or information laid as aforesaid against any member of



the Council or Auditor except by order of such Council, nor shall any similar proceeding be taken against any other officer of the Council except on the order of such Council or of the Mayor, nor against any other person except upon the order of the Council or of the Mayor or of the By-law Committee. And no such suit shall be directed to be brought, nor shall any such information be directed to be laid as aforesaid, except on the express resolution of the Council, in any case where the bringing of such suit or the laying of such information will be adverse to any previous direction by such Council, or where, on the trial or hearing of any such suit or information, the same shall have been dismissed on the merits: Provided that, in any such case, the conduct or prosecution of any such suit or information may, on the order of the Council, be entrusted to an attorney.

*How notices are to be published.*

107. In all cases where public notice is or shall be required to be given by any By-law of any appointment, resolution, act, order, or regulation done, made, or passed, or proposed to be made, done, or passed by the Council, or by any Committee thereof, or by the Mayor, or any officer of the said Council, such notice shall be given and published by posting the same on or near the outer door of the Council Chambers for the space of seven days, and by advertising the same in some newspaper or newspapers circulating in the Borough, or by placards posted up in the Borough.

*Mode of proceeding in cases not provided for.*

108. In all cases not herein provided for resort shall be held to the rules, forms, and usages of the Legislative Assembly of New South Wales so far as the same are applicable to the proceedings of the Council.

*Power to suspend temporarily certain portions of this By-law.*

109. Any such section or sections of this part of these By-laws, or any portion or portions of such section or sections as are not hereinafter excepted, may be suspended by resolution on notice at any meeting of the Council: Provided that there shall be a distinct statement in every such resolution and in the notice of the motion whereon the same shall have been adopted for the purpose for which such suspension is required; and that, for every separate matter or business as to which such suspension is so required, there shall be a separate resolution as aforesaid: And provided also, that the following sections hereof shall never be suspended, nor shall any one of them, nor any portion of any such section be suspended on any ground whatever, namely: Sections 5, 6, 7, 8, 9, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 34, 38, 39, 42, 44, 47, 48, 49, 50, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 95, 98, 99, 100, 101, 104, 106, 107, and 108.

**PART II.**

*Collection and enforcement of rates—fines and modes of collection.*

Rates under section 164 of the 31st of Victoria, No. 13, to be collected half-yearly.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be collected by yearly or half-yearly instalments, and such instalment shall, as to every such rate and every such instalment thereof, be held to be due and payable on and after such days as the Council shall by resolution appoint at the time of making or imposing such rate.

*Special rates.*

2. All rates levied or imposed by the Council under sections 165, 166, and 167 of the said Municipalities Act of 1867, and for the purpose mentioned in the said sections or under the provisions of any of the said sections or for any of the purposes mentioned therein, shall be collected in such manner and shall be held to be due and payable on and after such day or days as the Council may by resolution, at the time of the making or imposing such rates or any of them, have appointed.

*Rates to be paid at office of Council Clerk.*

3. All persons liable to pay any rates as aforesaid shall pay the amount thereof within the time prescribed by the said Act into the office of the Council Clerk during office hours—that is to say, from two to five of the clock in the afternoon of every Monday.

*Defaulters.*

4. It shall be the duty of the Council Clerk to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for the payment of the same as aforesaid.

*Mayor to enforce payment.*

5. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced, or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

*Enforcement by distress—Bailiff.*

6. A Bailiff shall, when found necessary, be appointed by the Mayor.

*Bailiff's sureties.*

7. The Bailiff shall find two sureties, to the satisfaction of the Mayor, to the extent of twenty-five pounds each for the faithful performance of his duty.

*Duty of Bailiff.*

8. It shall be the duty of the Bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

*Warrant of Distress.*

9. All levies and distresses shall be made under warrant in the form of Schedule A hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.

*Distress and Sale, &c.*

10. If the sum for which any such distress shall have been made shall not be paid with costs, as hereinafter provided, on or before the expiration of five days, the Bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the said Borough as the Bailiff may think proper to remove them for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of sum distrained for and costs, as hereinafter provided, to the owner of the goods so sold on demand of such surplus by such owner.

*Inventory.*

11. At the time of making a distress the Bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf, resident at the place where such distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted in some conspicuous part of the land or premises on which the distress is made; and the Bailiff shall give a copy of the inventory to the ratepayer on demand, at any time within one month after making such distress.

*Goods may be impounded.*

12. The Bailiff on making a distress as aforesaid may impound or otherwise secure the goods or chattels so distrained of what nature or kind soever, in such place or places or in such part of the land or premises chargeable with rates as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever after the expiration of the five days, as hereinbefore mentioned, to come and go to and from such place or part of the said lands or premises where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

*Owner to direct order of sale.*

13. The owner of any goods or chattels so distrained upon may, at his or her option, direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such cases be put up for sale according to such direction.

*Proceeds of Distress.*

14. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

*Costs.*

15. There shall be payable to the Bailiff, for the use of the Council, for every levy and distress made under this By-law, the costs and charges in the Schedule hereunto annexed marked C.

**SCHEDULE A.**

*Warrant of Distress.*

I, \_\_\_\_\_, Mayor of the Borough of Richmond, do hereby authorize you, \_\_\_\_\_, the Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises), of \_\_\_\_\_, situate at \_\_\_\_\_, for \_\_\_\_\_, being the amount of rates due to the said Borough to the \_\_\_\_\_ day of \_\_\_\_\_, for the said dwelling-house (or land or premises, as the case may be), and to proceed thereon for the recovery of the said rates according to law.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 18 \_\_\_\_\_.

Mayor.

**SCHEDULE B.**

*Inventory.*

I have this day, in virtue of the warrant under the hand of the Mayor of the Borough of Richmond, dated \_\_\_\_\_, distrained the following goods and chattels in the dwelling-house (or in and about the land and premises) of \_\_\_\_\_, situate at \_\_\_\_\_, within the said Borough, for \_\_\_\_\_, being the amount of rates due to the said Borough to the \_\_\_\_\_ day of \_\_\_\_\_.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 18 \_\_\_\_\_.

Bailiff.

SCHEDULE C.

Costs.

	s.	d.
For every warrant of distress .....	2	0
For serving every warrant and making levy where the sum is not more than £20 .....	2	0
Above that sum in addition for every £1 .....	0	1
For making and furnishing copy of inventory .....	2	0
For man in possession each day or part of a day .....	4	0
For sale commission and delivery of goods per pound on proceeds of sale .....	1	0

PART III.

Suppressing Nuisances.

Premises not to be offensive.

1. No householder or resident shall be permitted to allow his or her premises, yards, closets, or drains to be offensive, or a nuisance to the adjoining householders or residents.

Offensive trades not to be carried on.

2. No noisome or offensive trade shall be permitted to be carried on in any premises to the inconvenience of the residents of adjoining houses.

Inspection of premises to be made, and if nuisance not removed proceedings to be taken.

3. Upon representation by any two respectable householders that the house, yard, closet, hogsties, or drains of the adjoining premises are a nuisance or offensive, the Mayor and any two Aldermen shall cause an inspection to be made of the premises complained of, and if any such premises shall be found to be a nuisance or otherwise offensive, notice shall be given in writing to the proprietor or resident of such premises that if within seven days after such notice the nuisance shall not be removed proceedings will be taken before Justices against the proprietor or tenant of the aforesaid premises to obtain an order compelling the removal or abatement of such nuisance; and if such proceedings shall be taken each person shall pay the costs thereof; and if such person, after any such order by the Justices, shall not remove or abate such nuisance within the time ordered by such Justices, he shall be liable to a penalty of ten shillings for every day during which such nuisance shall not be removed or abated after the expiration of the time so limited by such Justice.

Public Health.

Cleansing Butchers' Shambles, &c.

4. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect any premises, yards, closets, drains, and any establishments within the said Borough, and to give such directions concerning the cleansing the said premises, yards, closets, drains, and establishments, both within and without, as to him shall seem needful, and any owner or occupier of any such premises, yards, closets, drains, and establishments, who shall refuse or neglect to comply with such directions within a reasonable time, shall for so doing forfeit and pay on conviction in a summary manner, a sum not exceeding five pounds nor less than ten shillings for every such offence.

PART IV.

Extirpating Weeds—Notice to be served.

1. The Mayor may cause notice to be served upon any person upon whose land or premises any Bathurst bur or Scotch thistle, or other poisonous weed is growing, requiring such person within some reasonable time in that behalf to remove and extirpate such weeds.

Proceedings before Justices.

2. If such person do not within such time remove and extirpate such weeds, proceedings shall be taken before Justices for the purpose of obtaining an order requiring the removal and abatement of such weeds, the person upon whom such notice shall have been served in manner herein mentioned paying the costs of such proceedings.

If weeds not removed, penalty incurred.

3. If such weeds are not removed and extirpated by the time for such purpose appointed by the Justices, the person upon whose land or premises such weeds are, shall be liable to a penalty of five shillings for every day during which such weeds or any part of them shall remain upon such land or premises after the time by which such Justices shall have ordered the removal and extirpation thereof.

Person appointed by the Council may enter upon land.

4. If such weeds shall not be removed and extirpated by the time for such purpose appointed by such Justices (besides the provision as to penalty above mentioned), and also if there be

no person upon whom such notice as mentioned in the first By-law of this part can be served, and in this last case without the necessity of any proceedings before Justices, it shall be lawful for any person appointed by the Council for that purpose, either by general or special appointment, to enter upon any such lands and premises, and by all effectual and necessary means to remove and extirpate any such weeds, for such purpose breaking open, taking down, or removing any locks, gates, and fences, restoring as far as possible the same to their former condition after such removal and extirpation of such weeds.

PART V.

For delegating certain powers to the Mayor.

128th clause of the Municipalities Act.

That the Mayor be the officer appointed by this Council for the purpose of carrying out the provisions of the 128th clause of the Municipalities Act of 1867, except so much of the clause as applies to the setting out and defining of the carriage-way and foot-ways of streets and public places.

PART VI.

Streets.

Drawing or hauling timber.

1. Any person who shall haul or draw, or cause to be hauled or drawn, upon any part of any street within the said Borough, any timber, stone, or any other thing otherwise than on a wheeled vehicle, or barrow, or shall suffer any timber, stone, or other thing, which shall be carried principally on or in part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street, to the injury or obstruction thereof, shall for every such offence on conviction, forfeit and pay a sum of not less than two shillings and six pence, nor more than twenty shillings.

Holes to be enclosed.

2. Any person who shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left, any hole adjoining or near any street or public place within the said Borough, for the purpose of making any cellar or the foundation of any house or other building, or for any other purpose whatsoever, and shall not forthwith enclose the same, and keep the same enclosed in a sufficient manner, to the satisfaction of the Committee of Works of the said Borough, shall forfeit and pay for every such refusal, offence, or neglect, any sum not less than five shillings nor more than forty shillings.

Streets and roads—Public health—Committee for Works to fix street levels.

3. The Committee for Works or any officer or person acting under the supervision of such committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the levels of all public roads, streets, and ways within the Borough, and the carriage-ways and the foot-ways thereof; and it shall be the duty of such committee, officers, or persons, to place posts or stones at the corners or intersections of any such public roads, streets, and of carriage-ways, and foot-ways of such roads, wherever the same may be considered necessary or desirable by the Council: Provided that there shall be no change of level in any such public road, street, or way, until the same have been submitted to and adopted by the Council.

PART VII.

Public Park.

1. No person shall pluck or destroy any of the flowers or shrubs or trees, or walk on the beds or borders, or disturb, damage, or destroy any fence, property, or thing in the Richmond Park.

2. All dogs, goats, and pigs, and all poultry found within the park shall be destroyed, and the owner shall make compensation for any damage done.

3. All cattle or horses trespassing in the Park will be impounded, and the owner shall make compensation for any damage done by such cattle or horses.

Penalties.

4. Any person offending against this By-law, shall for the first offence forfeit and pay any sum not exceeding two pounds, ten shillings, for the second offence forfeit and pay any sum not exceeding five pounds, for the third offence forfeit and pay any sum not exceeding ten pounds.

Made and passed by the Municipal Council of Richmond, this twenty-third day of September, in the year of our Lord one thousand eight hundred and seventy-four.

(L.S.) WILLIAM H. HOLBOROW, Mayor.  
CHARLES S. GUEST, Council Clerk.



1877-8.

## NEW SOUTH WALES.

MUNICIPALITIES ACT OF 1867 AND NUISANCES.  
PREVENTION ACT OF 1875.

(MUNICIPAL DISTRICT OF MANLY—BY-LAWS.)

Presented to Parliament pursuant to Acts 31 Vict. No. 12, sec. 158, and 39 Vict. No. 14, sec. 18.

Colonial Secretary's Office,  
Sydney, 9th January, 1878.

## MUNICIPAL DISTRICT OF MANLY.

## BY-LAWS.

THE following By-laws made by the Council of the Municipal District of Manly, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867 and the Nuisances Prevention Act 1875.

MICHAEL FITZPATRICK.

## BY-LAWS—MUNICIPALITY OF MANLY.

BY-LAWS made by the Municipal Council of Manly, for regulating the proceedings of the Council and the duties of the officers and servants of such Council; for preserving order at meetings of said Council; for determining the times and modes of collecting and enforcing payment of rates; for preventing and extinguishing fires; for suppressing nuisances and houses of ill fame; for preventing or regulating and licensing exhibitions held or kept for hire or profit, bowling or skittle alleys, and other places of amusement; compelling residents to keep their premises free from offensive or unwholesome matters; opening new public roads, streets, ways, and reserves; for protection of public fountains and water-courses; aligning and cleansing roads and streets; for regulating and licensing public vehicles; the slaughtering of cattle; for the collection of rates and special rates; for constructing and maintaining any works for or relating to or regulating the Municipality or any part or parts thereof with gas; for regulating the supply and distribution of water, sewerage, and drainage; for regulating as to the blasting of any rock or rocks; preventing trees from overhanging public pathways, and preserving trees, shrubs, and other public property; for regulating free libraries; for preventing or regulating the bathing or washing the person in any public water near a public thoroughfare; for preserving public decency; for providing for the health of the Municipality, and the spreading of contagious or infectious diseases; and further provision for the benefit of the general cemetery; for restraining noisome and offensive trades; and generally for maintaining the good rule and government of the said Municipality.

*Meetings of Council.*

## Ordinary Meetings.

1. The Council shall meet for the despatch of business at the hour of 8 p.m. every alternate Thursday, unless such day shall happen to be a public holiday. In the latter case the meeting shall be held on such other day as the Mayor may appoint.

Election of Chairman in absence of Mayor—Adjournment for want of Quorum.

2. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting—to give place to Mayor if he should arrive at any later hour during meeting. Whenever there shall be an adjournment of any such meeting for want of a quorum, the names of the members present shall be taken down, and shall be recorded in the minute book.

*Order of business.*

## Business of ordinary meetings.

3. The following shall be the order of business at all meetings of the Council, other than special meetings:—

- 1st. The minutes of the last preceeding meeting to be read, corrected, if erroneous, and verified by the signature of the Mayor or other Chairman. No discussion to be permitted on such minutes, except as to whether they are correct.
- 2nd. Correspondence to be read, and, if necessary, ordered upon.
- 3rd. Petitions (if any) to be presented and dealt with.
- 4th. Reports from Committees and minutes from the Mayor (if any) to be presented and ordered upon.
- 5th. Questions as to any matters under the jurisdiction or within the official cognizance of the Council to be put and replied to; and statements as to any facts, matters, or circumstances requiring attention by the Council, or any of its Committees or officers, to be made.
- 6th. Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.
- 7th. Orders of the day to be disposed of as they stand on the business paper.

*Business may be dealt with out of regular order.*

4. Provided it shall be competent to the Council at any time by resolution, without notice, to entertain any particular motion, or to deal with any particular matter of business, out of its regular order on the business paper, without any formal suspension of this section; also, and in like manner, to direct that any particular motion or matter of business shall have precedence at a future meeting.

*Business at special meetings.*

5. At special meetings of the Council the business, after the minutes shall have been read and verified, which shall be done in the same manner as at an ordinary meeting, shall be taken in such order as the Mayor or the Alderman at whose instance such special meeting shall have been called may have directed.

*Business paper for ordinary meeting—how prepared.*

6. The business paper for every meeting of the Council, other than a special meeting, shall be made up by the Council Clerk or other person acting as his substitute, not less than 48 hours before the day appointed for such meeting. He shall enter on such business paper a copy or the substance of every notice of motion, and of every requisition or order as to business proposed to be transacted at such meeting which he shall have received, or shall have been required or directed so to enter in due course of law, and as hereinafter provided. Every such entry shall be made subject to the provisions of section 4 of this "Part" of these By-laws, in the same order as such notice, requisition, or direction shall have been received.

*Business paper for special meeting.*

7. The business paper for each special meeting shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Aldermen calling such meeting.

*Summons to members.*

8. The summons to members of the Council of every meeting thereof shall be prepared from the business paper for such meeting, and shall embody the substance of such business paper.

*How business paper is to be disposed of.*

9. The business paper for each meeting of the Council shall, at such meeting, be laid before the Mayor or Chairman, who shall make a note upon such business paper of the mode in which each matter entered thereon has been dealt with; and such business paper so noted shall be a record of the Council.

After business paper made up, all notices, &c., to be the property of the Council.

10. After the business paper shall have been made up as aforesaid, all the said notices of motion, requisitions, and directions as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended, without leave having been first obtained from the Council for such withdrawal, alteration, or amendment.

*Motions and Amendments.*

*Motions how to be moved.*

11. Except by leave of the Council motions shall be moved in the order in which they stand on the business paper, and if not so moved or postponed shall be struck from such business paper, and be considered to have lapsed.

*Absence of proposed mover.*

12. No motion of which notice shall have been entered on the business paper, shall, as hereinafter provided, be proceeded with in the absence of the Alderman by whom such notice shall have been given, unless by some other Alderman producing a written authority for that purpose from such first-named Alderman.

*Motions to be seconded.*

13. No motion in Council shall be discussed, unless and until it be seconded.

*Amendments may be moved.*

14. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded.

*Motions and amendments to be in writing.*

15. No motion or amendment shall be discussed until it shall have been reduced into writing.

*Only one amendment at a time.*

16. No second or subsequent amendment shall be taken into consideration until the previous amendment, or amendments shall have been disposed of.

*Amended question—further amendment may be moved thereon.*

17. If an amendment be carried, the question as amended thereby shall become itself the question before the Council, whereupon any further amendment upon such question may be moved.

*How amendments to be put.*

18. Any number of amendments may be proposed on a motion before the Council, and when more than one amendment shall have been moved and seconded, the question shall first be put on the last amendment, then on the next preceding the last, and so on, in inverse order to that in which they shall have been moved, unless when such motion or amendment shall relate to the fixing of salaries, rates, or other matters of finance, in which case the lowest sum shall be put first, and then the next lowest, and so on to the highest.

*Motions for adjournment.*

19. No motion for adjournment of the Council shall be discussed. If seconded, such motion shall be put at once. If negatived, no similar motion will be permitted to be made until half-an-hour has elapsed after putting the one that has been negatived, and the subjects on the business paper shall be proceeded with in order.

*Motions to be in writing and not withdrawn without leave.*

20. The Council Clerk shall put every motion into writing, which shall be signed by the mover; and every motion, when seconded and read by the Clerk, shall be considered the property of the Council, and shall not be withdrawn without leave of the Council.

*Orders of the day.*

*Of what orders of the day shall consist.*

21. The orders of the day shall consist of any matters other than motions on notice which the Council shall at a previous meeting thereof have directed to be taken into consideration, or which the Mayor or Chairman, or any Committee of the Council shall have directed to be entered on the business paper for consideration.

*How they are to be dealt with.*

22. The Alderman who has the usual charge of, or who has previously moved in reference to the particular business to which any such order of the day relates, shall be the person called upon to move: Provided that the Mayor or Chairman for the time being may as to any order of the day entered by his direction, arrange with and call upon any Alderman to move the same.

*Petitions.*

*Petitions to be respectfully worded.*

23. It shall be incumbent on every Alderman presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council. The nature and prayer of every such petition shall be stated to the Council by the Alderman presenting the same.

*Petitions how received.*

24. All petitions shall be received only as the petitions of the parties signing the same.

*How Petitions are to be dealt with.*

25. No motion shall, unless as hereinafter provided, be permissible on the presentation of a petition, except that the same be received and referred to one of the permanent Committees hereinafter mentioned, or that it be received, and that its consideration stand an order of the day for some future meeting: Provided however that if any Alderman shall have given due notice of a motion in reference to any petition, and such petition shall have been presented before such Alderman shall have been called upon to move such motion, the said motion shall, if otherwise unobjectionable, be considered in order.

*Correspondence.*

*Duties of Mayor as to Correspondence.*

26. The Mayor shall have the same duty in reference to letters addressed to the Council before directing the same to be read as by section 26 of this Part of these By-laws is imposed on Aldermen presenting petitions. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council shall be presented or read by any Alderman. If the Mayor be absent and shall not have examined any such letters addressed to the Council, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

*Section 26 to apply to letters.*

27. Section 26 of this "Part" of these By-laws shall be considered as fully applicable to letters addressed to the Council as to petitions.

*Reports from Committees, and Minutes from the Mayor.*

*Form of Report.*

28. All reports from Committees shall be written on foolscap paper, with a margin of at least one-fourth of the width of such paper, and shall be signed by the Chairman of such Committee, or, in his absence, by some other member of the same.

*Mayor's Minute.*

29. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance by a minute in writing. Every such minute shall be written on paper of the same kind, and with the same margin as a report from a Committee, and shall be signed by such Mayor.

How reports, &c. are to be dealt with; duties of Chairman, &c. in certain cases.

30. No motion shall (unless as hereinafter provided) be permissible on the presentation of a report from a Committee, or a minute from the Mayor, except that the same be received, or that it be received and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice in reference to any such report or minute, or if any order for the consideration of such report or minute shall have been entered among the orders of the day, such motion or order may, if otherwise unobjectionable, be moved or considered in due course; and whenever any such report or minute embodies any recommendation which cannot legally be carried out without due notice, and it is nevertheless desirable that such report or minute shall be definitely ordered upon during the meeting of the Council at which such report or minute is presented, it shall be the duty of the Chairman or member of such Committee signing such report, or of such Mayor, as the case may be, to give or transmit to the Council Clerk such a notice of motion, requisition, or direction as aforesaid as will enable such Council Clerk to make the necessary entry on the business paper and to give such due notice.

*Questions and Statements.**Limitations as to Questions and Statements.*

31. No question or statement shall be allowed to be put or made which is inconsistent with good order or is not in strict accordance with the requirements of section 4 of this Part of these By-laws.

*Notice to be given.*

32. Twenty-four hours notice of every question shall be given to the person who is expected to reply thereto; to allow for the consideration of such reply, and if necessary for a reference to other persons or to documents.

*Answer not compulsory.*

33. It shall not be compulsory upon any person questioned as aforesaid to answer the question so put to him.

*Question to be put without argument, &c.*

34. Every such question must be put categorically, without any argument or statement of fact.

*Similar provision as to statements.*

35. Every such statement must be made without argument.

No discussion on question, &c., Rights of objection, and of subsequent motion reserved.

36. No discussion shall be permitted as to any such question or as to any reply or refusal to reply thereto, or as to any such statement, at the time when such question is put, or such reply or refusal to reply is given, or such statement is made: Provided however, that nothing herein contained shall prevent the taking of any objection as to any such question or statement being out of order, or shall prevent the discussion after due notice, as hereinbefore provided, of any matters properly arising out of or relating to any such question, or reply, or refusal to reply, or any such statement as aforesaid.

*Order of Debate.**Mode of addressing the Council.*

37. Every Alderman who shall make or second any motion, or shall propose or second any amendment, or shall take any part in any debate or discussion, or shall put or reply to any question, or shall make any statement, or shall in any other way or for any other purpose address observations to the Council, shall while so doing stand up in his customary place (unless he shall be prevented from so doing by reason of some bodily infirmity), and shall address himself to the Mayor or other Chairman then presiding: Provided that in the case of a question, such question may by permission of such Mayor or Chairman be put directly to the Alderman or officer to be questioned, and may be replied to in a like manner; but in every such case the question so put, and the answer thereto, shall be subject to every legal objection, on the ground of disorder or inclemency. And all members of the Council shall on all occasions when in such Council, address and speak of each other by their official designations as—Mayor, Chairman, or Alderman—as the case may be.

*Speaker not to be interrupted if in order.*

38. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order as hereinafter provided.

*Limitation as to number of speeches, &c.*

39. Every mover of an original motion shall have a right of general reply to all observations which may have been made in reference to such motion, and to any amendments moved thereon, as well as a right to speak upon every such amendment. Every Alderman, other than the mover of such original motion shall have a right to speak once upon such motion, and on every amendment thereon. No Alderman shall speak longer than fifteen minutes nor oftener than once upon any question other than a question of order, unless when misrepresented or misunderstood, in which case he shall be permitted to explain, without adding any further observations than may be necessary for the purposes of such explanation.

*Mover and Seconder.*

40. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon; but an Alderman who shall have seconded any such motion or amendment without any further observation than that he seconded the same, shall be at liberty to speak on such motion or amendment.

*Speaker not to digress, &c.*

41. No Alderman shall digress from the subject under discussion, or shall make any personal reflections on nor impute improper motives to any other Alderman.

*Adjournment of debate.*

42. A debate may be adjourned to a later hour of the day, or to any other day specified; and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same.

*Mayor to decide as to pre-audience.*

43. If two or more Aldermen rise to speak at the same time, the Mayor or Chairman shall decide which of such Aldermen shall be first heard.

*Alderman may require questions to be stated, &c., under certain restrictions.*

44. Any Alderman may request the matter or question under discussion to be stated or read for his information, or may require the production of any records of the Council bearing upon any such question or matter. No such request or requisition shall be made so as to interrupt any Alderman when speaking.

Mayor or Chairman not to move or second motion, &c., but may address Council thereon.

45. The Mayor or Chairman shall not move any motion or amendment, nor put any question, as provided for by section 4 of this Part of these By-laws, except as is further provided for by section 37 of the same; but such Mayor or Chairman shall have the same right as any other Alderman to speak once upon every such subject or amendment. The Mayor or Chairman shall rise when so speaking (unless as in section 37), but shall be considered as still presiding.

*Questions of Order.**Mayor may call Member to order.*

46. The Mayor or Chairman for the time being may, without the interposition of any other Member of the Council, call any Alderman to order whenever in the opinion of such Mayor or Chairman there shall be a necessity for so doing.

*Decision of points of order.*

47. The Mayor or Chairman for the time being, when called upon to decide points of order or practice, shall state the provision, rule, or practice, which he shall deem applicable to the case, without discussing or commenting on the same.

*Motion out of order to be rejected.*

48. Whenever it shall have been decided as aforesaid that any motion, amendment, or other matter before the Council is out of order, the same shall be rejected.

*Mode of Voting.**How questions to be put.*

49. The Mayor or Chairman for the time being shall put to the Council all questions on which it shall be necessary that a vote be taken, and declare the sense of the Council thereon.

*Divisions—penalty for refusing to vote.*

50. Any Alderman may call for a division, and the votes shall be taken by a show of hands. In such case the question shall be put first in the affirmative and then in the negative, and the names and votes of the Aldermen present shall be recorded. Any Alderman present when a division is called for who shall not vote on such division, not being disabled by law from so voting, shall be liable for every such offence to a penalty of not less than five shillings nor more than two pounds.

*Committee of the Whole Council.**Business in Committee.*

51. The business Committees of the Whole Council shall be conducted in accordance with the rules hereinbefore provided as near as the same shall apply, except that it shall not be necessary that any motion or amendment in Committee shall be seconded.

*Calls of the Council.*

How call of Council to be made.

52. A call of the Council may be ordered by any resolution of which due notice shall have been given for the consideration of any motion or matter of business before the Council.

Such call to be compulsory in certain cases.

53. No motion, the effect of which if carried would be to rescind any resolution, order, or decision of the Council, shall be entered on the business paper unless a call of the Council has been duly made and granted for such purpose.

Mode of proceeding.

54. The call shall be made immediately before the motion or business for which such call has been ordered shall be moved or considered.

*Standing and Special Committees.*

Standing Committees.

55. There shall be three Standing Committees, namely, a By-law, a Works, and a Finance. These Committees shall be re-appointed every year, at the first meeting of the Council which shall be holden after the election of the Mayor.

Mode of re-appointing Standing Committees.

56. The re-appointment of the three Standing Committees may, on resolution of the Council, be made by ballot. In such case a list or lists of the members shall be handed to each then present, who shall mark against the name of each such member the title of the Committee to which, in his opinion, such member ought to belong; and the Mayor or Chairman shall thereupon examine such lists so marked, and shall declare the result; and if there shall be an equal number of votes for the appointment of any two or more members to any one of such Committees, such Mayor or Chairman shall decide which of such members shall be appointed.

By-law Committee.

57. The By-law Committee shall prepare for the consideration of the Council drafts of all such By-laws as may be required for the good government of the Municipality.

Works Committee.

58. The Committee for Works shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places under the care and management of the Council; they shall also inquire and report from time to time as to such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council to inquire and report upon.

Finance Committee.

59. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the municipal revenues. They shall inquire and report from time to time as to all matters which they may consider to affect or to be likely to affect the finances of the Municipality, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Records of transactions in Committee.

60. The Chairman of each Standing Committee shall make or cause to be made, in a book kept by him for that purpose, memoranda of all the transactions of such Committee, which book he shall, on ceasing to be such Chairman, hand over to his successor.

*Expenditure.*

Except in emergent matters, cost of all work to be estimated before undertaken.

61. With the exception of emergent matters hereinafter specially provided for, no work affecting the funds of the Municipality shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Emergent matters and necessary current expenses—Expenses authorized to be reported—Outlay to be in accordance with the orders of the Council.

62. For emergent matters and for necessary current expenses during the intervals which may elapse between the meetings of the Council, outlays to the following extent may be incurred:—

- (1.) By order of the Committee for Works, or of the Mayor and one member of such Committee for repairs or emergent works, to the extent of five pounds.
- (2.) By order of the Mayor, for necessary current expenses, to the extent of ten pounds.

Provided that in every case a detailed report in writing of every such outlay shall be laid before the Council at its next meeting, such report to be signed by the Chairman of the Committee of Works or the Mayor.

All claims to be examined and reported upon by Finance Committee.

63. All accounts and demands of money against or from the Council shall be examined and reported on by the Finance Committee before any order shall be made for payment of such accounts or demands.

Certificate required with each claim—Salaries and wages to be payable on Mayor's order—Certificates to be attached to report.

64. No payment shall be so ordered unless there shall be a certificate or memorandum from the Committee or Mayor showing that the demand is a legitimate one, and has been duly authorized or inquired into. It shall be the imperative duty of the Finance Committee to see that this requirement is fulfilled, or to report specially as to the reasons for its non-fulfilment before recommending payment; and provided further, that in regard to salaries and wages of labour for officers, servants, and labourers employed at fixed rates of payment by order of the Council, the certificate of the Mayor of the amount due to such officer, servant, or labourer, and the order of such Mayor for payment of such amount, shall be a sufficient authorization for such payment.

Common seal and records of the Council—Common seal and press, how secured—care of same.

65. The common seal and the press to which the same is attached shall be secured by a cover or box, which—except when such seal and press are in use—shall be kept locked. There shall be duplicate keys to the lock of this cover or box, of which keys one shall be kept by the Mayor and the other by the Council Clerk. Such common seal and press shall be in the custody and the care of the Council Clerk.

When and how common seal to be used.

66. The common seal shall not be attached to any document without an express order of the Council. In every case when such common seal has been ordered to be attached to any document, such document shall also be signed by the Mayor, or in case of the absence or illness of such Mayor, by two Aldermen, and countersigned by the Council Clerk.

How books of account, &c. be kept.

67. All books, deeds, memorials, letters, documents, and other records of the Council, except as hereinafter mentioned, shall be kept at the Council Chambers in the custody and care of the Council Clerk, who shall be responsible for the safe custody of the same, but the Mayor or Council Clerk may for any special purpose authorize their removal.

Books, &c., not to be shown or exposed to view without leave.

68. No member or officer of the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of the Council, without the written permission of the Mayor. Any member or officer who shall commit a breach of this section shall be liable on conviction to a penalty of not less than ten shillings nor more than two pounds.

Records not to be removed.

69. Any person removing any such book, paper, or record from the Council Chambers, without leave from the Mayor or Council Clerk in writing first had and obtained, shall be subject to a penalty of not less than ten shillings nor more than ten pounds. And nothing herein contained shall be held to affect the further liability of any person who shall have received such book, paper, or record, and shall not have returned the same, to prosecution for stealing such book, paper, or record, or to an action at law for detention of the same as the circumstances of the case may warrant.

Receipt for documents.

70. Every person removing any document or record with such consent as aforesaid shall give a receipt under his hand for every such document, which receipt shall be carefully preserved among the records until the document or other record to which it refers shall have been returned, when such receipt shall be destroyed.

Penalty for destroying or defacing records.

71. Any person destroying or defacing, or wilfully or improperly altering any books, papers, or records, shall for every such offence be liable to a penalty of not less than five pounds nor more than twenty pounds.

*Officers and Servants.*

Notice to Candidates.

72. No appointment to any permanent office at the disposal of the Council shall take place until notice shall have been given as hereinafter provided, inviting applications from qualified candidates for the same. The salary or allowance attached to the office shall in every case be fixed before such advertisement is published, and shall be stated in such advertisement.

Mode of appointment.

73. Every such appointment shall be made by ballot, in such mode as may at the time be determined upon, whenever there is more than one candidate for such permanent office.

Exceptional cases.

74. Nothing herein contained shall be held to prevent the employment, as may be from time to time found necessary and as may be ordered by the Council, of any workmen or labourers on the public works of the Municipality.

**Bonds for good conduct.**

75. All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited with the attorney or bankers of the Corporation, as the Council may order; and no officer or servant of the Council shall be received as surety for any other such officer or servant.

**Duties of Council Clerk.**

76. The Council Clerk, in addition to the duties which by the "Municipalities Act of 1867" and the "Municipalities Act of 1867 Amendment Act of 1874," or by the present or any other By-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the Municipality under the provisions of the said Municipalities Acts; he shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council; he shall likewise have charge of all the records of such Council, except such books or documents as may be entrusted to any other officer, and shall be responsible for the safe keeping of such records; he shall generally assist the Mayor in carrying out the orders of the Council, and the duties of the Mayor, and shall make a half-yearly return of the revenue and expenditure.

**Duties of other officers and servants.**

77. The duties of all officers and servants of the Corporation, in addition to the duties which by the present or any other By-laws thereunder he may be required to perform, shall be defined by such Regulations as may from time to time and in accordance with law be made.

**Special powers of Mayor.**

78. The Mayor shall exercise a general supervision over all officers and servants of the Corporation, and may order the preparation of any such return or statement, or the giving of any such explanation or information, by any such officer or servant as he may think necessary, unless such return or statement shall have been already prepared, or such return or statement, explanation, or information, already given and on record, or unless the Council shall have expressly forbidden or dispensed with the preparation of such return or statement, or the giving of such explanation or information. All such returns or statements as aforesaid shall be in writing, and shall be recorded. All such explanations or information may be either rendered *vis à voce*, or put into writing, as the Mayor may direct.

**Complaints against officers.**

79. All complaints against officers or servants of the Corporation must be in writing, addressed to the Mayor, and must in every case be signed by the person or persons complaining; and no notice whatever shall be taken of any complaint which is not in writing or which is anonymous. And such complaint as aforesaid shall be laid by the Mayor before the Council at the next meeting thereof which shall be holden after the Mayor shall have received the same, and shall be duly recorded.

**Miscellaneous.****Leave of absence.**

80. No leave of absence shall be granted to the Mayor, or to any Alderman, otherwise than by a resolution of Council, adopted after due notice.

**Mode of calling for tenders.**

81. Whenever it is decided that any work shall be executed, or any material supplied by contract, tenders for the execution of such work, or the supply of such material, shall be called for by public notice, as hereinafter provided.

**Draft of intended By-laws.**

82. A draft of every intended By-law shall lie in the office of the Council for at least seven days before such draft shall be taken into consideration by the Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same; and public notice shall be given, as hereinafter provided, that such draft is so lying for inspection.

**Motions for rescission of previous orders, &c.**

83. Whenever a motion for the rescission of any order, resolution, or vote of the Council, shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion: Provided that nothing herein contained shall be held to prohibit the reconsideration and amendment of any proposed By-law which may have been remitted to the Governor for confirmation, and may have been remitted to the Council, with suggested amendments of the same, or the passage, after due notice as hereinbefore provided, and in due course of law, of any By-law for the repeal or amendment of any other By-law.

**Lapsed business.**

84. Whenever the consideration of any motion or matter of business shall have been interrupted, by reason of a quorum not having been present, the resumption of such consideration shall in such case be resumed at the next meeting, at the point where it was so interrupted.

**Suits and prosecutions for penalties, &c.**

85. Such suits or informations for the enforcement of penalties for or in respect of breach of the Municipalities Act of 1867, or of any By-law made thereunder, or of any statute the operation of which may have been extended to the Municipality as may have been directed by the Council, shall be so commenced or laid by the Solicitor of the Municipality, or by any officer named by the Council for that purpose imposing the penalty sought to be enforced; and no such suit shall be brought or information laid as aforesaid against any member of the Council, or Auditor, or servant, except on an express resolution of the Council.

**How notices are to be published.**

86. In all cases where public notice is or shall be required to be given by any By-law, such notice shall be given and published by advertising the same in some newspaper circulating in the Municipality.

**Mode of proceeding in cases not provided for.**

87. In all cases not herein provided for, resort shall be had to the rules, forms, and usages of the Legislative Assembly of New South Wales, so far as the same are applicable to the proceedings of the Council.

**Power to suspend temporarily any portion of these By-laws.**

88. Any of the foregoing By-laws which relate to or affect the proceedings at meetings of the Council, may be suspended *pro tempore* without notice, in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

**PART II.****Collection and enforcement of rates.****Rates when due and payable.**

1. All rates levied and imposed by the Council shall be held to be due and payable on and after such day or days as the Council shall by resolution from time to time appoint.

**Time and place of payment.**

2. All such rates shall be paid at the Council Chambers, during the hours appointed by the Council for that purpose.

**Defaulters.**

3. Every person not paying his or her rates as aforesaid, within thirty days after the day so appointed for payment thereof, shall be deemed a defaulter, and it shall be the duty of the Council Clerk to furnish the Mayor from time to time with a list of the names of all persons so in default.

**Mayor to enforce payment.**

4. It shall be the duty of the Mayor to take proceedings to enforce the payment of all rates in default, either by action at law or by issuing warrants of distress upon the goods and chattels of the defaulter.

**Bailiff, how appointed.**

5. The Bailiff of the Municipality shall be appointed by the Council, and may from time to time be removed by them.

**Bailiff, to find sureties.**

6. The Bailiff shall find two sureties to the satisfaction of the Mayor, to the extent of (£50) fifty pounds each, for the faithful performance of his duty.

**Duties of Bailiff.**

7. It shall be the duty of the Bailiff to make levies by distress for the recovery of rates in manner hereinafter provided.

**Warrant of distress.**

8. All levies and distresses shall be made under warrant in the form of Schedule A hereto, under the hand of the Mayor, or any Alderman who may for the time being be duly authorized to perform the duties of that office.

**Distress and sale, &c.**

9. It shall be lawful for the Bailiff, or his deputy, and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property, in respect of which such rate or rates shall have been made as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property in charge thereof. And if the sum for which any such distress shall have been made or taken, together with the costs of such distress, shall not have been paid on or before the expiration of three clear days, the Bailiff or his deputy may, between the hours of eleven in the morning and two in the afternoon, on the next day thereafter, cause the goods so distrained, or a sufficient portion thereof to be sold by public auction, either on the premises or at such other place within the Municipality as the Bailiff may think proper to remove them for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for, and the costs of such distress, to the owner of such goods so sold, on demand by such owner.



**Inventory.**

10. At the time of making a distress the Bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made; and the Bailiff shall give a copy of the inventory to the Council Clerk.

**Goods may be impounded.**

11. The Bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places, or in such part of the land or premises chargeable with rates as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of three days, as hereinbefore mentioned, to come and go to and from such place or part of the land or premises where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy and in order to carry off and remove the same on account of the purchaser thereof.

**Owner to direct order of sale.**

12. The owner of the goods or chattels so distrained upon may, at his or her option, direct and specify the order in which they shall be successively sold; and the said goods or chattels shall in such case be put up for sale according to such direction.

**Proceeds of distress.**

13. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

**Deputy.**

14. The Bailiff may, with the sanction in writing of the Mayor, or in his absence with the sanction of any two Aldermen of the Municipality, authorize by writing under his hand any person to act temporarily as his deputy; and the person so authorized shall have and exercise all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every case be responsible for the acts of such deputy.

**Costs.**

15. There shall be payable to the Bailiff for the use of the Council, for every levy and distress made under this By-law, the costs and charges in the Schedule hereunto annexed marked C.

**SCHEDULE A.**

**Warrant of Distress.**

I, \_\_\_\_\_, Mayor of the Municipality of Manly, do hereby authorize you \_\_\_\_\_, the Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of \_\_\_\_\_ situate at \_\_\_\_\_, for \_\_\_\_\_, being the amount of rates due to the said Municipality to the \_\_\_\_\_ day of \_\_\_\_\_ for the said dwelling-house (or land or premises as the case may be), and to proceed for the recovery of the said rates according to law.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 \_\_\_\_\_  
Mayor.

**SCHEDULE B.**

**Inventory.**

I have this day, in virtue of the warrant under the hand of the Mayor of the Municipality of Manly, dated \_\_\_\_\_, distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) of \_\_\_\_\_ situate at \_\_\_\_\_, within the said Municipality, for \_\_\_\_\_, being the amount of rates due the said Municipality to the \_\_\_\_\_ day of \_\_\_\_\_

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 \_\_\_\_\_  
Bailiff.

**SCHEDULE C.**

**Costs.**

	s.	d.
For every warrant of distress .....	2	0
For every warrant and making levy where the sum is not more than £20 .....	2	0
Above that sum, in addition for every £1 .....	0	1
For making and furnishing copy of inventory ...	2	0
For man in possession each day, or part of day ...	5	0
For sale, commission and delivery of goods, per pound on proceeds of sale .....	1	0

**PART III.**

**Preventing and extinguishing fires.**

**Fire or combustible materials, &c.**

1. Every person who shall place or knowingly permit to be placed, in any house, yard, workshop, out-offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger contiguous buildings, shall on conviction for every such offence forfeit and pay a penalty of not more than five pounds; and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials; and every such person who shall suffer any such fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for twenty-four hours after any such conviction, shall be deemed guilty of a further offence against this By-law.

**Inflammable fences, &c.**

2. Every person who shall erect any fence of brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack, any inflammable material, so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce of such properties, or any chattels in or upon such buildings or properties, shall forfeit on conviction for every such offence a penalty of not more than five pounds, and also shall remove such fence, stack, or covering within a reasonable time after such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

**Setting fire to matter without notice.**

3. Any person who shall wilfully set fire to any inflammable matter whatever in the open air, within five yards of any dwelling-house or other building or boundary or dividing fence within the said Municipality, without having given notice in writing to the occupiers of the land adjoining the land upon which such matter shall be of his intention so to do, or between the hours of six in the afternoon of any day and six in the morning of the following day, shall for every such offence forfeit a sum not exceeding five pounds.

**Fireworks.**

4. Every person who shall light any bonfire, tar barrel, or firework, upon or within ten yards of any public or private street, or any public place, or shall discharge any fire-arms without lawful cause within one thousand yards of any dwelling within the boundaries, shall forfeit a sum not exceeding five pounds.

**Wilfully setting fire to chimneys.**

5. Every person who wilfully sets or causes to be set on fire any chimney-flue, smoke-vent, or stove-pipe, herein called in common a "chimney," shall forfeit a sum not exceeding five pounds: Provided always that nothing herein contained shall exempt the persons so setting or causing to be set on fire any chimney, from liability to be informed against or prosecuted before any Criminal Court for such act as for an indictable offence.

**Burning shavings, &c., in the streets.**

6. Any person who shall burn any shavings, rubbish, or any other matter or thing, in any road, street, lane, or public place within the said Municipality, or who shall within ten yards of any dwelling-house, burn rags, bones, corks, or other offensive substance, shall for every such offence forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

**Placards not to be affixed on walls without consent.**

7. It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, fence, or other erection, nor deface any such wall, house, fence, or erection with chalk, paint, or other matter, unless with the consent of the owner thereof; and every person who shall be guilty of any such offence shall pay a sum not exceeding twenty shillings nor less than five shillings.

**Compensation for attendance at fires.—Rewards.**

8. There shall be paid out of the municipal funds to the owner of every water-cart who shall have attended with any water at the place of any fire as herein provided, and delivered the same as required for extinguishing such fire, such reasonable compensation as the Council shall by resolution have appointed in that behalf, and also to such owners of such carts as shall have first and second in order attended with loads of water, such further sums by way of reward as the Council may by similar resolutions have fixed.

**PART IV.**

**Streets and public places. Public health and decency, &c. Streets, &c.**

**New roads to be reported on.**

1. No new public road, street, way, reserve, or other place proposed to be dedicated to the public, shall be taken under the charge and management of the Council until after such road, street, way, or reserve shall have been examined by the Committee for Works and reported upon to the Council by such Committee.

Plans of proposed new road, &c. to be deposited.

2. Whenever any proprietor or proprietors of land within the said Municipality shall open any road, street, or way, or lay out any park or other place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management of such road, street, way, reserve, or other place, he or they shall furnish the Council with a plan or plans signed by himself or themselves, showing clearly the position and extent of such road, street, way, reserve, or other place as aforesaid.

Dedications of new roads, &c.

3. If the Council determine to take charge of any such road, way, or other place as aforesaid, the plan or plans, so signed as aforesaid, shall be preserved as a record or records of the Council, and the proprietor or proprietors aforesaid shall execute such further instrument dedicating such road, way, reserve, or other place to public use or recreation as aforesaid, as may be considered necessary by the Committee for Works, and such further instrument of dedication shall also be preserved as a record of the Council.

Committee for Works to fix street-levels, &c.

4. The Committee for Works, or any officer or person acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the levels of all public roads, streets, and ways within the Municipality, and the carriage and footways thereof; and it shall be the duty of such Committee, officer, or person, to place posts at the corners or intersections of any such public roads and streets, and of the carriage-ways and footways of such roads and streets, wherever the same may be considered necessary or desirable by the Council: Provided that there shall be no change of level in any such public road, street, or way, until the same shall have been submitted to and adopted by the Council as hereinafter directed.

Change of street-levels.

5. Whenever it may be deemed necessary to alter the level of any such public road, street, or way, as aforesaid, the Committee for Works shall cause a plan and section, showing the proposed cuttings, to be exhibited at the Council Chamber for fourteen days, for the information and inspection of rate-payers, and shall notify, by advertisement in some newspaper circulating in the Municipality, that such plan is so open to inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman, and the proposer and seconder of the motion for such adoption, and countersigned by the Council Clerk; and such plan and section so signed and countersigned shall be a record of the Council.

No turf, gravel, &c. to be removed from streets without permission.

6. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material, or any road scrapings or sweepings, in or from any part of the carriage or foot way of any street or any other public place within the said Municipality, without leave first had and obtained from the Council, or who shall wantonly break up or otherwise damage any such carriage or foot-way, shall on conviction forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Holes to be enclosed.

7. Any person or persons who shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left any hole adjoining or near to any street or public place within the said Municipality, for the purpose of making any vault or vaults, or the foundation or foundations to any house or building, or for any other purpose whatsoever, or shall erect or pull down any building and shall not forthwith enclose the same, and keep the same enclosed in a good and sufficient manner, to the satisfaction of the Committee for Works of the said Municipality, or shall keep up or cause to be kept up and continued any such enclosure for any time which shall be no longer than shall be absolutely necessary in the opinion of the said Committee, and shall not place lights upon each side of the said enclosure and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, shall forfeit and pay for every such refusal or neglect any sum not being less than forty shillings nor exceeding five pounds.

Open spaces and steps adjoining footways to be enclosed under penalty.

8. Every owner or occupier of any house, building, or premises or land, within the said Municipality, having any entrance area, garden, or other open space, or any vacant building lot, water-hole, or excavated space, adjoining the footway of any street or public place in such Municipality, shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and re-passing; and every such owner or occupier of any such house, building, premises, or land having any steps adjoining the footway of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosure, so as to prevent

the like danger to persons passing and re-passing; and on failure thereof of every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay a sum not being less than forty shillings nor more than five pounds. And every such owner or occupier as aforesaid who shall fail to erect such fences or other enclosures as aforesaid shall be deemed guilty of a further offence against this By-law.

Wells to be covered over—penalty.

9. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway, within the limits of the said Municipality, or at the side of or in any yard or place open or exposed to such road, street, or footway within the limits of the said Municipality, or at the side of or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover over and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last known place of abode, or on the said premises, shall on conviction forfeit and pay a sum of ten shillings, and for every day after such notice that such well shall remain open or uncovered contrary to the provisions thereof, such person shall be deemed guilty of a separate offence against this By-law.

Temporary stoppage of traffic for repairs.

10. The Committee for Works, or any officer or person acting under the authority of such Committee, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose; and any person or persons offending against this By-law, either by travelling on street, lane, or thoroughfare, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Drawing or trailing timber, &c.

11. Any person who shall haul or draw, or cause to be hauled or drawn upon any part of any street or public place within the said Municipality any timber, stone, or other thing, otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing, which shall be carried principally or in part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of any such vehicle or barrow, so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction forfeit and pay for every such offence a sum not more than forty shillings nor less than five shillings over and above the damage occasioned thereby.

Driving carriages, &c. on footways, and throwing filth, &c.

12. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing in or upon the carriage-way or foot-way of any street or other public place in the said Municipality, or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street or other public place as that any blood or filth shall run or flow upon or over or be on any or either of any such carriage or foot-way, or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said footways of any such street or public place any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow, handbarrow, or truck, or any hogshead, cask, or barrel, or shall wilfully lead, drive, or ride any horse, ass, mule, or other beast upon any such footway shall, upon conviction, forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings; for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Rain not to be carried on to footpaths.

13. It shall not be lawful for any person whomsoever to carry, by means of pipes, gutters, or other contrivances, any rain-water from the roof of his or her premises or house upon any of the footways of any street or public place within the said Municipality, or any owner or occupier of any such house or premises who shall neglect or refuse to remedy or remove any such pipes, gutters, or contrivances, when required to do so by any officer of the Council, shall on conviction forfeit and pay any sum not exceeding ten shillings, and a like sum for every day or part of a day that the same shall not be remedied or removed: Provided that the owner or occupier of any such house or premises may convey any such rain-water by means of pipes laid under the surface of such footways into the gutters adjoining the same; and provided also that all such pipes shall be laid down to the satisfaction and under the superintendence of the officer appointed by the Council.

Placing carriages, goods, &c., on footways, &c. Not removing when required. Replacing the same after removal. Not to prevent awnings being erected in front of shops.

14. Any person who shall set or place or cause, or permit to be set or placed, any stall-board, chopping-block, show-board, (on hinges or otherwise), basket, wares, merchandise, casks or goods of any kind whatsoever, or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel, in or upon or over any carriage or foot way in any street or public place within the said Municipality,—or shall set out, lay or place, or shall cause or procure, permit, or suffer to be set out, laid or placed, any coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, or other carriage, upon any such carriage-way, except for the necessary time of loading and unloading such cart, wain, waggon, dray, sledge, truck, or other carriage, or taking up or setting down any fare, or waiting for passengers when actually hired, or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage,—or if any person shall set or place, or cause to be set or placed, in or upon or over any such carriage or foot way, any timber, stones, bricks, lime, or other materials or things for building whatsoever (unless the same shall be enclosed as herein directed), or any other matters or things whatsoever,—or shall hang out or expose, or shall cause or permit to be hung out or exposed any meat or offal, or other thing or matter whatsoever, from any house or other building or premises, or any other matter or thing from and on the outside of the front or any other part of any house or other building or premises, over or next unto any such street or public place, and shall not immediately remove all or any such matters or things, being thereto required by the Inspector of Nuisances or other proper officer of the Council,—or if any person who having, in pursuance of any such requisition as aforesaid, removed or caused to be removed any such stall-board, show-board, chopping-block, basket, wares, merchandise, casks, goods, coach, cart, wain, waggon, dray, wheel-barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matters or things, shall at any time thereafter again set, lay, or place, expose or put out, or cause, procure, permit, or suffer to be set, laid, placed, exposed or put out, the same or any of them, or any other stall-board, show-board, chopping-block, basket, wares, merchandise, goods, timber, stones, bricks, lime, coach, cart, wain, waggon, dray, truck, wheel-barrow, hand-barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid), in, upon, or over any such carriage or foot way, or next unto any such street or public place as aforesaid,—shall, upon conviction, for every such offence, forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings, for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound: Provided that nothing herein contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house, in such manner as that such awning shall be at least seven feet above the height of the foot-way, and that the posts be placed close to the curb-stone or outer edge of such foot-way, and a plan must be submitted to the Council prior to its erection.

*Riding on drays, careless driving, &c.*

15. If the driver of any waggon, wain, cart, or dray of any kind shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driver or guided with reins only excepted),—or if the driver of any carriage whatsoever shall wilfully be at such a distance from such carriage, or in such a situation, whilst it shall be passing upon such street, that he cannot have the direction and government of the horse or horses, or cattle drawing the same,—or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever meeting any other carriage shall not keep his waggon, cart, dray, or coach, or other carriage, on the left or near side of the road, street, or thoroughfare,—or if any person shall in any manner wilfully prevent any other person or persons from passing him or her, or any carriage under his or her care upon such street, or by negligence or misbehaviour prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same,—every driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

*Riding or driving furiously, &c.*

16. Any person who shall ride or drive through or upon any street or public place within the said Municipality so negligently, carelessly, or furiously that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds nor less than two pounds.

*Swine, &c., not to wander about the streets.*

17. Any person who shall breed, feed, or keep any kind of swine in any house, yard or enclosure, situate and being in or within forty yards of any street or public place within the Municipality, or shall suffer any kind of swine, or any horse, ass, cattle, mule, sheep, goat, or any other animal of the like

nature belonging to him or her, or under his or her charge, to stray or go about, or to be tethered or depastured in any street, road, or public place, within the said Municipality, shall forfeit and pay for every such offence a sum not exceeding forty shillings and be made liable for damages.

*Blasting rock.*

No rock to be blasted without notice to the Council Clerk.

18. Any person who shall be desirous of blasting any rock within one hundred yards of any street or public place or dwelling-house in the said Municipality shall give notice, in writing, twenty-four hours previously, to the Council Clerk, who shall appoint a time when the same may take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the said Council Clerk, he or she shall, on conviction, forfeit and pay for every such offence any sum not less than five pounds nor more than twenty pounds.

*Public property.*

*Injuring or extinguishing lamps.*

19. Any person who shall wantonly or maliciously break or injure any lamp or lamp-post, or extinguish any lamp set up for public convenience in the said Municipality shall, over and above the necessary expense of repairing the injury committed, forfeit and pay for every such offence any sum not less than one pound nor more than five pounds.

*As to damaging buildings.*

20. Any person who shall damage any public building, toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice, bridge, culvert, sewer, watercourse, or other public property within the said Municipality, shall pay the costs of repairing the same, and if such damage be wilfully done shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds.

*Damaging trees.*

21. Any person who shall wilfully, and without the authority of the Council, cut, break, bark, root up, or otherwise destroy or damage the whole or any part of any tree, sapling, shrub, or underwood, growing in or upon any street or place under the management of the Council, shall forfeit any sum not exceeding ten pounds nor less than one pound.

*Obstructing public pathways.*

22. That the owner or occupier of any land situate on the side of any street or road in this Municipality who shall permit any tree, shrub, or plant kept for ornament or otherwise, to overhang any footpath or footway on the side of any such street or road, so as to obstruct the passage thereof, and who on demand made by the Council, or their overseer or inspector, shall not cut or cause to be cut, lopped, or caused to be lopped, all such trees, shrubs, or plants, to the height of eight feet at the least, the said Council, and their servants, labourers, and workmen may cut, or cause to be cut or lopped all such overhanging trees, plants, and shrubs, and to remove or burn any portion of such trees, plants, or shrubs so cut or lopped, without being deemed a trespasser or trespassers; and in case any person or persons shall resist or in any manner forcibly oppose the said Council or their servants, labourers, or workmen, in the due execution of the powers given in this behalf by virtue of the Municipalities Act of 1867, every person so offending shall on conviction for every such offence forfeit and pay any sum not exceeding ten pounds.

*Injuring public fountains, &c.*

23. Any person who shall injure any public fountain, pump, cock, waterpipe, or any other thing connected with the preservation or supply of water to the Municipality, or to any portion thereof, shall forfeit and pay the amount of such damage, and any further sum not exceeding twenty pounds nor less than one pound; and any person who shall bathe and wash himself, or shall wash any cloths or other article at or in any reservoir, channel, fountain, or basin provided for public use, or who shall in any other way foul the water preserved or used for the purpose aforesaid, shall forfeit and pay any sum not exceeding one pound nor less than five shillings.

*Obstructions.*

Dead animals, &c., not to be thrown into any public places, reserves, watercourses.

24. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning into any public watercourse, sewer, waterhole, river, creek, or canal, or who shall suffer slops, suds, or filth of any kind to flow from his or her premises over any of the footways or streets of the Municipality, or shall permit or cause, by means of pipes, shoots, channels, or other contrivances, filth of any kind whatever to flow into any public watercourse, waterhole, river, creek, or canal, or shall obstruct or divert from its channel any sewer or watercourse, river, creek, or canal, shall forfeit any sum not exceeding five pounds.

Suppression of nuisances, &c.

25. In case any privy, hogsty, or any other matter or thing whatsoever which shall at any time be or become a nuisance by causing unwholesome smells to arise within any part of this Municipality, it shall be lawful for any two Justices upon complaint thereof by any person, to investigate such complaint, and to order that such privy, hogsty, boiling down establishment, or other matter or thing, being a nuisance as aforesaid, to be cleansed, removed, or discontinued, as the case may be, within seven days after such order has been made, and notice given to the owner or occupier of the premises whereon such nuisance shall exist; and every such owner or occupier neglecting to remedy or remove such nuisance, pursuant to such notice or order, and to the satisfaction of such Justices, shall forfeit and pay a sum of ten pounds for every such neglect or disobedience; and also it shall be lawful for such Justices to indict or cause to be indicted for such nuisances such person or persons so neglecting or disobeying any such notice or order at the then next Court of General or Quarter Sessions to be held nearest to the said Municipality; and the person or persons being found guilty shall be subject to such punishment and such further order as the Justices assembled at such Sessions shall lawfully decide.

Swine not to be kept.

26. Any person who shall keep, breed, or feed any kind of swine in any house, building, yard, garden, or other hereditament, situate and being in or within forty yards of any street or public place or any dwelling-house in the said Municipality, shall, on conviction, forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings.

Cattle, &c., not allowed to go about the streets, &c.

27. It shall not be lawful for any person whomsoever to suffer any kind of cattle, horse, ass, mule, sheep, swine, or goats belonging to him, or under his or her charge, to depasture, stray, or go about, or to be tethered or depastured in any street, road, or public place within the said Municipality; and any person who shall so offend shall forfeit and pay in respect to every such offence any sum not exceeding two pounds nor less than five shillings.

As to private avenues, &c.

28. Any owner or occupier of any house or place within the said Municipality who shall neglect to keep clean any private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Cleansing butchers' shambles, slaughter-houses, &c.

29. For preserving the cleanliness of the said Municipality and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect the butchers' shambles, slaughter-houses, boiling-down establishments, tanneries, and fellmongering establishments in the said Municipality, and to give such directions concerning the cleansing the said shambles, slaughter-houses, tanneries, and establishments, both within and without, as to him shall seem needful; and any butcher, or the owner or occupier of any such shamble, slaughter-house, tannery, or establishment, who shall refuse or neglect to comply with such directions within a reasonable time shall forfeit and pay a sum not exceeding ten pounds nor less than ten shillings.

Inspection of premises.

30. Upon the reasonable complaint, in writing, of any householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of; and the officer of the Council shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose.

Various obstructions and annoyances.

31. Every person who in any street or other public place or passage within the said Municipality, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences, shall on conviction for any and every such offence forfeit and pay a penalty of not more than two pounds:—

Every person who shall hoist or cause to be hoisted, or lower or cause to be lowered, goods of any description from any opening in any house fronting any street or public place, and close to the footway thereof, without sufficient and proper ropes and tackling.

Every person who shall carry or convey, or cause to be carried or conveyed, in any street or public place, the carcass, or any part of the carcass, of any newly slaughtered animal without a sufficient and proper cloth covering the same for the concealment from public view, or shall hawk or carry about butcher's meat for sale without covering the same as aforesaid.

Every person who shall place any line, cord, or pole across any street, lane, or passage, or hang or place clothes thereon to the danger or annoyance of any person.

Every person who shall place any flower-pot in any upper window near to any street or public place without sufficiently guarding the same from being thrown down.

Every person who shall throw or cast from the roof, or any part of any house or other building, any slate, brick, part of a brick, wood, rubbish, or other material or thing (unless within a hoard or enclosure when any house or building is being erected, pulled down, or repaired).

Every blacksmith, whitesmith, anchorsmith, nail-maker, metal-founder, lime-burner, brickmaker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture fronting or opening into or towards any street, lane, or passage, and not enclosing such door, or not fastening the shutters or other fastenings of such window, and closing such aperture, and placing a screen before the same every evening, within one hour after sunset, so as effectually to prevent the light from showing through the doorway, window, or aperture next or upon such street, lane, or passage.

Every person who shall be the keeper of or have any dog or other animal which shall attack or endanger the life or limb of any person who may have the right-of-way or use of any private yard, alley, street, or any other place within the said Municipality.

*Premises in state to endanger public health.*

Houses to be purified on certificate of two medical practitioners.

32. If upon the certificate of any two duly qualified medical practitioners it appears to the Council that any house or part thereof, or the premises occupied in connection therewith, within the limits of the said Municipality, is in a filthy or unwholesome condition, that the health of any person is or may be liable to be affected or endangered thereby, and that the whitewashing, cleansing, or purifying of any house or part thereof, or the premises occupied in connection therewith, would tend to prevent or check infectious or contagious disease, the said Council shall give notice in writing to the owner or occupier of such house or part thereof, or the premises occupied in connection therewith, to whitewash, cleanse, or purify the same as the case may require; and if the person to whom such notice is so given shall fail to comply therewith within such time as shall be specified in the said notice, he shall be liable to a penalty not exceeding ten shillings for every day during which he continues to make default: Provided that no such penalties shall collectively amount to any greater sum than twenty pounds.

*Offences against public decency.*

Bathing prohibited within certain limits.

33. Any person who shall bathe near or within view of any inhabited house, or of any public wharf, quay, bridge, street, road, or other place of public resort within the limits of the said Municipality, between the hours of seven in the morning and eight in the evening, shall on conviction forfeit and pay a sum not exceeding one pound for every such offence.

Penalty on indecent exposure of person.

34. Any individual who shall offend against decency, by exposure of his or her person in any street or public place within the said Municipality, or in the view thereof, shall on conviction forfeit and pay for every such offence a sum not exceeding ten pounds, nor less than five pounds.

Houses of ill-fame.

35. Upon representation of any respectable ratepayer that any house or premises within the Municipality, and near to the residence of such ratepayer, is of ill-fame, it shall be lawful for the By-law Committee to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupations of all the inmates of the said house or premises; and upon non-compliance with such request, or if, upon consideration, the said Committee consider the house to be one of ill-fame, they shall, with the sanction of the Council, declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice; and if such nuisance be not so abated, the holder of such house or premises, or other person residing or being therein, and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds; and if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for every such second offence a sum not less than five pounds nor more than fifty pounds; and

if a further period of forty-eight hours shall elapse after such second conviction, without the abatement of such nuisance, such holder of such house, or other person residing or being therein as aforesaid, shall for such third offence forfeit and pay any sum not less than ten pounds nor more than fifty pounds.

#### PART V.

##### *Noisome and offensive trades.*

No noisome or offensive trades to be carried on to the injury of any inhabitant.

1. No person shall carry on any noisome or offensive trade within the said Municipality, so as to injure or be a nuisance as hereinafter stated, to the inhabitants thereof.

Definition of "noisome and offensive trades."

2. Any manufacture, trade, calling, or operation, in the conducting, following, or carrying on of which, or in consequence of, or in connection therewith, or from the premises where the same is conducted, followed or carried on, any gas, vapour, or effluvia, or any large quantities of smoke, shall be evolved or discharged, which gas, vapour, effluvia, or smoke, shall be calculated to injure animal or vegetable life, or in any other way to injure or be a nuisance to the inhabitants of the said Municipality, shall be considered a "noisome and offensive trade" within the meaning of these By-laws.

Complaint—Inquire and report—Order of Council thereon—Notice to discontinue, &c.—Penalty.

3. Upon the complaint in writing of any householder that any noisome or offensive trade is being so followed, conducted, or carried on in the vicinity of his or her residence or property, as to injure his or her health, or the health of any member of his or her family, or to be a nuisance to such householder, and to his or her family, the Inspector of Nuisances, or any other person or persons appointed by the Council, shall make an inspection of the premises where such trade is alleged to be so conducted, followed, or carried on as aforesaid, and of the premises or property of the complainant, and shall inquire into the grounds for such complaint and shall report thereon to the said Council; and if the said Council shall on the consideration of such report, or after any such further inquiry as may be deemed necessary, be of opinion that the said complaint is well founded, and that any manufacture, trade, calling, or operation so complained of, and so being conducted, followed, or carried on as aforesaid is a "noisome or offensive trade," within the meaning of these By-laws, notice shall be given to the person or persons conducting, following, or carrying on such trade, to cease and discontinue the same within such reasonable time, not being less than thirty days nor more than sixty days, as the said Council may direct, or so to conduct, follow, or carry on his, her, or their manufacture, trade, calling or operation, as that within such reasonable time as aforesaid, the same shall wholly and permanently cease to be noisome or offensive within the meaning of these By-laws, either to the said complainant or to any other resident within the said Municipality; and if such trade shall not be discontinued as aforesaid, or shall not be so conducted as that it shall wholly cease to be noisome and offensive as aforesaid, within the time named in such notice as aforesaid, any person conducting, following, or carrying on such trade as aforesaid, shall for the first offence forfeit and pay a sum not less than forty shillings nor more than five pounds; for a second offence, a sum not less than five pounds nor more than twenty-five pounds; and for a third and every subsequent offence, a sum not less than ten pounds nor more than fifty pounds.

Mode of proceeding when "noisome and offensive trade" is about to be commenced—Penalty.

4. The like proceeding shall be taken as aforesaid whenever there shall be a complaint as aforesaid that any manufacture, trade, calling, or operation, is about to be commenced or entered upon which is likely to prove "noisome and offensive" within the meaning of these By-laws, save and except the notice to be given as aforesaid shall be given to the person or persons about to enter upon such manufacture, trade, calling, or operation, and shall require him, her, or them not to commence or enter upon the same, or take such measures as shall effectually prevent the same from becoming "noisome and offensive" within the meaning of these By-laws to any resident within the Municipality. And any person who shall in such case commence, enter upon, or continue, any such manufacture, trade, calling, or operation, so that the same shall in any way be "noisome and offensive" within the meaning of these By-laws, shall for every such offence forfeit and pay a sum not less than pounds nor more than fifty pounds.

Service of notices—Liabilities.

Service of any such notice as aforesaid upon the occupier or owner of any premises or land wherein or whereon any such manufacture, trade, calling, or operation, is being conducted, followed, or carried on, or is about to be commenced or entered upon, or at the last known place of abode of such occupier or owner, or upon any person on the said premises or land, shall be a good and sufficient service of such notice for all

the purposes of these By-laws. And every person who shall be actually engaged in superintending, directing, or managing, or who shall be in any other way actually engaged or employed in any such manufacture, trade, calling, or operation, as aforesaid, shall be liable to be regarded and treated as a person conducting, following, or carrying on such manufacture, trade, calling, or operation, within the meaning and for all the purposes of these By-laws.

#### PART VI.

##### MISCELLANEOUS.

##### *Public Exhibitions, &c.*

Exhibitions, &c., to be licensed.

1. No exhibition other than exhibitions licensed by the Colonial Secretary under the provisions of the Act 14 Victoria, No. 23, or exhibitions of a temporary character specially provided for, shall be held or kept for hire or profit within the said Municipality, nor shall any bowling-alley, skittle-alley, or other place of public amusement other than a place licensed as aforesaid, or a place for temporary amusement, be used as such for hire or profit within the said Municipality, unless and until permission in writing be granted by the Mayor.

No exhibition, &c., on Sundays, &c.

2. No such exhibition or place of public amusement as aforesaid, shall be held, or kept open, or used for the purposes of such public amusements on Sunday, Christmas Day, or Good Friday; and every person offending against this By-law in this behalf shall, on conviction, forfeit and pay a sum not exceeding five pounds nor less than two pounds for every such offence.

Wilful trespass.

3. Every person who shall wilfully let in or knowingly suffer to enter upon the reserves or place of public recreation ground any animals, without due authority, shall be deemed guilty of wilful trespass, and shall be liable for every such offence to a penalty not exceeding twenty pounds nor less than two pounds.

Penalty for destroying boundary marks.

4. Any person pulling down, destroying, defacing, or injuring any marks, or any fence or other erection thereon, without the authority of the Council, shall forfeit and pay any sum not exceeding ten pounds nor less than one pound.

Erection of houses, &c.

5. No person shall be permitted to erect any house, shop, or other building, in any street, lane, or place, in the Municipality, without first serving notice, in writing, on the Mayor or Council Clerk, on any lawful day between the hours of six and eight o'clock p.m., stating such intention, and describing the proposed situation of the building or erection, and without having received an authority from the Mayor or Council Clerk, who will give the required level and alignment, if in a proclaimed street, on a payment of a fee of five shillings. No person shall be at liberty to encroach beyond the building-line in any street or lane, by the erection of houses, verandahs, door-steps, fences, or any other obstruction whatever.

Houses, &c., to be spouted.

6. All proprietors of houses within the Municipality having a frontage to any main thoroughfare, shall be bound to have the same sufficiently spouted with down pipe, to be carried under the surface of the footpath into the gutter, under a penalty of ten shillings on conviction; and if not remedied at the expiration of seven days after such conviction, the offender shall be again liable to a like conviction and penalty also for every succeeding seven days.

Using bark for building in the main thoroughfares.

7. All persons are prohibited from erecting buildings any portion of which shall be constructed of bark, palings, or other dangerously inflammable material; and any person or persons erecting such buildings shall forfeit, on conviction of every such offence, a penalty of not more than twenty pounds.

#### PART VII.

By-laws for the Municipality of Manly, for carrying into effect the provisions of the "Nuisances Prevention Act of 1875."

1. No cesspits, closets, or pit to contain fecal matter, shall be allowed to be made. Every person about to erect an earth-closet shall, before he commence any such work, give to the Council Clerk seven days notice, in writing, of his intention, and of the proposed position of such earth-closet; or in default thereof, or in case of his commencing such work without such notice, he shall be liable to a penalty of not less than one pound nor more than five pounds.

2. No earth-closet shall be erected except in such position as shall be approved by the Inspector of Nuisances or other officer appointed by the Council, or shall be approved by the Council; and any person being guilty of a breach of this By-law shall be liable to a penalty of not less than one pound nor more than five pounds.

3. Every earth-closet shall be built with walls 7 feet high, and shall be not less than 3 feet 6 inches wide and 4 feet 6 inches long, and shall be provided with a door capable of being fastened from the inside, and shall be ventilated; and every person having or building a closet contrary to this By-law shall be liable to a penalty of not less than one pound nor more than five pounds.

4. When two or more closets adjoin each other, there shall be a sufficient dividing-wall, not less than 9 inches in thickness, between every two closets, and such wall shall extend from the bottom of the closet, through the roof of the closet, so as to effect a complete separation; and every person having or building closets adjoining each other contrary to this By-law shall be liable to a penalty of not less than one pound nor more than five pounds.

5. A separate closet shall be provided for every tenement; and a breach of this By-law shall make persons using a joint closet liable to a penalty of not less than one pound nor more than five pounds.

6. Every closet shall be built in such a position that the same may be emptied without the contents being carried through any dwelling-house; and every person having or building a closet contrary to this By-law shall be liable to a penalty of not less than one pound nor more than five pounds.

7. If any alteration shall be requisite, in the opinion of the Inspector of Nuisances, or any officer appointed by the Council in that behalf, for preserving the public health or decency in the case of any existing closet, and the Council shall adjudge such closet to be either injurious to health, or opposed to decency by exposure or otherwise, the same shall be altered by such Inspector of Nuisances, or other officer, and the cost of such alterations shall be paid by the owner or occupier of the premises whereon the same shall be.

8. The place of deposit shall be in such locality as may be from time to time determined upon by the Council.

9. Until otherwise provided by the Council, all night-soil from existing closets shall be removed from cesspits by contract, in water-tight covered vehicles, between the hours of 11 o'clock in the evening and 5 o'clock in the morning; earth-closets may be emptied during the day.

10. Until, and unless otherwise provided by the Council, all night-soil shall be disposed of by burying it in the earth.

11. In case the Council shall sell or give away any night-soil, the same shall be removed in the same manner as above provided; and on being removed from the vehicles in which it is carried, shall be deodorized by chemicals, or in some other manner, or covered with earth, so as to prevent any offensive smell arising therefrom. Any person guilty of a breach of this By-law shall be punishable by a penalty of not less than one pound nor more than twenty pounds.

12. All earth-closets shall be emptied once in seven days or oftener, and the contents buried in the earth; and every person infringing this By-law shall be liable to a penalty of not less than one pound nor more than two pounds.

13. The Inspector of Nuisances, or other officer appointed by the Council, may visit and inspect any premises or do any work authorized by the "Nuisances Prevention Act, 1875" therein, on all days except Sundays and public holidays, between the hours of 10 o'clock in the morning and 4 o'clock in the evening.

14. Every person shall be at liberty to use on his own premises all night-soil collected thereon; but if any nuisance shall arise therefrom, he shall be liable to a penalty of not less than one pound nor more than five pounds.

15. No person shall be at liberty, without the permission of the Council, or the Inspector of Nuisances, or other officer appointed in that behalf, to use on his own premises any night-soil brought from elsewhere; and in the event of his so doing, he shall be liable to a penalty of not less than two pounds nor more than ten pounds.

16. The Council may recover such sums for the emptying of any closet as may be decided upon from time to time by resolution of the Council.

I hereby certify that the foregoing By-laws were adopted by a resolution of the Council, at a meeting thereof duly convened and held on the twelfth day of July, A.D. one thousand eight hundred and seventy-seven.

WILLIAM JOHNSON,  
Council Clerk.

(L.S.)

THOS. ROWE,  
Mayor.



1877.

## NEW SOUTH WALES.

## NUISANCES PREVENTION ACT OF 1875.

(BY-LAWS—BOROUGH OF PARRAMATTA.)

Presented to Parliament pursuant to Act 39 Vict. No. 14, sec. 18.

Colonial Secretary's Office,  
Sydney, 5th November, 1877.

## BOROUGH OF PARRAMATTA.

## BY-LAWS.

The following By-laws, made by the Council of the Borough of Parramatta, under the "Nuisances Prevention Act 1875," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of that Act.

JOHN ROBERTSON.

## BOROUGH OF PARRAMATTA.

## BY-LAWS.

To carry into effect the provisions of the Nuisances Prevention Act, 1875, within the Borough of Parramatta.

Clause No. 1. Every person about to erect a closet or form a cesspit, shall, before he shall commence any such work, give to the Council Clerk seven days notice in writing of his intention, and of the proposed position of such closet or cesspit; and in default thereof, or in case of his commencing such work without such notice, he shall be liable to a penalty not exceeding (£10) ten pounds.

Clause No. 2. No closet shall be erected or cesspit formed except in such position as shall be approved of by the Council, or by the Inspector of Nuisances, or other officer appointed by the Council: Provided that, where practicable, no cesspit shall be formed within (20) twenty feet of any dwelling-house or factory.

Clause No. 3. All closets, where the dwelling-houses consist of more than three rooms, shall be built with cesspit not less than (4) four feet by (3) three feet clear, internal measure, exclusive of the man-hole hereafter mentioned, and not less than (4) four feet or more than (6) feet deep below the ground surface, and the top of every cesspit shall not be less than (6) six inches higher than the highest part of the ground immediately adjoining it: Provided that this By-law does not affect such closets as are provided for under By-law No. 17.

Clause No. 4. Each closet shall have a man-hole of the clear internal dimensions of (2) two feet (3) three inches by (2) two feet outside the walls of the closet and connected with the pit, as shown on the drawing exhibited at the Council Chamber, and constructed of the same material specified for the construction of the soil-pit, and covered closely with strong stone flags, or such other material as the Council may approve of.

Clause 5. The walls of every soil-pit shall be built of brick or stone of a thickness of not less than (9) nine inches, and shall be built in cement and rendered ( $\frac{3}{4}$ ) three-quarters of an inch thick with cement inside, at bottom, and on the walls, in

such a manner as to make it perfectly water-tight, to the satisfaction of the Inspector of Nuisances, or of such other officer as may be appointed by the Council.

Clause 6. Every closet shall be built (7) seven feet high from the floor to the wall-plate of roof, and shall not be less than (3) three feet (6) six inches wide and (4) four feet (6) six inches long, and shall be provided with a door capable of being fastened from the inside, and shall have ventilating holes ( $4\frac{1}{2}$ ) four and a half inches wide, or a window that will open.

Clause 7. When two or more closets adjoin each other there shall be a brick or stone dividing-wall of not less than ( $4\frac{1}{2}$ ) four and a half inches in thickness between every two closets, and each wall shall extend from the bottom of the cess-pit through the roof of the closets, so as to effect a complete separation.

Clause 8. A separate closet shall be provided for every tenement, and a breach of this By-law shall make the owners or occupiers of any premises upon which there shall be a joint closet liable to a penalty not exceeding (£5) five pounds.

Clause 9. The place of deposit for night-soil shall be in such locality as may be from time to time determined upon by the Council, and no night-soil shall be deposited in any other locality within the Borough except as allowed by By-laws 18 and 19.

Clause 10. Until otherwise provided by the Council, all night-soil shall be removed from cesspits by the servants of, or contractors with, the Council, in water-tight covered vehicles, between the hours of 11 o'clock in the evening and 5 o'clock in the morning.

Clause 11. Until and unless otherwise provided by the Council, all night-soil shall be disposed of by burying it in the earth.

Clause 12. In case the Council shall sell or give away any night-soil, the same shall be removed in the same manner as above provided; and on being removed from the vehicle in which it is carried it shall be deodorized by chemicals or in some other manner or covered with earth, so as to prevent any offensive smell arising therefrom.

Clause 13. The Inspector of Nuisances or other officer appointed by the Council may visit and inspect any premises or do any work authorized by the Nuisances Prevention Act,



1875, on all days except Sundays and public holidays, between the hours of ten o'clock in the morning and four o'clock in the evening.

Clause 14. Any person desirous of erecting an earth closet or any other improved plan of closet, shall be at liberty to do so after giving notice of his intention to the Inspector of Nuisances or other officer appointed by the Council, subject to this Council's approval; but all night-soil shall be removed therefrom once in four days and buried in the earth.

Clause 15. Every person shall be at liberty to use on his own premises all night-soil collected thereon, but if any nuisance shall arise therefrom he shall be liable to a penalty not exceeding (£5) five pounds.

Clause 16. No person shall be at liberty without the permission of the Council or of the Inspector of Nuisances or other officer appointed in that behalf, to use on his premises any night-soil brought from elsewhere.

Clause 17. The Council may recover, and the owner or occupier of the premises shall pay, such sums for the emptying of cesspits as may be decided upon from time to time by resolution of the Council.

Clause 18. The owner or occupier of any premises within this Borough or any other person who shall have or erect upon his premises any closet or cesspit otherwise than in accordance with these By-laws or who shall refuse or neglect to comply

with the provisions of any of the preceding By-laws or who shall commit any breach thereof, shall in cases where no special penalty is provided forfeit and pay a penalty not exceeding (£5) five pounds.

Clause 19. All words occurring in these By-laws and which also occur in the Nuisances Prevention Act, 1875, shall have the like meaning assigned to them as are provided in the 4th section of the same Act.

Passed at a meeting of the Borough Council, held on Monday, the 16th day of July, 1877, and amended on the 3rd September, 1877.

(L.S.) CHARLES J. BYRNES,  
Mayor.

SYDNEY WICKHAM, Council Clerk.

The Corporate Seal was attached to these By-laws this 20th day of July, 1877.—S. W.

(L.S.) CHARLES J. BYRNES,  
Mayor.

The Corporate Seal was re-attached to these By-laws this 3rd day of September, 1877.

SYDNEY WICKHAM, Council Clerk.

1877-8.

## NEW SOUTH WALES.

## NUISANCES PREVENTION ACT OF 1875.

(MUNICIPAL DISTRICT OF LEICHHARDT—BY-LAWS.)

Presented to Parliament, pursuant to Act 39 Vic. No. 14, sec. 18.

Colonial Secretary's Office,  
Sydney, 7th January, 1878.

## MUNICIPAL DISTRICT OF LEICHHARDT.

## BY-LAWS.

THE following By-Laws, made by the Council of the Municipal District of Leichhardt, under the provisions of the "Nuisances Prevention Act, 1875," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of that Act.

MICHAEL FITZPATRICK.

At a meeting of the By-Laws Committee of the Municipal District of Leichhardt, held on the 16th day of November, 1877, the following draft of By-Laws in accordance with the provisions of the "Nuisances Prevention Act of 1875," were approved of:—

1. All closets hereafter to be made shall be constructed as follows:—The cesspit of each shall not be less than four feet in depth, and not less than three feet long by three feet wide, and the top built at least six inches above the surface of the ground, and if from the nature of the ground a greater depth is required such depth and situation of the closet to be determined by the Council or such Officer as they may appoint; every cesspit to be of brick or stone, cemented. And any person refusing or neglecting to comply with this By-Law shall be liable to a penalty not exceeding ten pounds nor less than one pound.

2. A separate closet shall be provided for every tenement, and in dwellings where the ordinary number of inmates exceeds twelve, the capacity of the cesspit shall be increased by four cubic feet for every person beyond such number or a separate closet provided for every twelve persons; in schools or factories where a number of persons exceeding twelve shall reside or be employed, one closet shall be provided for every thirty persons, with a cesspit of a capacity of eighty cubic feet, and separate closets shall be provided for each sex; closets to have walls not less than seven feet high to wall-plate, and not less than three feet six inches wide and four feet six inches long, and be provided with a door to fasten on the inside; where two or more closets adjoin each other there shall be a dividing wall between each, nine inches thick from the bottom of cesspit to the roof so as to effect a complete separation; and any person offending against the provisions of this By-law shall incur a penalty not exceeding ten pounds nor less than two pounds.

3. If in the opinion of the Inspector of Nuisances any alteration is required in existing cesspits or closets, he shall report the same to the Council, who shall determine what alteration is necessary for the preservation of health or decency, and such alteration shall forthwith be made by the owner of the premises on notice received, under a penalty for every week's neglect or delay in effecting such alteration not exceeding five pounds nor less than two pounds.

4. The Council shall from time to time, with the approval of the Governor, appoint a place for the deposit of night-soil.

5. The night-soil shall be removed by contract or otherwise in properly constructed water-tight carts between such hours as the Council may determine; and the contractor or persons so employed will be held responsible for the careful conveyance of the night-soil to the appointed dépôt, and shall dispose of the same by burying in the earth a sufficient distance, and covering with earth so as to prevent any nuisance arising therefrom, under a penalty for neglect not exceeding twenty pounds nor less than five pounds.

6. If the night-soil or any portion thereof shall be sold or given away by the Council, the person removing the same shall do so only at such times and in such manner as the Council may direct, and shall dispose of the same so as not to cause a public nuisance; and the person purchasing or obtaining it shall be held responsible for the same under a penalty not exceeding ten pounds nor less than two pounds.

7. The Inspector of Nuisances shall have power to visit and inspect all premises on any lawful day between the hours of 10 a.m. and 6 p.m.; and any person refusing admittance or obstructing or hindering the officer in the discharge of his duty, shall incur a penalty not exceeding five pounds nor less than one pound.

8. The Council shall from time to time fix the charges to be made for emptying and removing night-soil from closets, which shall be emptied as often as may be necessary in the opinion of the Council.

9. No person shall be permitted to connect any closet with any drain, watercourse, or sewer, without the sanction of the Council; and persons so offending shall be liable to a penalty not exceeding twenty pounds nor less than five pounds.

10. Any persons requiring their cesspits emptied shall send written notice to the Council or the Inspector of Nuisances; and persons emptying, or causing to be emptied, any closet without the sanction of the Council, shall be liable to a penalty not exceeding ten pounds nor less than one pound.

11. Any persons wishing to use earth closets in place of cesspits must give notice of such intention, and make provision for the emptying the same to the satisfaction of the Inspector of Nuisances; and any person causing a nuisance from the careless use of such closet shall be liable to a penalty not exceeding five pounds nor less than one pound.

12. Written notice must be given to the Council or the Inspector of Nuisances by all persons about to construct new or alter existing closets, so as to enable the Inspector to visit and report on the same, under a penalty for neglect not exceeding five pounds nor less than one pound; and closets constructed without such notice being given must be removed or altered if judged necessary by the Council, under a further penalty not exceeding two pounds nor less than five shillings for each and every day they may remain unremoved or unaltered after due notice to that effect.

Made and passed by the Municipal Council of Leichhardt,  
assembled this 26th day of November, A.D. 1877, and  
the Corporate Seal affixed by order of the said Council.

(L.S.) FRED. PARSONS,  
Mayor.  
WALTER BEAMES,  
Council Clerk.



1877-8.

## NEW SOUTH WALES.

## PUBLIC VEHICLES REGULATION ACT OF 1873.

(BY-LAWS UNDER.)

Presented to Parliament, pursuant to Act 36 Vic. No. 14, sec. 15.

Colonial Secretary's Office,  
Sydney, 4th December, 1877.

THE following By-laws, made by the Metropolitan Transit Commissioners, amending the Time-tables, Line of Road, and Stands for waggonettes plying to and from George-street, Redfern, and Wynyard-square, Sydney, and appointing Stands for cabs in Yurong, Crown, and Park Streets and Cowper Wharf, and establishing the Time-table, Line of Road, and Stands for waggonettes plying to and from Elizabeth-street, Paddington, and Macquarie-place, Sydney, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the provisions of the "Public Vehicles Regulation Act of 1873."

JOHN ROBERTSON.

THE Board of Metropolitan Transit Commissioners, constituted and empowered by the Public Vehicles Regulation Act of 1873, do, by virtue of the power and authority in them vested by the said Act, declare that the following Omnibus Time-table of Schedule J, under the By-laws now in force for regulating Licensed Vehicles, shall be and the same is hereby repealed, viz. :—

From and to Buckland-street, Redfern, and Wynyard-square.

And that the following Time-table shall be adopted in lieu thereof :—

TIME-TABLE for Omnibuses plying to and from Buckland-street, Redfern, and Wynyard-square.

Omnibuses shall start from Buckland-street, at George-street, Redfern, for Wynyard-square, at 8 a.m., and every 7 minutes till 9:39 p.m.; and shall start from Wynyard-square for Buckland-street, Redfern, at 8:20 a.m. and every 7 minutes till 9:59 p.m. And each omnibus shall perform the journey to and from Buckland-street and Wynyard-square in 20 minutes, and the parts of the journey as follows :—

From Buckland-street to Regent-street, at Cleveland-street, in 6 minutes.  
 „ Cleveland-street to Railway Bridge, George-street, in 3 minutes.  
 „ Railway Bridge to Liverpool-street in 4 minutes.  
 „ Liverpool-street to "Royal Hotel" in 4 minutes.  
 „ "Royal Hotel" to Wynyard-square in 3 minutes.  
 „ Wynyard-square to "Royal Hotel" in 3 minutes.  
 „ "Royal Hotel" to Liverpool-street in 4 minutes.  
 „ Liverpool-street to Railway Bridge in 4 minutes.  
 „ Railway Bridge, George-street, to Cleveland-street, in 3 minutes.  
 Cleveland-street, at Regent-street, to Buckland-street, in 6 minutes.

The Board of Metropolitan Transit Commissioners as aforesaid do declare that the following Public Stand, as shown in Schedule H, under the By-laws now in force for regulating Licensed Vehicles, shall be and the same is hereby repealed, viz. :—

Elizabeth-street, east side, at Market-street, to rank south, first cab to stand on the south side of Market-street, at east side of Pitt-street, for 20.

And that the following Public Stands shall be made and established in lieu thereof :—

## SCHEDULE H—continued.

Cowper Wharf, west side, at Domain entrance, to rank thence south, for 12 cabs.

Yurong-street, west side, south of William-street, for 12 cabs.

Crown-street, east side, south of Fitzroy-street, for 12 cabs.

Park-street, north side, east of Elizabeth-street, for 25 cabs, first cab at south side of Market-street, at east side of Pitt-street, the four following at Elizabeth-street, east side, at Market-street, to rank south.

Passed by the Board of Metropolitan Transit Commissioners this twenty-second day of August, in the year of our Lord one thousand eight hundred and seventy-seven.

JAMES MERRIMAN, Chairman.

(L.S.) MICL. CHAPMAN, Commissioner.

EDMUND FOSBERY, Commissioner.

W. J. MERRIMAN,  
Registrar.

THE Board of Metropolitan Transit Commissioners, constituted and empowered by the Public Vehicles Regulation Act of 1873, do, by virtue of the power and authority vested in them by the said Act, hereby make and establish the following Public Stands with the Line of Road and Time-table, as required in Schedules G and J, for regulating Licensed Vehicles.

SCHEDULE G—*continued.*

SHOWING the Omnibus Stands, with the Line of Road to and from the same.

Stand.	Line of Road.	Stand.
Elizabeth-street, east side, north of Paddington-street, Paddington.	Elizabeth-street, Old South Head Road, Oxford, Liverpool, Elizabeth, Bathurst, and Pitt Streets.	Macquarie-place, east side, at Bridge-street.

TIME-TABLE for Omnibuses plying to and from Elizabeth-street, Paddington, and Macquarie-place.

Omnibuses shall start from Elizabeth-street, Paddington, for Macquarie-place, at 8:20 a.m., 8:35 a.m., 9:25 a.m., 9:45 a.m., 10:35 a.m., 11 a.m., 11:45 a.m., 12:20 p.m., 12:55 p.m., 1:35 p.m., 2:10 p.m., 2:45 p.m., 3:20 p.m., 3:55 p.m., 4:30 p.m., 5:5 p.m., 5:40 p.m., 6:15 p.m., 6:50 p.m., 7:25 p.m., and 8 p.m., and on Saturdays extras at 8:35 p.m., 9:10 p.m., and 9:45 p.m.; and shall start from Macquarie-place for Elizabeth-street,

Paddington, at 8:50 a.m., 9:5 a.m., 9:55 a.m., 10:20 a.m., 11:10 a.m., 11:45 a.m., 12:20 p.m., 12:55 p.m., 1:35 p.m., 2:10 p.m., 2:45 p.m., 3:20 p.m., 3:55 p.m., 4:30 p.m., 5:5 p.m., 5:40 p.m., 6:15 p.m., 6:50 p.m., 7:25 p.m., and 8:35 p.m., and on Saturdays extras at 9:10 p.m., 9:45 p.m., and 10:20 p.m. And each omnibus shall perform the journey to and from Elizabeth-street, Paddington, and Macquarie-place in 25 minutes, and the parts thereof as follows:—

From Elizabeth-street, at Paddington-street, to Bourke-street, at Oxford-street, in 10 minutes.

" Bourke-street to Market-street in 8 minutes.

" Market-street to Macquarie-place in 7 minutes.

" Macquarie-place to Market-street in 7 minutes.

" Market-street to Bourke-street in 8 minutes.

" Bourke-street to Elizabeth-street, at Paddington-street, in 10 minutes.

Passed by the Board of Metropolitan Transit Commissioners, this twenty-ninth day of August, in the year of our Lord one thousand eight hundred and seventy-seven.

JAMES MERRIMAN, Chairman.

(L.S.) MICHL. CHAPMAN, Commissioner.

EDMUND FOSBERY, Commissioner.

W. J. MERRIMAN,  
Registrar.

1877-8.

## NEW SOUTH WALES.

## PUBLIC VEHICLES REGULATION ACT OF 1873.

(BY-LAW UNDER.)

Presented to Parliament, pursuant to Act 36 Vic. No. 14, sec. 15.

Colonial Secretary's Office,  
Sydney, 3rd January, 1878.

## TRANSIT COMMISSIONERS BY-LAW.

THE following By-law made by the Metropolitan Transit Commissioners amending the Time-table for Omnibuses plying to and from Double Bay and Circular Quay, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the provisions of the Public Vehicles Regulation Act of 1873.

MICHAEL FITZPATRICK.

THE Board of Metropolitan Transit Commissioners, constituted and empowered by the Public Vehicles Regulation Act of 1873, do, by virtue of the power and authority in them vested by the said Act, declare that the following Omnibus Time-table of Schedule J under the By-laws now in force for regulating licensed vehicles, shall be and the same is hereby repealed, viz. :—Time-table for Omnibuses plying to and from Double Bay and Circular Quay,—

And that the following Time-table shall be adopted in lieu thereof :—

## TIME-TABLE for Omnibuses plying to and from Double Bay and Circular Quay.

Omnibuses shall start from Double Bay for Circular Quay at 8.30 a.m. and every thirty minutes to 10.30 a.m., and from 10.30 a.m. to 3.30 p.m. every sixty minutes, and from 3.30 p.m. to 7 p.m. every thirty minutes, and from 7 p.m. to 10 p.m. every sixty minutes; and shall start from Circular Quay for Double Bay at 8.30 a.m. and every thirty minutes to 10.30 a.m., and from 10.30 a.m. to 3.30 p.m. every sixty minutes, and from 3.30 p.m. to 7 p.m. every thirty minutes, and from 7 p.m. to 10 p.m. every sixty minutes. And each Omnibus shall perform the journey to and from Double Bay and Circular Quay in 35 minutes, and the parts of the journey as follows :—

- From Double Bay to Darling Point Road in 7 minutes.
- „ Darling Point Road to Victoria-street in 10 minutes.
- „ Victoria-street to Yurong-street in 5 minutes.
- „ Yurong-street to Elizabeth-street in 5 minutes.
- „ Elizabeth-street to Circular Quay in 8 minutes.
- „ Circular Quay to Elizabeth-street in 8 minutes.
- „ Elizabeth-street to Yurong-street in 5 minutes.
- „ Yurong-street to Victoria-street in 5 minutes.
- „ Victoria-street to Darling Point Road in 10 minutes.
- „ Darling Point Road to Double Bay in 7 minutes.

Passed by the Board of Metropolitan Transit Commissioners this fourteenth day of November, in the year of our Lord one thousand eight hundred and seventy-seven.

(L.S.) JAMES MERRIMAN, Chairman.  
MICHL. CHAPMAN, Commissioner.  
EDMUND FOSBERY, Commissioner.



1877-8.

## NEW SOUTH WALES.

## PUBLIC VEHICLES REGULATION ACT OF 1873.

(BY-LAWS UNDER.)

Presented to Parliament, pursuant to Act 36 Vic. No. 14, sec. 15.

Colonial Secretary's Office,  
Sydney, 11th March, 1878.

## TRANSIT COMMISSIONERS BY-LAWS.

THE following By-laws, made by the Metropolitan Transit Commissioners, amending the Time-tables for Omnibuses plying on Forest Lodge, Glebe Point, Camperdown, Milson's Point and Lane Cove Road, Edgeware Road, Devonshire-street, Milson's Point and George's Head Lines; abolishing a Public Stand and appointing others; and for regulating the number of horses which are to draw public vehicles, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the provisions of the "Public Vehicles Regulation Act of 1873."

MICHAEL FITZPATRICK.

THE Board of Metropolitan Transit Commissioners, constituted and empowered by the Public Vehicles Regulation Act of 1873, do, by virtue of the power and authority in them vested by the said Act, declare that the following Public Stand of Schedule H, and Omnibus Time-tables of Schedule J, under the By-laws now in force for regulating licensed vehicles, shall be, and the same are, hereby repealed, viz. :—

## SCHEDULE H.

Pitt-street, west side, from Bridge-street, for 10 cabs.

## SCHEDULE J.

Time-table for Omnibuses plying to and from Ross-street, Forest Lodge, and Wynyard-square;

Time-table for Omnibuses plying to and from Glebe Point and Wynyard-square;

Time-table for Omnibuses plying to and from Parramatta Road, Camperdown, and Wynyard-square; and

Time-table for Omnibuses plying to and from Milson's Point to Lane Cove Road at Berry's Gate.

And that the following Public Stands and Time-tables be adopted in lieu thereof :—

## SCHEDULE H—continued.

Bridge-street, centre of street, at west side of Pitt-street, first four cabs to stand in Pitt-street—for 10 cabs.

Gresham-street, centre of street—for 8 cabs.

## SCHEDULE J—continued.

TIME-TABLE for Omnibuses plying to and from Forest Lodge and Miller's Point.

Omnibuses shall start from Ross-street, Forest Lodge, for Miller's Point at Kent-street, at 7:40 a.m., 8 a.m., 8:20 a.m., 8:40 a.m., and every 20 minutes till 9:20 p.m.; and omnibuses shall start from Miller's Point at Kent-street, for Ross-street, Forest Lodge, at 8:21 a.m., 8:41 a.m., 9:1 a.m., 9:21 a.m., and every

20 minutes till 10:1 p.m.; and each Omnibus shall perform the journey to and from Ross-street, Forest Lodge, and Miller's Point, in 41 minutes, and the parts of the journey as follows :—

From Ross-street to Newtown Road in 11 minutes.  
 „ Newtown Road to Railway Bridge in 5 minutes.  
 „ Railway Bridge to Liverpool-street in 5 minutes.  
 „ Liverpool-street to "Royal Hotel" in 5 minutes.  
 „ "Royal Hotel" to Essex-street in 5 minutes.  
 „ Essex-street to Lower Fort-street in 5 minutes.  
 „ George-street to Kent-street in 5 minutes.  
 „ Kent-street to George-street in 5 minutes.  
 „ Lower Fort-street to Essex-street in 5 minutes.  
 „ Essex-street to "Royal Hotel" in 5 minutes.  
 „ "Royal Hotel" to Liverpool-street in 5 minutes.  
 „ Liverpool-street to Railway Bridge in 5 minutes.  
 „ Railway Bridge to Newtown Road in 5 minutes.  
 „ Newtown Road to Ross-street in 11 minutes.

TIME-TABLE for Omnibuses plying to and from Glebe Point and Miller's Point.

Omnibuses shall start from Glebe Point for Miller's Point at Kent-street, at 7:53 a.m., 8:13 a.m., 8:33 a.m., and every 20 minutes till 9:33 p.m., and Omnibuses shall start from Miller's Point at Kent-street for Glebe Point, at 8:34 a.m., 8:54 a.m., 9:14 a.m., and every 20 minutes till 10:14 p.m.; and each Omnibus shall perform the journey to and from Glebe Point and Miller's Point in 41 minutes, and the parts of the journey as follows :—

From Glebe Point to Newtown Road in 11 minutes.  
 „ Newtown Road to Railway Bridge in 5 minutes.  
 „ Railway Bridge to Liverpool-street in 5 minutes.  
 „ Liverpool-street to "Royal Hotel" in 5 minutes.  
 „ "Royal Hotel" to Essex-street in 5 minutes.  
 „ Essex-street to Lower Fort-street in 5 minutes.  
 „ Lower Fort-street at George-street to Kent-street in 5 minutes.  
 „ Kent-street to George-street in 5 minutes.



- From Lower Fort-street to Essex-street in 5 minutes.  
 „ Essex-street to "Royal Hotel" in 5 minutes.  
 „ "Royal Hotel" to Liverpool-street in 5 minutes.  
 „ Liverpool-street to Railway Bridge in 5 minutes.  
 „ Railway Bridge to Newtown Road in 5 minutes.  
 „ Newtown Road to Glebe Point in 11 minutes.

TIME-TABLE for Omnibuses plying to and from Camperdown and Wynyard-square.

Omnibuses shall start from Parramatta Road, Camperdown, at Pyrmont Bridge Road, for Wynyard-square at 8-2 a.m., 8-22 a.m., 8-42 a.m., and every 20 minutes till 8-22 p.m., and at 8-40 p.m., 9 p.m., 9-20 p.m., 9-40 p.m., and 10 p.m., the second and every alternate Omnibus to run via Pyrmont Bridge Road and Glebe Point Road; and Omnibuses shall start from Wynyard-square for Parramatta Road, Camperdown, at Pyrmont Bridge Road, at 8-37 a.m., 8-57 a.m., 9-17 a.m., and every 20 minutes till 8-57 p.m. and at 9-15 p.m., 9-35 p.m., 9-55 p.m., and 10-15 p.m., the second and every alternate Omnibus to run via Glebe Point Road and Pyrmont Bridge Road. And each Omnibus shall perform the journey to and from Parramatta Road, Camperdown, at Pyrmont Bridge Road and Wynyard-square in 33 minutes, and the parts of the journey as follows:—

- From Parramatta Road, at Pyrmont Bridge Road, to Newtown Road in 14 minutes.  
 „ Newtown Road to Railway Bridge in 5 minutes.  
 „ Railway Bridge to Liverpool-street in 5 minutes.  
 „ Liverpool-street to "Royal Hotel" in 5 minutes.  
 „ "Royal Hotel" to Wynyard-square in 4 minutes.  
 „ Wynyard-square to "Royal Hotel" in 4 minutes.  
 „ "Royal Hotel" to Liverpool-street in 5 minutes.  
 „ Liverpool-street to Railway Bridge in 5 minutes.  
 „ Railway Bridge to Newtown Road in 5 minutes.  
 „ Newtown Road to Parramatta Road, at Pyrmont Bridge Road, in 14 minutes.

TIME-TABLE for Omnibuses plying to and from Milson's Point and Lane Cove Road at Berry's Gate.

Omnibuses shall start from Milson's Point for Lane Cove Road at 8 a.m. and every 15 minutes till 8-30 p.m.; and Omnibuses shall start from Lane Cove Road, at Berry's Gate, for Milson's Point at 8-15 a.m., and every 15 minutes till 8-45 p.m. And each Omnibus shall perform the journey to and from Milson's Point and Lane Cove Road in 10 minutes, and the parts of the journey as follows:—

- From Milson's Point to Mount-street at Miller-street, in 5 minutes.  
 „ Mount-street at Miller-street, to Lane Cove Road, at Berry's Gate, in 5 minutes.  
 „ Lane Cove Road at Berry's Gate, to Miller-street, at Mount-street, in 5 minutes.  
 „ Miller-street at Mount-street, to Milson's Point in 5 minutes.

And the Board of Metropolitan Transit Commissioners as aforesaid do declare that the following Public Stands and Omnibus Time-tables, under Schedules G and J, are hereby made and established for regulating licensed vehicles:—

SCHEDULE G—continued.

Stand.	Line of Road.	Stand.
Edgeware Road, west side, opposite Camden-street.	Edgeware Road, Juliett-street, Enmore and Newtown Roads, George and Margaret Streets, and Wynyard-square East.	Wynyard Square, east side.
Devonshire-street, south side, at Riley-street.	Devonshire, Elizabeth, Liverpool, and Pitt Streets and Circular Quay.	Circular Quay, at Phillip-street.
Milson's Point Road, east side, at Campbell-street.	Milson's Point Road, Mount Miller, and Falcon Streets and Military Road, via Buena Vista.	Military Road, George's Head, south side, at entrance to battery.
Milson's Point Road, east side, at Campbell-street.	Milson's Point Road and Lane Cove Road.	Lane Cove Road.

SCHEDULE J—continued.

TIME-TABLE for Omnibuses plying to and from Milson's Point Road and Military Road, George's Head.

Omnibuses shall start from Milson's Point Road for Military Road, George's Head, at 10-20 a.m., 2-20 p.m., and 5-20 p.m.; and Omnibuses shall start from Military Road, George's Head,

for Milson's Point Road at 7-30 a.m., 12-30 p.m., and 3-30 p.m. And each Omnibus shall perform the journey to and from Milson's Point Road and Military Road, George's Head, in 40 minutes.

TIME-TABLE for Omnibuses plying to and from Milson's Point Road and Lane Cove Road.

Omnibuses shall start from Milson's Point Road for Lane Cove Road at 10-20 a.m. and 5-20 p.m.; and Omnibuses shall start from Lane Cove Road for Milson's Point Road at 7-30 a.m. and 3-30 p.m. And each Omnibus shall perform the journey to and from Milson's Point Road and Lane Cove Road in two hours.

TIME-TABLE for Omnibuses plying to and from Devonshire-street, Strawberry Hills, and Circular Quay.

Omnibuses shall start from Devonshire-street for Circular Quay at 8 a.m., and every 30 minutes till 8-30 p.m.; and Omnibuses shall start from Circular Quay for Devonshire-street at 8-30 a.m., and every 30 minutes till 9 p.m. And each Omnibus shall perform the journey to and from Devonshire-street and Circular Quay in 25 minutes, and the parts of the journey as follows:—

- From Devonshire-street, at Riley-street, to Liverpool-street, at Elizabeth-street, in 10 minutes.  
 „ Elizabeth-street, at Liverpool-street, to Park-street, in 5 minutes.  
 „ Park-street to Hunter-street, in 5 minutes.  
 „ Hunter-street to Circular Quay, in 5 minutes.  
 „ Circular Quay to Hunter-street, in 5 minutes.  
 „ Hunter-street to Park-street, in 5 minutes.  
 „ Park-street to Liverpool-street, at Elizabeth-street, in 5 minutes.  
 „ Liverpool-street, at Elizabeth-street, to Devonshire-street, at Riley-street, in 10 minutes.

TIME-TABLE for Omnibuses plying to and from Edgeware Road and Wynyard-square.

Omnibuses shall start from Edgeware Road for Wynyard-square at 8 a.m., and every thirty-five minutes till 10-35 p.m.; and omnibuses shall start from Wynyard-square for Edgeware Road at 8-35 a.m., and every thirty-five minutes till 11-10 p.m. And each omnibus shall perform the journey to and from Edgeware Road and Wynyard-square in 30 minutes, and the parts of the journey as follows:—

- From Edgeware Road to Crescent-street, in 5 minutes.  
 „ Crescent-street to Fitzroy-street, in 5 minutes.  
 „ Fitzroy-street to Parramatta Road, in 4 minutes.  
 „ Parramatta Road to Railway Bridge, in 4 minutes.  
 „ Railway Bridge to Liverpool-street, in 4 minutes.  
 „ Liverpool-street to "Royal Hotel," in 4 minutes.  
 „ "Royal Hotel" to Wynyard-square in 4 minutes.  
 „ Wynyard-square to "Royal Hotel," in 4 minutes.  
 „ "Royal Hotel" to Liverpool-street, in 4 minutes.  
 „ Liverpool-street to Railway Bridge, in 4 minutes.  
 „ Railway Bridge to Parramatta Road, in 4 minutes.  
 „ Parramatta Road to Fitzroy-street, in 4 minutes.  
 „ Fitzroy-street to Crescent-street, in 5 minutes.  
 „ Crescent-street to Edgeware Road, in 5 minutes.

And whereas it is desirable to amend the By-laws now in force for the regulating of public vehicles within the City and Police District of Sydney, the Board of Metropolitan Transit Commissioners as aforesaid do hereby make and establish the following By-law:—

"The number of horses required to draw any public vehicle shall be determined by the Commissioners at any inspection thereof, and such number when so determined upon shall be inserted in the license of such vehicle, and no person shall drive any vehicle drawn by a less number of horses than is specified in such license, and all vehicles drawn by more than two horses shall be provided by the owner thereof with a conductor."

Passed by the Board of Metropolitan Transit Commissioners, this thirtieth day of January, in the year of our Lord one thousand eight hundred and seventy-eight.

(L.S.) JAMES MERRIMAN, Chairman.  
 MICHL. CHAPMAN, Commissioner.  
 EDMUND FOSBERY, Commissioner.

W. J. MERRIMAN, Registrar.

1877-8.

NEW SOUTH WALES.

## PUBLIC VEHICLES REGULATION ACT OF 1873.

(BY-LAW UNDER.)

Presented to Parliament, pursuant to Act 36 Vic. No. 14, sec. 15.

Colonial Secretary's Office,  
Sydney, 14th May, 1878.

## METROPOLITAN TRANSIT COMMISSIONERS' BY-LAW.

THE following By-law, made by the Metropolitan Transit Commissioners for establishing a Public Stand at the Redfern Railway Station Yard, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the provisions of the "Public Vehicles Regulation Act of 1873."

MICHAEL FITZPATRICK.

THE Board of Metropolitan Transit Commissioners, constituted and empowered by the "Public Vehicles Regulation Act of 1873," do, by virtue of the power and authority in them vested by the said Act, hereby make and establish the following Public Stand, as required in Schedule H for regulating licensed vehicles:—

SCHEDULE H—*continued*.

Redfern Railway Station Yard, west side, for twenty cabs—first cab to stand at north-west corner of Station Verandah.

Passed by the Board of Metropolitan Transit Commissioners, this eleventh day of April, in the year of our Lord one thousand eight hundred and seventy-eight.

(L.S.)

JAMES MERRIMAN, Chairman.  
MICL. CHAPMAN, Commissioner.

W. J. MERRIMAN, Registrar.



New South Wales.

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BLUE BOOK

FOR THE YEAR

1877,

COMPILED FROM OFFICIAL RETURNS IN THE REGISTRAR GENERAL'S OFFICE.

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Presented to both Houses of Parliament, by Command

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SYDNEY:

BY AUTHORITY: THOMAS RICHARDS, GOVERNMENT PRINTER, PHILLIP-STREET.

1878.



# BLUE BOOK.

1877.

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NEW SOUTH WALES.

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PART I.

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**Governors, Parliaments, &c.**

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## GOVERNORS.

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Names.	From	To
Captain A. Phillip, R.N. ....	26 January, 1788 ...	10 December, 1792.
Captain F. Grose (Lieutenant-Governor) .....	11 December, 1792 ...	12 December, 1794.
Captain Paterson, New South Wales Corps (Lieutenant-Governor) .....	13 December, 1794 ...	1 September, 1795.
Captain Hunter, R.N. ....	7 September, 1795 ...	27 September, 1800.
Captain P. G. King, R.N. ....	28 September, 1800 ...	12 August, 1806.
Captain W. Bligh, R.N. ....	13 August, 1806 ...	26 January, 1808.
During Governor Bligh's suspension the Government was successively administered by—		
Lieutenant-Colonel G. Johnstone .....	} All of the New South Wales Corps, afterwards 102nd Regiment .....	26 January, 1808 ... 28 December, 1809.
Lieutenant-Colonel Foveaux .....		
Colonel William Paterson .....		
Major-General L. Macquarie .....	1 January, 1810 ...	1 December, 1821.
Major-General Sir T. Brisbane, K.C.B. ....	1 December, 1821 ...	1 December, 1825.
Colonel Stewart, 3rd Regiment or Buffs (Acting Governor) .....	6 December, 1825 ...	18 December, 1825.
Lieutenant-General R. Darling .....	19 December, 1825 ...	21 October, 1831.
Colonel Lindsay, C.B. (Acting Governor) .....	22 October, 1831 ...	2 December, 1831.
Major-General Sir Richard Bourke, K.C.B. ....	3 December, 1831 ...	5 December, 1837.
Lieutenant-Colonel K. Snodgrass (Acting Governor) .....	6 December, 1837 ...	23 February, 1838.
Sir George Gipps .....	24 February, 1838 ...	11 July, 1846.
Sir Maurice O'Connell ..	12 July, 1846 ...	2 August, 1846.
Sir Charles A. Fitz Roy .....	3 August, 1846 ...	17 January, 1855.
Sir William Thomas Denison, K.C.B. ....	20 January, 1855 ...	22 January, 1861.
Lieutenant-Colonel John F. Kempt (Administrator) .....	23 January, 1861 ...	21 March, 1861.
Right Honorable Sir John Young, K.C.B., G.C.M.G. ...	{ Administrator .....	22 March, 1861 ... 15 May, 1861.
	{ Governor-in-Chief .....	16 May, 1861 ... 24 December, 1867.
Sir Trevor Chute, K.C.B. (Administrator) .....	25 December, 1867 ...	7 January, 1868.
Right Honorable the Earl of Belmore (Privy Councillor) .....	8 January, 1868 ...	22 February, 1872.
Sir Alfred Stephen, Kut., C.B. (Administrator) .....	23 February, 1872 ...	2 June, 1872.
Sir Hercules George Robert Robinson, G.C.M.G., Governor-in-Chief .....	3 June, 1872 ...	(Still in Office.)

## PARLIAMENTS.

RETURN showing the NUMBER OF PARLIAMENTS since the establishment of RESPONSIBLE GOVERNMENT, when opened for the DISPATCH OF BUSINESS, and DISSOLUTION OF SAME; also, the NUMBER OF SESSIONS in each Parliament.

### FIRST PARLIAMENT.

Opened, 22nd May, 1856.....Dissolved, 19th December, 1857.

SESSION 1.—(1856-7.)

22nd May, 1856, to 18th March, 1857.

SESSION 2.—(1857.)

11th August, 1857, to 18th December, 1857.

### SECOND PARLIAMENT.

Opened, 23rd March, 1858.....Dissolved, 11th April, 1859.

SESSION 1.—(1858.)

23rd March, 1858, to 26th November, 1858.

SESSION 2.—(1858-9.)

8th December, 1858, to 9th April, 1859.

### THIRD PARLIAMENT.

Opened, 30th August, 1859.....Dissolved, 10th November, 1860.

SESSION 1.—(1859-60.)

30th August, 1859, to 4th July, 1860.

SESSION 2.—(1860.)

25th September, 1860, to 8th November, 1860.

### FOURTH PARLIAMENT.

Opened, 10th January, 1861.....Dissolved, 10th November, 1864.

SESSION 1.—(1861.)

10th January, 1861, to 11th May, 1861.

SESSION 2.—(1861-2.)

3rd September, 1861, to 20th January, 1862.

SESSION 3.—(1862.)

27th May, 1862, to 20th December, 1862.

SESSION 4.—(1863-4.)

23rd June, 1863, to 22nd April, 1864.

SESSION 5.—(1864.)

18th October, 1864, to 9th November, 1864.

### FIFTH PARLIAMENT.

Opened, 24th January, 1865.....Dissolved, 15th November, 1869.

SESSION 1.—(1865.)

24th January, 1865, to 21st June, 1865.

SESSION 2.—(1865-6.)

24th October, 1865, to 7th April, 1866.

SESSION 3.—(1866.)

24th July, 1866, to 22nd December, 1866.

SESSION 4.—(1867-8.)

2nd July, 1867, to 27th April, 1868.

SESSION 5.—(1868-9.)

13th October, 1868, to 1st April, 1869.

SESSION 6.—(1869.)

28th September, 1869, to 13th November, 1869.

### SIXTH PARLIAMENT.

Opened, 27th January, 1870.....Dissolved, 3rd February, 1872.

SESSION 1.—(1870.)

27th January, 1870, to 7th May, 1870.

SESSION 2.—(1870-1.)

11th August, 1870, to 22nd June, 1871.

SESSION 3.—(1871-2.)

14th November, 1871, to 1st February, 1872.

### SEVENTH PARLIAMENT.

Opened, 30th April, 1872.....Dissolved, 28th November, 1874.

SESSION 1.—(1872.)

30th April, 1872, to 13th August, 1872.

SESSION 2.—(1872-3.)

5th November, 1872, to 25th April, 1873.

SESSION 3.—(1873-4.)

9th September, 1873, to 25th June, 1874.

SESSION 4.—(1874.)

3rd November, 1874, to 26th November, 1874.

### EIGHTH PARLIAMENT.

Opened, 27th January, 1875.....Dissolved, 12th October, 1877.

SESSION 1.—(1875.)

27th January, 1875, to 11th August, 1875.

SESSION 2.—(1875-6.)

16th November, 1875, to 22nd August, 1876.

SESSION 3.—(1876-7.)

12th December, 1876, to 11th October, 1877.

### NINTH PARLIAMENT.

Opened, 27th November, 1877.

SESSION 1.—(1877-8.)

27th November, 1877, to

## BLUE BOOK OF

## MINISTRIES.

RETURN showing the different MINISTRIES since the establishment of RESPONSIBLE GOVERNMENT; also, Date of Appointment to and Retirement from Office.

Name.	Office.	From	To	Remarks.
<b>DONALDSON MINISTRY—No. 1.</b>				
Stuart A. Donaldson <sup>1</sup> .....	Colonial Secretary .....	} 6 June, 1856 ...	} 25 Aug., 1856.	} Also Secretary for Lands and Works during same period. Representative of Government in Legislative Council.
Thomas Holt .....	Colonial Treasurer .....			
William M. Manning <sup>1</sup> .....	Attorney General .....			
John Bayley Darrall <sup>1</sup> .....	Solicitor General .....			
George R. Nichols .....	Auditor General .....			
William C. Mayne .....	.....	.....	.....	.....
<b>COWPER MINISTRY—No. 2.</b>				
Charles Cowper .....	Colonial Secretary .....	} 26 Aug., 1856...	} 2 Oct., 1856. ...	} Also Auditor General, from 26 August to 17 September.
Robert Campbell .....	Colonial Treasurer .....			
Terence A. Murray .....	Secretary for Lands and Works.	} 12 Sept., 1856...	} Ditto.	} Representative of Government in Legislative Council.
James Martin .....	Attorney General .....			
Alfred J. P. Lutwyche .....	Solicitor General .....			
<b>PARKER MINISTRY—No. 3.</b>				
Henry W. Parker .....	Colonial Secretary .....	} 3 Oct., 1856 ...	} 7 Sept., 1857.	} Representative of Government in Legislative Council—formerly Colonial Secretary.
Stuart A. Donaldson .....	Colonial Treasurer .....			
John Hay .....	Secretary for Lands and Works.			
William M. Manning .....	Attorney General .....	} Ditto .....	} 25 May, 1857.	} Representative of Government in Legislative Council—formerly Colonial Secretary.
John Bayley Darrall .....	Solicitor General .....			
Edward Wise .....	Attorney General .....	} 26 May, 1857...	} 7 Sept., 1857.	} Representative of Government in Legislative Council—formerly Colonial Secretary.
Edward Deas-Thomson, C.B. <sup>2</sup> .....	Solicitor General .....			
<b>COWPER MINISTRY—No. 4.</b>				
Charles Cowper .....	Colonial Secretary .....	} 7 Sept., 1857...	} 26 Oct., 1859.	} Deceased.
Richard Jones .....	Ditto .....			
Robert Campbell .....	Colonial Treasurer .....	} 4 Jan., 1858...	} 30 Mar., 1859...	} Deceased.
Elias C. Weekes .....	Ditto .....			
Terence A. Murray .....	Secretary for Lands and Public Works.	} 18 April, 1859...	} 26 Oct., 1859.	} Deceased.
John Robertson .....	Ditto .....			
John Robertson .....	Secretary for Lands .....	} 13 Jan., 1858...	} 30 Sept., 1859.	} Deceased.
Edward Flood .....	Ditto .....			
James Martin .....	Secretary for Public Works	} 1 Oct., 1859...	} 26 Oct., 1859.	} Deceased.
Alfred J. P. Lutwyche .....	Ditto .....			
Alfred J. P. Lutwyche .....	Attorney General .....	} 7 Sept., 1857...	} 8 Nov., 1858.	} Deceased.
Lyttleton H. Bayley .....	Ditto .....			
Alfred J. P. Lutwyche .....	Attorney General .....	} 15 Nov., 1858...	} 28 Feb., 1859.	} Appointed Attorney General.
William Bede Dalley .....	Ditto .....			
William Bede Dalley .....	Solicitor General .....	} 1 Mar., 1859...	} 26 Oct., 1859.	} Appointed Attorney General.
John F. Hargrave .....	Ditto .....			
John F. Hargrave .....	Solicitor General .....	} 7 Sept., 1857...	} 26 Oct., 1859.	} Re-appointed 3 November, 1859. Representative of Government in Legislative Council.
John Dickson .....	Ditto .....			
<b>FORSTER MINISTRY—No. 5.</b>				
William Forster .....	Colonial Secretary .....	} 27 Oct., 1859...	} 8 Mar., 1860.	} Representative of Government in Legislative Council.
Saul Samuel .....	Colonial Treasurer .....			
John Black .....	Secretary for Lands .....			
Geoffrey Eagar .....	Secretary for Public Works			
Edward Wise .....	Attorney General .....	} Ditto .....	} 13 Feb., 1860....	} Appointed Puisne Judge.
Sir W. M. Manning, Knt. .....	Ditto .....			
John F. Hargrave .....	Solicitor General .....	} 21 Feb., 1860...	} 8 Mar., 1860.	} Appointed Attorney General, 2 April, 1860. (Robertson Ministry.)
.....	Ditto .....			

<sup>1</sup> Appointed Members of the Executive Council on the 29th April, 1856; but they did not take office until the 6th June as some preliminary arrangements were necessary before they vacated their seats as Members of the Legislative Assembly. Mr. Alexander Warren was also appointed a Member of the Executive Council on the 21st May, 1856, but resigned without entering upon the duties of the office.

<sup>2</sup> Vice-President of the Executive Council.

## NEW SOUTH WALES—1877.

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Name.	Office.	From	To	Remarks.
<b>MINISTRIES—continued.</b>				
<b>ROBERTSON, MINISTRY—No. 6. (To 9 January, 1861.)</b>				
John Robertson .....	Secretary for Lands.....	} 9 Mar., 1860... } 2 April, 1860... } 2 April, 1860... } 2 April, 1860... } 2 April, 1860...	} Merged into } Cowper } Ministry.	Premier to 9 January, 1861.
Charles Cowper .....	Colonial Secretary .....			
Elias C. Weekes .....	Colonial Treasurer .....			
William M. Arnold.....	Secretary for Public Works			
John F. Hargrave .....	Attorney General.....			Representative of Government in Legislative Council.
<b>COWPER MINISTRY—No. 7. (From 10 January, 1861.<sup>1</sup>)</b>				
Charles Cowper .....	Colonial Secretary .....	9 Mar., 1860... 15 Oct., 1863 ...	20 Mar., 1863 ...	Premier from 10 January, 1861.
Elias Carpenter Weekes succeeded by Thomas Ware Smart ...	Colonial Treasurer .....	9 Mar., 1860... 21 Mar., 1863... 15 Oct., 1863.	15 Oct., 1863.	Appointed Solicitor General.
John Robertson .....	Secretary for Lands.....	9 Mar., 1860... 15 Oct., 1863.	15 Oct., 1863.	
William M. Arnold.....	Secretary for Public Works	9 Mar., 1860... 15 Oct., 1863.	15 Oct., 1863.	
John F. Hargrave .....	Attorney General.....	2 April, 1860... 31 July, 1863 ...	31 July, 1863 ...	
John Bayley Darvall ...	Solicitor General .....	1 Aug., 1863... 15 Oct., 1863.	15 Oct., 1863 ...	
John F. Hargrave .....	Solicitor General .....	1 Aug., 1863... 15 Oct., 1863 ...	15 Oct., 1863 ...	Representative of Government in Legislative Council.
Charles Cowper, junr.....	Clerk of the Executive Council.	.....	.....	A Member of the Government, without a Seat in the Cabinet.
<b>MARTIN MINISTRY—No. 8.</b>				
James Martin .....	Attorney General.....	} 16 Oct., 1863... 2 Feb., 1865. } 16 Oct., 1863... 2 Feb., 1865. } 16 Oct., 1863... 2 Feb., 1865. } 16 Oct., 1863... 2 Feb., 1865. } 16 Oct., 1863... 2 Feb., 1865. } 16 Oct., 1863... 2 Feb., 1865. } 16 Oct., 1863... 2 Feb., 1865.	} 2 Feb., 1865. } 2 Feb., 1865. } 2 Feb., 1865. } 2 Feb., 1865. } 2 Feb., 1865. } 2 Feb., 1865. } 2 Feb., 1865.	} Representative of Government in Legislative Council—formerly Attorney General.
William Forster .....	Colonial Secretary .....			
Geoffrey Eagar.....	Colonial Treasurer .....			
Peter Faucett .....	Solicitor General .....			
John Bowie Wilson.....	Secretary for Lands .....			
Arthur T. Holroyd .....	Secretary for Public Works			
John Hubert Plunkett <sup>2</sup> ..	.....			
<b>COWPER MINISTRY—No. 9.</b>				
Charles Cowper <sup>2</sup> .....	Colonial Secretary .....	3 Feb., 1865... 21 Jan., 1866.	19 Oct., 1865 ...	Appointed Secretary for Public Works.
Thomas Ware Smart ...	Colonial Treasurer .....	3 Feb., 1865... 20 Oct., 1865... 3 Jan., 1866 ...	3 Jan., 1866 ...	Resigned.
Saul Samuel .....		4 Jan., 1866... 21 Jan., 1866.	20 June, 1865.	Formerly Attorney General, for which he receives a Pension of £1,200 per annum. Pension not drawn during present occupancy.
Marshall Burdekin .....	Attorney General.....	3 Feb., 1865... 25 Aug., 1865... 21 Jan., 1866 ...	21 Jan., 1866 ...	
John Bayley Darvall ...		25 Aug., 1865... 21 Jan., 1866 ...	21 Jan., 1866 ...	
John Fletcher Hargrave... John Robertson .....	Solicitor General .....	3 Feb., 1865... 21 June, 1865.	19 Oct., 1865.	Elected Speaker of the Legislative Assembly.
William M. Arnold.....	Secretary for Lands.....	20 Oct., 1865... 31 Oct., 1865 ...	31 Oct., 1865 ...	
John Robertson .....	Secretary for Public Works	1 Jan., 1866... 21 Jan., 1866.	19 Oct., 1865 ...	Appointed Secretary for Lands.
William M. Arnold.....		20 Oct., 1865... 21 Jan., 1866.	21 Jan., 1866 ...	A Member of the Government without a Seat in the Cabinet.
Thomas Ware Smart ...	Postmaster General.....	1 Oct., 1865... 21 Jan., 1866 ...	21 Jan., 1866 ...	
James A. Cunneen .....	.....	.....	.....	
<b>MARTIN MINISTRY—No. 10.</b>				
The Honorable James Martin, Q.C. <sup>2</sup>	Attorney General.....	22 Jan., 1866... 26 Oct., 1868.	.....	Resigned.
Henry Parkes .....	Colonial Secretary .....	22 Jan., 1866... 28 Sept., 1868... 26 Oct., 1868 ...	17 Sept., 1868 ...	
Joseph Docker .....		Colonial Treasurer .....	28 Sept., 1868... 26 Oct., 1868 ...	26 Oct., 1868 ...
Geoffrey Eagar .....	Secretary for Lands .....	22 Jan., 1866... 26 Oct., 1868.	26 Oct., 1868.	Appointed Colonial Secretary. Representative of Government in the Legislative Council.
John Bowie Wilson.....	Secretary for Public Works	22 Jan., 1866... 26 Oct., 1868.	26 Oct., 1868.	
James Byrnes .....	Solicitor General .....	22 Jan., 1866... 26 Oct., 1868.	26 Oct., 1868.	
Robert Macintosh Isaacs...	.....	22 Jan., 1866... 27 Sept., 1868 ...	26 Oct., 1868.	
Joseph Docker .....	Postmaster General .....	22 Jan., 1866... 29 Sept., 1868... 26 Oct., 1868.	26 Oct., 1868.	
Atkinson Alfd. Pk. Tighe	.....	.....	.....	

<sup>1</sup> From which date Mr. Cowper took his seat in the Legislative Assembly as Premier.<sup>2</sup> Vice-President of the Executive Council.

Name.	Office.	From	To	Remarks.	
<b>MINISTRIES—continued.</b>					
<b>ROBERTSON MINISTRY—No. 11.</b>					
John Robertson .....	Colonial Secretary .....	27 Oct., 1868	12 Jan., 1870	Resigned.	
Saul Samuel .....	Colonial Treasurer .....	27 Oct., 1868	} See Cowper Ministry, No. 12.	A Member of the Government, without a Seat in the Cabinet. In receipt of a Pen- sion of £800 per annum, but not drawn during present tenure of office. Appointed District Court Judge.	
William Forster .....	Secretary for Lands.....	27 Oct., 1868			
John Sutherland .....	Secretary for Public Works	27 Oct., 1868			
Sir William Montagu Manning, Knt., Q.C.	Attorney General .....	31 Oct., 1868			
Joseph Frey Josephson succeeded by Julian Emanuel Salomons	Solicitor General .....	27 Oct., 1868	9 Sept., 1869	Representative of Government in Legislative Council, with a Seat in the Cabinet.	
Daniel Egan .....		Postmaster General.....	27 Oct., 1868		} See Cowper Ministry, No. 12.
Robert Owen.....	.....	27 Oct., 1868			
<b>COWPER MINISTRY—No. 12.</b>					
Charles Cowper <sup>1</sup> .....	Colonial Secretary .....	13 Jan., 1870	15 Dec., 1870	Appointed Agent General for the Colony, 6 December, 1870, but held office as Colo- nial Secretary till 15 December, 1870.	
Saul Samuel .....	Colonial Treasurer .....	27 Oct., 1868	15 Dec., 1870.	Resigned.	
William Forster .....	Secretary for Lands.....	27 Oct., 1868	14 April, 1870		
John Robertson .....		13 Aug., 1870	15 Dec., 1870.		
John Sutherland .....	Secretary for Public Works	27 Oct., 1868	15 Dec., 1870.		
Sir William Montagu Manning, Knt., Q.C.	Attorney General.....	31 Oct., 1868	15 Dec., 1870	A Member of the Government, without a Seat in the Cabinet. In receipt of a Pen- sion of £800 per annum, but not drawn during present tenure of office.	
Julian Emanuel Salomons..	Solicitor General .....	18 Dec., 1869	15 Dec., 1870.	Deceased.	
Daniel Egan .....	Postmaster General .....	27 Oct., 1868	16 Oct., 1870		
Robert Owen .....	.....	27 Oct., 1868	1 Aug., 1870		
<b>MARTIN MINISTRY—No. 13.</b>					
The Honorable Sir James Martin, Knt., Q.C. <sup>2</sup>	Attorney General .....	} 16 Dec., 1870	} 13 May, 1872.	Representative of Government in the Legis- lative Council.	
John Robertson .....	Colonial Secretary .....				
George William Lord .....	Colonial Treasurer .....				
The Honorable John Bowie Wilson.	Secretary for Lands .....				
James Byrnes .....	Secretary for Public Works				
William Charles Windeyer	Solicitor General .....				
The Honorable Joseph Docker.	Postmaster General .....				
<b>PARKES MINISTRY—No. 14.</b>					
Henry Parkes .....	Colonial Secretary .....	14 May, 1872	8 Feb., 1875.	Resigned.	
William Richman Pid- dington .....	Colonial Treasurer .....	14 May, 1872	.....		
George Alfred Lloyd .....		} 5 Dec., 1872	} 14 May, 1872	} 8 Feb., 1875.	Also Secretary for Mines, from 9 May to 26 July, without salary.
James Squire Farnell .....	Secretary for Lands.....				
Robert Palmer Abbott.....	Secretary for Mines .....				
John Sutherland .....	Secretary for Public Works				
Edward Butler .....	Attorney General.....	15 May, 1872	19 Nov., 1873	Resigned.	
Joseph George Long Innes		.....	20 Nov., 1873	8 Feb., 1875.	
George Wigram Allen.....	Minister of Justice and Public Instruction.	9 Dec., 1873		Without a Seat in the Cabinet. From 9 December, 1873.	
Joseph George Long Innes	Solicitor General .....	14 May, 1872	19 Nov., 1873	Representative of the Government in the Legislative Council. Appointed Attorney General.	
George Alfred Lloyd .....	Postmaster General .....	14 May, 1872	4 Dec., 1872	Appointed Colonial Treasurer.	
Saul Samuel, C.M.G. ....		.....	5 Dec., 1872	} 8 Feb., 1875. {	Vice-President of the Executive Council and Representative of Government in Legis- lative Council.
Saul Samuel .....	.....	14 May, 1872			

<sup>1</sup> Vice-President of the Executive Council from 11 January, 1870.<sup>2</sup> Vice-President of the Executive Council.

## NEW SOUTH WALES—1877.

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Name.	Office.	From	To	Remarks
<b>MINISTRIES—continued.</b>				
<b>ROBERTSON MINISTRY—No. 15.</b>				
John Robertson .....	Colonial Secretary .....	9 Feb., 1875.....	21 March, 1877.	Appointed Agent General for the Colony, resident in England.
William Forster .....	Colonial Treasurer .....	9 Feb., 1875.....	.....	
succeeded by Alexander Stuart.....		Minister of Justice and Public Instruction.	8 Feb., 1876.....	21 March, 1877
Joseph Docker.....	Secretary for Lands.....		} 9 Feb., 1875 ...	} 21 March, 1877
Thomas Garrett .....	Secretary for Public Works			
John Lackey.....	Attorney General .....			
William Bede Dalley .....	Secretary for Mines.....			
John Lucas .....	Postmaster General.....			
John Fitzgerald Burns ...				A Member of the Legislative Council; a Member of the Government without a Seat in the Executive Council.
<b>PARKES MINISTRY—No. 16.</b>				
Henry Parkes .....	Colonial Secretary .....	} 22 March, 1877	} 16 Aug., 1877.	Member of the Government without a Seat in the Executive Council. Representative of the Government in the Legislative Council.
William Richman Piddington.	Colonial Treasurer .....			
Francis Bathurst Suttor ...	Minister of Justice and Public Instruction.			
Richard Driver.....	Secretary for Lands.....			
James Hoskins.....	Secretary for Public Works			
William Charles Windeyer	Attorney General.....			
George Alfred Lloyd .....	Secretary for Mines.....			
Saul Samuel, C.M.G. ....	Postmaster General.....			
<b>ROBERTSON MINISTRY—No. 17.</b>				
Sir John Robertson, K.C.M.G.	Colonial Secretary .....	} 17 Aug., 1877...	} 17 Dec., 1877.	Vice-President of the Executive Council; Representative of the Government in the Legislative Council.
William Alexander Long..	Colonial Treasurer .....			
Joseph Docker.....	Minister of Justice and Public Instruction.	} 17 Aug., 1877 ...	} 19 Nov., 1877 ...	Resigned.
Thomas Garrett .....	Secretary for Lands.....			
succeeded by Ezekiel Alexander Baker	Secretary for Public Works	20 Nov., 1877.	} 17 Dec., 1877.	
Edward Combes .....		Attorney General.....		
William Bede Dalley .....	Secretary for Mines.....	17 Aug., 1877 ...	} 19 Nov., 1877 ...	Appointed Secretary for Lands.
Ezekiel Alexander Baker		Secretary for Mines.....		
succeeded by Archibald Hamilton Jacob.	Postmaster General.....	20 Nov., 1877 ...	} 17 Dec., 1877.	
John Davies.....		Postmaster General.....		
<b>FARNELL MINISTRY—No. 18.</b>				
James Squire Farnell .....	Secretary for Lands.....	} 18 Dec., 1877...	} Still in Office.	In receipt of a pension of £426 13s. 4d. per annum, but not drawn during present tenure of office.
Michael Fitzpatrick.....	Colonial Secretary .....			
Henry Emanuel Cohen ...	Colonial Treasurer .....			
Joseph Leary .....	Minister of Justice and Public Instruction.			
John Sutherland .....	Secretary for Public Works	} 18 Dec., 1877...	} Still in Office.	A Member of the Legislative Council; a Member of the Government without a Seat in the Executive Council.
William John Foster .....	Attorney General.....			
William Henry Suttor ...	Secretary for Mines.....			
John Fitzgerald Burns ...	Postmaster General.....			
NOTE.—John Marks, M.L.C., was appointed on the 14th January, 1878, Vice-President of the Executive Council and Representative of the Government in the Legislative Council.				

## EXECUTIVE COUNCIL.

RETURN of MEMBERS composing the EXECUTIVE COUNCIL during the Year 1877.

Name.	From	To	Whether holding any and what other Civil or Military Office.
Sir Hercules George Robert Robinson, Knt., G.C.M.G.	3 June, 1872.....	Still in office.....	Governor and Commander-in-Chief of the Colony of New South Wales and Vice-Admiral of the same—Governor of Norfolk Island without salary.
<b>ROBERTSON MINISTRY.</b>			
The Honorable John Robertson .....	9 Feb., 1875.....	} 21 Mar., 1877.....	{ Colonial Secretary and Premier.
The Honorable Alexander Stuart .....	8 Feb., 1876.....		
The Honorable Joseph Docker .....	9 Feb., 1875.....	} 6 Feb., 1877.....	{ Colonial Treasurer.
The Honorable Thomas Garrett.....	9 Feb., 1875.....		
The Honorable Ezekiel Alexander Baker.....	6 Feb., 1877.....	} 21 Mar., 1877.....	{ Minister of Justice and Public Instruction.
The Honorable John Lackey .....	9 Feb., 1875.....		
The Honorable John Fitzgerald Burns.....	9 Feb., 1875.....		{ Secretary for Lands.
			{ Secretary for Lands.
			{ Secretary for Public Works.
			{ Secretary for Mines.
			{ Postmaster General.
<b>PARKES MINISTRY.</b>			
The Honorable Henry Parkes .....	} 22 Mar., 1877.....	} 16 Aug., 1877.....	{ Colonial Secretary and Premier.
The Honorable William Richman Piddington .....			
The Honorable Richard Driver.....			
The Honorable James Hoskins .....			
The Honorable Saul Samuel, C.M.G. ....			
The Honorable Francis Bathurst Suttor .....			
The Honorable George Alfred Lloyd .....			{ Colonial Treasurer.
			{ Secretary for Lands.
			{ Secretary for Public Works.
			{ Postmaster General.
			{ Minister of Justice and Public Instruction.
			{ Secretary for Mines.
<b>ROBERTSON MINISTRY.</b>			
The Honorable Joseph Docker .....	} 17 Aug., 1877.....	} 17 Dec., 1877.....	{ Vice-President. Representative of Govern- ment in the Legislative Council.
The Honorable Sir John Robertson, K.C.M.G. ....			
The Honorable William Alexander Long.....			
The Honorable Thomas Garrett .....			
The Honorable Edward Combes .....			
The Honorable Ezekiel Alexander Baker.....			{ Colonial Secretary and Premier.
			{ Colonial Treasurer.
			{ Secretary for Lands.
			{ Secretary for Public Works.
			{ Secretary for Mines to 19 November.
			{ Secretary for Lands from 20 November.
The Honorable Archibald Hamilton Jacob ...	20 Nov., 1877.....	} 17 Dec., 1877.....	{ Secretary for Mines.
The Honorable John Lackey .....	17 Aug., 1877.....		
The Honorable John Davies .....	17 Aug., 1877.....		{ Minister of Justice and Public Instruction.
			{ Postmaster General.
<b>FARNELL MINISTRY.</b>			
The Honorable James Squire Farnell .....	} 18 Dec., 1877.....	} Still in office.....	{ Secretary for Lands and Premier.
The Honorable Michael Fitzpatrick .....			
The Honorable Henry Emanuel Cohen .....			
The Honorable John Sutherland .....			
The Honorable Joseph Leary .....			
The Honorable William Henry Suttor.....			
The Honorable John Fitzgerald Burns .....			
			{ Colonial Secretary.
			{ Colonial Treasurer.
			{ Secretary for Public Works.
			{ Minister of Justice and Public Instruction.
			{ Secretary for Mines.
			{ Postmaster General.

NOTE.—The Honorable John Marks, M.L.C., was appointed on the 14th January, 1878, Vice-President of the Executive Council and Representative of the Government in the Legislative Council.

## PRESIDENTS—LEGISLATIVE COUNCIL.

SUCCESSION of PRESIDENTS of the LEGISLATIVE COUNCIL, showing the dates on which they were appointed and ceased to hold office.

Name.	From	To
The Honorable Sir Alfred Stephen .....	20 May, 1856 .....	28 January, 1857.
The Honorable John Hubert Plunkett, Q.C. ....	29 January, 1857 .....	6 February, 1858.
The Honorable Sir William Westbrooke Burton, Knt. ....	9 February, 1858 .....	10 May, 1861.
The Honorable William Charles Wentworth .....	24 June, 1861.....	9 October, 1862.
The Honorable Terence Aubrey Murray .....	} 14 October, 1862 .....	} 22 June, 1873.
afterwards The Honorable Sir Terence Aubrey Murray, Knt. ....		
The Honorable John Hay .....	8 July, 1873.....	Still holds office.

## MEMBERS—LEGISLATIVE COUNCIL.

RETURN of MEMBERS composing the LEGISLATIVE COUNCIL in the Year 1877.

Name.	Date of Appointment.	Whether holding any and what other Civil or Military Office.
<sup>1</sup> Allen, The Honorable George .....	24 June, 1861.	
Blaxland, The Honorable John .....	24 November, 1863.	
Busby, The Honorable William .....	1 July, 1867.	
Butler, The Honorable Edward, Q.C. ....	29 October, 1877.	
Byrnes, The Honorable William .....	24 June, 1861.	
Campbell, The Honorable John .....	24 June, 1861.	
Campbell, The Honorable Alexander .....	3 June, 1864.	
Campbell, The Honorable Charles .....	25 January, 1870.	
Chisholm, The Honorable James .....	17 October, 1864.	
Cox, The Honorable George Henry .....	17 June, 1863.	
Cox, The Honorable Edward King .....	14 July, 1874.	
Dalley, The Honorable William Bede .....	9 February, 1875.....	Attorney General. See page 7.
Darley, The Honorable Frederick Matthew .....	28 September, 1868.	
Deas-Thomson, The Honorable Sir Edward, C.B., K.C.M.G. ....	24 June, 1861.	
De Salis, The Honorable Leopold Pane.....	14 July, 1874.	
Docker, The Honorable Joseph .....	1 December, 1863 .....	Representative of the Government.
<sup>1</sup> Fairfax, The Honorable John .....	29 October, 1874.	
Foster, The Honorable William John .....	18 December, 1877 .....	Attorney General. See page 7.
Frazer, The Honorable John .....	14 July, 1874.	
Gordon, The Honorable Samuel Deane.....	2 September, 1861.	
Grahame, The Honorable William .....	19 January, 1875.	
Hay, The Honorable John .....	26 June, 1867 .....	President.
Holt, The Honorable Thomas .....	28 September, 1868.	
Innes, The Honorable Sir Joseph George Long, Knight .....	2 September, 1873 .....	Chairman of Committees.
Lord, The Honorable Francis.....	17 October, 1864.	
Lord, The Honorable George William .....	29 October, 1877.	
Macarthur, The Honorable Sir William, Knight .....	17 October, 1864.	
Macleay, The Honorable William .....	29 October, 1877.	
<sup>2</sup> Montefiore, The Honorable Jacob Leri .....	14 July, 1874.	
Moore, The Honorable Henry .....	28 September, 1868.	
Ogilvie, The Honorable Edward David Stuart .....	24 November, 1863.	
Owen, The Honorable Robert.....	8 December, 1868.	
Richardson, The Honorable John .....	28 September, 1868.	
Russell, The Honorable Bourn .....	24 June, 1861.	
Samuel, The Honorable Saul, C.M.G. ....	11 June, 1872. ....	{ Postmaster General. Representative of the Government.
Smart, The Honorable Thomas Ware .....	25 January, 1870	
Smith, The Honorable John, M.D., LL.D., C.M.G. ....	14 July, 1874 .....	President of the Council of Education.
Stephen, The Honorable Sir Alfred, C.B., K.C.M.G. ....	8 March, 1875.	
Thornton, The Honorable George .....	29 October, 1877.	
Watt, The Honorable John Brown .....	29 October, 1874.	
Weekes, The Honorable Elias Carpenter .....	10 July, 1865.	
White, The Honorable James .....	14 July, 1874.	

<sup>1</sup> Deceased.<sup>2</sup> Resigned 23 July, 1877.

## SPEAKERS—LEGISLATIVE ASSEMBLY.

SUCCESSION of SPEAKERS of the LEGISLATIVE ASSEMBLY, and the dates on which they were elected, re-elected, and ceased to hold office.

Name.	Date when first elected.	Dates when re-elected.	Date of expiration of office.
The Honorable Sir Daniel Cooper.....	22 May, 1856...	23 March, 1858; 31 August, 1859	31 January, 1860—Resigned.
The Honorable Terence Aubrey Murray	31 January, 1860...	10 January, 1861.....	14 October, 1862—Appointed President of the Legislative Council.
The Honorable John Hay .....	14 October, 1862...	24 January, 1865.....	31 October, 1865—Resigned.
The Honorable William Munnings Arnold	1 November, 1865...	27 January, 1870; 30 April, 1872; 27 January, 1875.	1 March, 1875—Deceased.
The Honorable George Wigram Allen...	23 March, 1875...	30 March, 1875; 27 November, 1877	Still holds office.



## LEGISLATIVE ASSEMBLY (OLD).

*(Dissolved by Proclamation dated 12 October, 1877.)*

## NOMINAL RETURN of MEMBERS composing the LEGISLATIVE ASSEMBLY in the Year 1877.

Electoral District.	Name.	Date when Elected.	Whether holding any and what other Civil or Military Office, and remarks.
Argyle .....	Edward Butler.....	General Election, 1874-5.	Accepted Office of Minister of Justice and Public Instruction, and Seat declared vacant, 22 March, 1877; re-elected, 3 April, 1877. See Executive Council.
Bairnald .....	Joseph James Phelps .....		
Bathurst .....	Francis Bathurst Suttor .....	General Election, 1874-5.	Accepted Office of Secretary for Lands, and Seat declared vacant, 17 August, 1877; re-elected, 27 August, 1877. See Executive Council.
The Bogan .....	George William Lord .....		
Braidwood .....	Edward Greville .....	17 February, 1875	See Executive Council.
Camden .....	Thomas Garrett .....		
Canterbury .....	Arthur Onslow, Capt., R.N. ....	General Election, 1874-5.	See Executive Council.
Carcoar .....	Richard Hill.....		
The Clarence .....	John Lucas .....	17 February, 1875 ...	Accepted Office of Secretary for Public Works, and Seat declared vacant, 17 August, 1877; re-elected, 31 August, 1877. See Executive Council.
	Andrew Lynch .....		
	Thomas Bawden .....	14 June, 1876.	Accepted Office of Colonial Treasurer, and Seat declared vacant, 17 August, 1877; re-elected, 31 August, 1877. See Executive Council.
	John Lackey.....		
Central Cumberland	William Alexander Long .....	18 February, 1875	Speaker.
Eden .....	Henry Clarke .....		
The Glebe.....	George Wigram Allen.....	General Election, 1874-5.	Accepted Office of Colonial Treasurer, and Seat declared vacant, 22 March, 1877; re-elected, 7 April, 1877. See Executive Council.
Goulburn .....	William Teece, junior .....		
The Grwydir .....	Thomas Gordon Gibbons Dangar	21 April, 1876.	See Executive Council.
Hartley .....	John Hurley .....		
The Hastings .....	Robert Burdett Smith .....	General Election, 1874-5.	See Executive Council.
The Hawkesbury ...	Henry Moses .....		
	William Richman Piddington ...	16 February, 1875 ...	See Executive Council.
The Hume .....	George Day .....		
The Hunter .....	John Fitzgerald Burns .....	General Election, 1874-5.	See Executive Council.
The Lower Hunter ...	Archibald Hamilton Jacob .....		
The Upper Hunter ...	John McElhone .....	5 August, 1875.	See Executive Council.
Illawarra .....	Samuel William Gray .....		
Kiama .....	Samuel Charles .....	General Election, 1874-5.	See Executive Council.
The Lachlan .....	James Watson .....		
Liverpool Plains ..	Hanley Bennett .....	5 June, 1876.	See Executive Council.
East Macquarie ...	William Henry Suttor .....		
West Macquarie .....	John Booth .....	General Election, 1874-5.	See Executive Council.
East Maitland .....	Charles Edward Pilcher .....		
West Maitland .....	Stephen Scholey .....	5 October, 1876.	See Executive Council.
Monaro .....	Henry Emanuel Cohen .....		
Morpeth .....	Alexander Montague .....	General Election, 1874-5.	See Executive Council.
Mudgee .....	Robert Wisdom .....		
The Murray .....	Richard Rouse .....	21 February, 1876.	See Executive Council.
The Murrumbidgee ...	William Hay .....		
Narellan .....	Joseph Leary .....	General Election, 1874-5.	Accepted Office of Secretary for Mines, and Seat declared vacant, 22 March, 1877; re-elected, 29 March, 1877. See Executive Council.
The Nepean .....	John Hurley .....		
Newcastle .....	Patrick Lindesay Crawford Shepherd ...	General Election, 1874-5.	Insolvent. Seat declared vacant, 6 July, 1877.
New England .....	George Alfred Lloyd .....		
Newtown .....	Samuel Henry Terry .....	20 July, 1877.	Resigned, 24 January, 1877.
Northumberland ...	Stephen Campbell Brown .....		
	Charles James Stevens .....	General Election, 1874-5.	Accepted Office of Secretary for Public Works, and Seat declared vacant, 17 August, 1877; re-elected, 30 August, 1877. See Executive Council.
	succeeded by William Turner .....		
Orange .....	Harris Levi Nelson .....	19 February, 1877	See Executive Council.
	succeeded by Edward Combes .....		
Paddington .....	John Sutherland .....	General Election, 1874-5.	See Executive Council.
Parramatta .....	Hugh Taylor .....		
The Paterson .....	Charles Joseph Byrnes .....	20 April, 1876.	See Executive Council.
	Herbert Harrington Brown .....		
		General Election, 1874-5.	
		18 March, 1875.	

NEW SOUTH WALES—1877.

Electoral District.	Name.	Date when Elected.	Whether holding any and what other Civil or Military Office, and Remarks.
<b>LEGISLATIVE ASSEMBLY (OLD)—continued.</b>			
Patrick's Plains	William Charles Browne	General Election, 1874-5.	Elected Chairman of Committees, 13 December, 1876.
Queanbeyan	John James Wright		
St. Leonards	James Squire Farnell		
Shoalhaven	James Warden		
East Sydney	Henry Parkes	General Election, 1874-5.	Accepted Office of Colonial Secretary, and Seat declared vacant, 22 March, 1877; re-elected, 28 March, 1877. See Executive Council.
	John Macintosh	15 February, 1876	
	Alexander Stuart		
West Sydney	John Davies	General Election, 1874-5.	Accepted Office of Postmaster General, and Seat declared vacant, 17 August, 1877; re-elected, 28 August, 1877. See Executive Council.
	John Robertson	16 February, 1875	
	George Richard Dibbs		
Tenterfield	Henry Cary Dangar	General Election, 1874-5.	Accepted Office of Colonial Secretary, and Seat declared vacant, 17 August, 1877; re-elected, 27 August, 1877. See Executive Council.
	Angus Cameron		
The Tumut	Robert Palmer Abbott	General Election, 1874-5.	Accepted Office of Secretary for Public Works, and Seat declared vacant, 22 March, 1877; re-elected, 5 April, 1877. See Executive Council.
	James Hoskins		
University of Sydney	William Charles Windeyer, M.A.	8 September, 1876	Accepted Office of Attorney General, and Seat declared vacant, 22 March, 1877; re-elected, 28 March, 1877.
Wellington	John Samuel Smith	General Election, 1874-5.	
The Williams	William Watson		12 February, 1877.
		succeeded by William Johnston	
Windsor	Richard Driver	General Election, 1874-5.	Accepted Office of Secretary for Lands, and Seat declared vacant, 22 March, 1877; re-elected, 3 April, 1877. See Executive Council.
Wollombi	James Augustine Cunneen		
Yass Plains	Michael Fitzpatrick	General Election, 1874-5.	Accepted Office of Secretary for Lands, and Seat declared vacant, 6 February, 1877; re-elected, 21 February, 1877. Accepted Office of Secretary for Mines, and Seat declared vacant, 17 August, 1877; re-elected, 29 August, 1877. See Executive Council.
Gold Fields South	Ezekiel Alexander Baker		
Gold Fields West	David Buchanan	General Election, 1874-5.	
Gold Fields North	Robert Henry Mariner Forster		

LEGISLATIVE ASSEMBLY (NEW).

(Opened, 27 November, 1877.)

NOMINAL RETURN of MEMBERS composing the LEGISLATIVE ASSEMBLY in the Year 1877.

Electoral District.	Name.	Date when Elected.	Whether holding any and what other Civil or Military Office, and Remarks.
Argyle	William Davies	General Election, October & November, 1877.	Elected Speaker, 27 November, 1877.
Balranald	Colin William Simson		
Bathurst	Francis Bathurst Suttor		
The Bogan	Walter Thomas Coonan		
Braidwood	Edward Greville		
Camden	Thomas Garrett		
	Arthur Onslow		
Canterbury	Sir Henry Parkes, K.C.M.G.		
	John Lucas		
Carcoar	Andrew Lynch		
The Clarence	Thomas Bawden		
Central Cumberland	John Lackey		
	Andrew Hardie M'Culloch, junr.		
Eden	Henry Clarke		
The Glebe	Sir George Wigram Allen, Knt.		
Goulburn	William Teece, junr.		
The Gwydir	Thomas Gordon Gibbons Dangar		
Hartley	John Hurley		
The Hastings	Robert Burdett Smith		
The Hawkesbury	Henry Moses		
	Alexander Bowman		
The Hume	George Day		
The Hunter	John Fitzgerald Burns		
The Lower Hunter	Archibald Hamilton Jacob		
The Upper Hunter	John McElhone		
Illawarra	Samuel William Gray		
Kiama	Samuel Charles		
The Lachlan	James Watson		
Liverpool Plains	Hanley Bennett		

Electoral District	Name	Date when Elected.	Whether holding any and what other Civil or Military Office, and Remarks.
<b>LEGISLATIVE ASSEMBLY (NEW)—continued.</b>			
East Macquarie ...	Sir John Robertson, K.C.M.G.*		Resigned 12 January, 1878.
	William Henry Suttor		Accepted Office of Secretary for Mines and Seat declared vacant, 18 December, 1877; re-elected 28 December, 1877.
West Macquarie .....	Charles Edward Pileher		
East Maitland .....	Stephen Scholey		
West Maitland.....	Henry Emmanuel Cohen		Accepted Office of Colonial Treasurer and Seat declared vacant, 18 December, 1877; re-elected, 28 December, 1877.
Monaro.....	John Murphy		
Morpeth .....	Robert Wisdom		See "Executive Council."
Mudgee .....	Sir John Robertson, K.C.M.G.*		
The Murray .....	Robert Barbour		
The Murrumbidgee...	Joseph Leary		Accepted Office of Minister of Justice and Public Instruction, and Seat declared vacant, 18 December, 1877; re-elected, 29 December, 1877.
Narollan .....	John Harley		
The Nepean .....	Thomas Richard Smith		
Newcastle .....	Richard Ryther Steer Bowker		
New England .....	Samuel Henry Terry		
Newtown .....	Stephen Campbell Brown		
Northumberland .....	Thomas Hungerford		
Orange .....	Edward Combes		See "Executive Council."
Paddington .....	John Sutherland		Resigned, and Seat declared vacant, 18 December, 1877; re-elected, 28 December, 1877.
Parramatta .....	Hugh Taylor		
	William Alexander Long		See "Executive Council."
The Paterson .....	Herbert Harrington Brown		
Patrick's Plains .....	William Charles Brown		
Queanbeyan .....	James Banford Thompson	General Election, October and November, 1877.	
St. Leonards.....	James Squire Farnell		Accepted Office of Secretary for Lands, and Seat declared vacant, 18 December, 1877; re-elected, 27 December, 1877.
Shoalhaven .....	John Roseby		
	John Macintosh		
East Sydney .....	John Davies		See "Executive Council."
	James Greenwood		
	Alexander Stuart		
	James Merriman		
West Sydney .....	John Harris		
	Angus Cameron		
	Daniel O'Connor		
Tenterfield .....	John Dillon		
The Tumut .....	James Hoskins		
University of Sydney	William Charles Windeyer		
Wellington .....	John Shepherd		
The Williams .....	William Johnston		
Windsor .....	Richard Driver		
Wollombi .....	Joseph Eckford		
Yass Plains .....	Michael Fitzpatrick		Accepted Office of Colonial Secretary, and Seat declared vacant, 18 December, 1877; re-elected, 2 January, 1878.
Gold Fields South ...	Ezekiel Alexander Baker		See "Executive Council."
Gold Fields West ...	Hugo Louis Beyers		
Gold Fields North ...	Henry Copeland		

\* Returned for both Electoral Districts (East Macquarie and Mudgee).

## PART II.

## Executive and Legislative Establishments.

## SUMMARY.

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## EXECUTIVE AND LEGISLATIVE.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>GOVERNOR-IN-CHIEF.</b>					
His Excellency the Governor and Commander-in-Chief.	Sir Hercules George Robert Robinson, G.C.M.G. <sup>1</sup>	23 Feb., 1872 Entered upon official duty, 3 June, 1872	Her Majesty, by Commission under the Great Seal of the United Kingdom.	7,000 0 0	3 June, 1872.
Private Secretary .....	The Honorable Walter Hely-Hutchinson <sup>2</sup> .....	6 Jan., 1875	Governor .....	400 0 0	6 Jan., 1875.
	succeeded by Reginald Pole Carew <sup>3</sup> .....	15 Sept., 1877	Ditto .....	400 0 0	15 Sept., 1877.
	(Coldstream Guards) succeeded by Charles Edward Riddell .....	11 Dec., 1877	Ditto .....	400 0 0	11 Dec., 1877.
Aide-de-Camp .....	Edward Beauchamp St. John. <sup>4</sup>	3 June, 1872	Ditto .....	200 0 0	3 June, 1872.
Clerk to Private Secretary.	William Byrnes .....	1 July, 1871	Governor and Executive Council	315 0 0	1 July, 1871.
Messenger (1) <sup>5</sup> .....	.....	.....	.....	150 0 0	.....
Mounted Orderlies:— Sergeant (1) .....	.....	.....	.....	9/6 <sup>p</sup> diem.	.....
Orderlies (3) .....	.....	.....	.....	{ 1 at 7/6 2 at 7/-	each.
<sup>1</sup> Allowed a residence. Governor of Norfolk Island without salary. <sup>2</sup> To the 14th September—resigned. <sup>3</sup> To the 10th December. <sup>4</sup> Allowed £173 per annum lodging money, and £146 per annum in lieu of forage and incidental expenses. Captain, 35th Regiment of Foot. <sup>5</sup> Allowed a house.					
<b>EXECUTIVE COUNCIL.</b>					
Clerk of the Executive Council.	Alexander Campbell Budge	16 Oct., 1863	Governor and Executive Council	600 0 0	1 Nov., 1858.
Clerk .....	Vere Hunt .....	12 July, 1875	Ditto .....	150 0 0	17 Sept., 1863.
Messenger (1) .....	.....	.....	.....	150 0 0	.....
Office-keeper (1) <sup>1</sup> .....	.....	.....	.....	18 0 0	.....
<sup>1</sup> Office-keeper, Colonial Secretary's Office, 3/4 per diem.					
<b>LEGISLATIVE COUNCIL.</b>					
President .....	John Hay .....	8 July, 1873	Governor and Executive Council, by Commission under the Great Seal of the Colony.	1,200 0 0	3 Oct., 1856.*
Chairman of Committees ...	Sir Joseph George Long Innes, Knt.	24 Nov., 1875	Elected by Legislative Council (Sessionally.)	500 0 0	6 June, 1870.*
Clerk of the Council and Clerk of the Parliaments.	John Jackson Calvert .....	1 April, 1871	Governor and Executive Council, by Commission under the Great Seal of the Colony.	700 0 0	1 Aug., 1853.
Clerk Assistant .....	Adolphus Philip Clapin ..	1 April, 1871	Governor and Executive Council	500 0 0	1 Aug., 1850.
Usher of the Black Rod ...	Henry John Tudor Shadforth.	27 June, 1860	Governor and Executive Council, by Commission under the Great Seal of the Colony.	400 0 0	16 May, 1856.
Shorthand Writer .....	John Agar Scarr .....	20 May, 1856	Governor and Executive Council	550 0 0	4 May, 1847.
1st Clerk .....	Stewart Marjoribanks Mowle ..	1 April, 1871	Ditto .....	400 0 0	21 Aug., 1852.
2nd Clerk .....	Leonard Smirnoff Cooper ..	1 April, 1871	Ditto .....	300 0 0	17 Dec., 1858.
3rd Clerk .....	William Leonard Edwards ..	1 April, 1871	Ditto .....	250 0 0	21 June, 1864.
4th Clerk .....	Edward Adam Garland ..	14 Oct., 1874	Ditto .....	200 0 0	14 Oct., 1868.
Principal Messenger (1) <sup>1</sup> ...	.....	1 Nov., 1871	The President .....	150 0 0	.....
Doorkeeper (1) .....	.....	.....	Ditto .....	140 0 0	.....
Assistant Messengers (2) ...	.....	.....	Ditto .....	125 0 0	each.
Extra Messengers (2) .....	.....	.....	Ditto .....	125 0 0	„
<sup>1</sup> Allowed quarters. * Services not continuous. NOTE.—The Clerk of the Council, &c., gives security to the amount of £300.					

## NEW SOUTH WALES—1877.

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Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>LEGISLATIVE ASSEMBLY.</b>					
Speaker .....	George Wigram Allen ...	30 Mar., 1875 re-elected 27 Nov., 1877	Elected by Legislative Assembly	1,200 0 0	9 Dec., 1873.*
Chairman of Committees ...	James Squire Farnell .....	13 Dec., 1876	Ditto .....	500 0 0	14 May, 1872.*
Clerk of Assembly .....	Stephen Wilson Jones <sup>1</sup> ...	22 Oct., 1869	Governor and Executive Council, by Commission.	800 0 0	2 Nov., 1843.*
Acting ditto .....	Frederick William Webb ..	6 Feb., 1877	Ditto .....	600 0 0	20 Oct., 1851.
Clerk Assistant .....	Frederick William Webb <sup>2</sup> ..	1 Feb., 1873	Governor and Executive Council	600 0 0	20 Oct., 1851.
2nd Clerk Assistant .....	John Arthur Vivian .....	1 Feb., 1873	Ditto .....	500 0 0	1 Nov., 1855.
Sergeant-at-Arms .....	Laurence Joseph Harnett ..	7 May, 1873	Governor and Executive Council, by Commission.	400 0 0	25 Sept., 1860.*
Shorthand Writer .....	James Hugh Palmer .....	28 June, 1858	Governor and Executive Council	600 0 0	1 Jan., 1844.
Clerk of Records .....	Richard Aldous Arnold ...	7 May, 1873	Ditto .....	400 0 0	3 Jan., 1867.
Clerk of Select Committees..	Richard Windeyer Robert- son.	7 May, 1873	Ditto .....	350 0 0	13 Nov., 1866.
Clerk of Printing Branch...	William Munnings Mon- tagu Arnold.	7 May, 1873	Ditto .....	300 0 0	1 Feb., 1867.
Clerk in Charge of Printed Papers.	Sidney Alfred Lindeman...	7 May, 1873	Ditto .....	250 0 0	7 May, 1873.
Clerks .....	Charles Broughton Boy- dell.	1 Feb., 1873	Ditto .....	250 0 0	1 Feb., 1873.
	Frank Walsh .....	4 Aug., 1874	Ditto .....	175 0 0	4 Aug., 1874.
	James Macalister .....	1 Jan., 1876	Ditto .....	150 0 0	1 Jan., 1876.
Principal Messenger (1) ...			Clerk of Legislative Assembly ...	200 0 0	
Principal Doorkeeper (1) ...			Ditto .....	150 0 0	
Assistant Messengers (2) ...			Ditto .....	{ 1 at 140 0 0 125 0 0	
Extra Messengers (6) .....			Speaker .....	125 0 0	each.

<sup>1</sup> Gives security to the amount of £300; allowed leave of absence for twelve months from the 6th February. \* Services not continuous.  
<sup>2</sup> To 5th February. See above.

## LEGISLATIVE COUNCIL AND ASSEMBLY.

Steward and Housekeeper...	William George Cassidy <sup>1</sup> ...	23 Oct., 1875	Governor and Executive Council	225 0 0	23 Oct., 1875.
Assistant Housekeeper (1) <sup>2</sup>			President of the Legislative Council and Speaker of the Legislative Assembly.	75 0 0	
Watchman (1) .....			Ditto .....	125 0 0	
House Servant (1) <sup>3</sup> .....			Ditto .....	125 0 0	
Stable-man (1) <sup>3</sup> .....			Ditto .....	125 0 0	
Outdoor Servant (1) .....			Ditto .....	125 0 0	
Cook (1) .....			Ditto .....	150 0 0	
Refreshment-room Waiters (3).			Ditto .....	125 0 0	each.
Female Servants (3) <sup>3</sup> .....			Ditto .....	65 0 0	"
Scullery-maid (1) <sup>2</sup> .....			Ditto .....	65 0 0	"

<sup>1</sup> Allowed a house, fuel, and light.      <sup>2</sup> Allowed quarters.      <sup>3</sup> Allowed a house.

## PARLIAMENTARY LIBRARY.

Assistant Librarian .....	Conrad Martens <sup>1</sup> .....	6 Oct., 1863	Governor and Executive Council	300 0 0	6 Oct., 1863.
Second do. ....	Robert Rogers .....	1 Jan., 1863	Ditto .....	300 0 0	5 April, 1861.
Attendant (1) .....			Clerk of Legislative Assembly ...	150 0 0	

<sup>1</sup> Gives security to the amount of £200.



## PART III.

## Branch Royal Mint.

## SUMMARY.

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## BRANCH ROYAL MINT.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>BRANCH ROYAL MINT.</b>					
Deputy Master .....	Charles Elouis .....	22 July, 1868	Her Majesty, by Warrant under the Royal Signet and Sign Manual.	1,150 0 0	
Senior Clerk and Coiner ...	William Fredk. Gibson <sup>1</sup> ...	1 April, 1872	Warrant of the Lords of the Treasury.	600 0 0	
Senior Clerk and Melter ...	Edward Offord Heywood <sup>1</sup>	1 Oct., 1870	Ditto .....	520 0 0	
Senior Assayer .....	Adolph Leibius .....	18 Aug., 1870	Ditto .....	630 0 0	
Assayer .....	John Warner McCutcheon	1 Oct., 1870	Ditto .....	520 0 0	
Senior Clerks .....	Lyndon Bolton Carpenter	1 Jan., 1859	The Lords of the Treasury .....	400 0 0	
	John Ford Adams .....	1 July, 1861	Ditto .....	400 0 0	
Deputy Master's Clerk and Registrar.	Arthur Forster French ...	14 June, 1875	Ditto .....	195 0 0	
Junior Clerks.....	Henry Kennedy Kelly.....	1 Jan., 1874	Ditto .....	137 10 0	
	Edward Henry Aruheim...	14 June, 1875	Ditto .....	122 10 0	
	David John Kirkwood Colley.	1 Jan., 1876	Ditto .....	110 0 0	
	Edward Joseph Brookes Du Moulin.	1 Jan., 1876	Ditto .....	110 0 0	
Assistant Clerk and Store-keeper.	Archibald Gardner .....	1 Jan., 1869	Ditto .....	300 0 0	
Weigher and Balance Mechanician.	Charles Bolton.....	1 Jan., 1867	Ditto .....	250 0 0	
Foreman of Machinery, and Engineer.	Joseph Newton .....	14 May, 1855	Ditto .....	300 0 0	
Foreman of Melting Department.	Richard Whiting .....	1 Jan., 1869	Ditto .....	250 0 0	
First Foreman of Coining Department.	Henry Bradstock.....	22 Nov., 1853	Ditto .....	250 0 0	
Second ditto .....	William Hill .....	1 July, 1876	Ditto .....	200 0 0	
Foreman of Refining Department.	Thomas Gilchrist.....	1 Jan., 1872	Ditto .....	225 0 0	
Messenger and Office-keeper (1) <sup>2</sup>	.....	.....	Ditto .....	150 0 0	
Housekeeper (1) <sup>2</sup> .....	.....	.....	Ditto .....	50 0 0	

<sup>1</sup> Allowed quarters.<sup>2</sup> Allowed quarters and fuel.

NOTE.—The Sydney Branch of the Royal Mint is under the immediate control of the Lords Commissioners of Her Majesty's Treasury.

## PART IV.

## Colonial Secretary,

AND THE

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COLONIAL SECRETARY.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.	
				£ s. d.		
<b>COLONIAL SECRETARY.</b>						
Colonial Secretary	John Robertson	9 Feb., 1875	Governor by Commission	2,000 0 0	13 Jan., 1858.*	
	succeeded by Henry Parkes	22 Mar., 1877	Ditto	2,000 0 0	14 May, 1861.*	
	succeeded by Sir John Robertson, K.C.M.G.	17 Aug., 1877	Ditto	2,000 0 0	13 Jan., 1858.*	
	succeeded by Michael Fitzpatrick <sup>1</sup>	18 Dec., 1877	Ditto	2,000 0 0	7 Oct., 1837.*	
Under Secretary	Henry Halloran, J.P.	19 Feb., 1866	Governor and Executive Council, by Commission.	800 0 0	1 May, 1827.	
Chief Clerk	William Goodman	20 Jan., 1866	Governor and Executive Council	600 0 0	20 May, 1835.	
Clerks—First	Maxwell Rennie Allan	1 Aug., 1868	Ditto	450 0 0	1 Jan., 1846.	
	Second	Critchett Walker	1 Dec., 1866	Ditto	400 0 0	28 Oct., 1856.*
	Third	Edward Wise M'Kenny	1 Jan., 1868	Ditto	300 0 0	7 Nov., 1862.
	Fourth	John James Macartney Beatty, M.A., LL.D.	28 April, 1872	Administrator of Government and Executive Council.	300 0 0	1 Sept., 1868.
	Fifth	Thomas Pedder M'Levie	1 Mar., 1874	Governor and Executive Council	200 0 0	13 Sept., 1865.
Sixth	John George Cohen	1 Mar., 1874	Ditto	175 0 0	1 Sept., 1868.	
	James John Taylor	10 Mar., 1874	Ditto	150 0 0	4 June, 1867.	
	James Edward Ormiston	22 April, 1875	Ditto	100 0 0	1 Jan., 1875.	
	Junior	Thomas William Leahy	22 April, 1875	Ditto	75 0 0	1 Jan., 1875.
	James Adam Brodie	12 April, 1875	Ditto	50 0 0	12 April, 1875.	
Messengers (3)				1 at 153 0 0 1 <sup>2</sup> at 150 0 0 1 at 90 0 0		
Officekeeper (1) <sup>3</sup>				0 3 4	per diem.	
Watchman (1)				0 5 0	"	

<sup>1</sup> In receipt of a Pension of £425 13s. 4d. per annum, but not drawn during present tenure of office. <sup>2</sup> Allowed quarters. <sup>3</sup> Allowed quarters, fuel, and light; Officekeeper, Executive Council Office, £18 per annum. \* Services not continuous.

REGISTRAR GENERAL.

Registrar General and Chairman of Land Titles Commissioners	Edward Grant Ward, J.P.	15 Dec., 1870	Governor and Executive Council	700 0 0	1 Jan., 1863.	
<b>STATISTICAL BRANCH.</b>						
Compiler of General Statistics.	Henry Charles Edwin Newcombe.	1 Oct., 1858	Ditto	350 0 0	22 April, 1852.	
Examiner and Compiler of Vital Statistics.	William Lachlan Dawes	29 Jan., 1869	Ditto	250 0 0	8 Sept., 1858.	
Corresponding and Record Clerk.	William Alexander Abbott	1 Sept., 1875	Ditto	200 0 0	16 Mar., 1859.	
Clerks	Samuel Charles James Evelyn.	1 June, 1863	Ditto	175 0 0	1 June, 1863.	
	William Ridley, junr.	26 Aug., 1872	Ditto	150 0 0	26 Aug., 1872.	
	William Rowe Hogan <sup>1</sup>	13 Dec., 1875	Ditto	150 0 0	13 Dec., 1875.	
	succeeded by George Coleridge Nixon	19 Nov., 1877	Ditto	150 0 0	1 Oct., 1877.	
	Robert William Codrington	1 July, 1874	Ditto	75 0 0	29 Sept., 1872.	
(Temporary)	Henry J. Noble	1 Jan., 1876	Ditto	50 0 0	12 Aug., 1875.	
	George Coleridge Nixon <sup>2</sup>	1 Oct., 1877	Colonial Secretary Registrar General	150 0 0 100 0 0	1 Oct., 1877.	
<b>LAND TITLES BRANCH.</b>						
Land Titles Commissioners	Richard Jones	1 Jan., 1863	Governor and Executive Council	170 16 6	7 Sept., 1857.*	
Examiners	Alexander Walker Scott	4 June, 1866	Ditto	170 16 6	4 June, 1866.	
	Edmund Burton	6 July, 1868	Ditto	800 0 0	— Mar., 1841.*	
	Alexander Oliver	13 July, 1874	Ditto	800 0 0	1 Aug., 1865.	
	John Booth Jones	13 July, 1874	Ditto	800 0 0	13 July, 1874.	
Examiners' Clerk	Jonas Lander	1 Jan., 1863	Ditto	300 0 0	1 Jan., 1863.	
Assistant Clerk	Frederick Yarnton <sup>3</sup>	1 Sept., 1872	Ditto	100 0 0	26 Sept., 1870.	
Deputy Registrar General	succeeded by Hugh Charles Hiddilston	19 Jan., 1877	Ditto	100 0 0	19 Jan., 1877.	
	Charles John Muddle	15 Dec., 1870	Ditto	450 0 0	3 Dec., 1853.	
	Principal Draftsman	Robert Mead Pearson	1 April, 1866	Ditto	500 0 0	1 Oct., 1855.
	Assistant Draftsman	Wilfred De Courcy Lewis	1 July, 1874	Ditto	300 0 0	16 Mar., 1863.
	Junior Assistant Draftsman	James Lyon Spark	23 July, 1874	Ditto	250 0 0	3 June, 1863.
		Albert Newcombe	13 Jan., 1869	Ditto	125 0 0	16 Oct., 1863.*
		Charles Thomas Board	12 Sept., 1872	Ditto	125 0 0	12 Sept., 1872.
		George Hulton Smythe King.	1 June, 1876	Ditto	75 0 0	1 June, 1876.
	Counter Clerk	William Shirley Muddle	15 Dec., 1869	Ditto	250 0 0	1 Jan., 1863.
	Corresponding Clerk	Frederick Charles William Elyard.	1 Mar., 1864	Ditto	225 0 0	1 April, 1857.

<sup>1</sup> Under suspension from the 1 August to 17 November—removed. <sup>2</sup> To 17 November. See above. <sup>3</sup> Transferred to Deeds Branch. \* Services not continuous.

## NEW SOUTH WALES—1877.

21

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—REGISTRAR GENERAL—continued.</b>					
<b>LAND TITLES BRANCH—continued.</b>					
Extra Counter Clerk.....	Charles Hardwick Keele...	1 Sept., 1876	Governor and Executive Council	200 0 0	1 Mar., 1873.
Registration Clerk.....	Michael Joseph Fitzpatrick	1 Jan., 1877	Ditto .....	150 0 0	1 Jan., 1877.
Clerks .....	John Connery .....	19 Aug., 1875	Ditto .....	150 0 0	7 April, 1859.*
	Edmund Conroy Hopkins	12 July, 1875	Ditto .....	125 0 0	1 July, 1872.
	Edwin Arthur Parnell.....	17 April, 1875	Ditto .....	75 0 0	17 April, 1875.
	Henry Stanley Jeanneret...	1 June, 1877	Ditto .....	75 0 0	1 June, 1877.
	Arthur Ethelbert Fitzgerald Canning.	21 June, 1877	Ditto .....	50 0 0	9 Jan., 1877.
Messenger (1) <sup>1</sup> .....	.....	.....	Registrar General .....	100 0 0	
Book Porter .....	.....	.....	.....	50 0 0	
<b>DEEDS BRANCH.</b>					
Deputy Registrar of Deeds	James Boscawen Duff.....	13 Dec., 1866	Governor under Act 20 Vic., No. 27.	300 0 0	1 Nov., 1853.
Clerk .....	Henry Wheeler Gillam ...	6 May, 1867	Governor and Executive Council	200 0 0	6 May, 1867.
Cashier .....	John Duff .....	1 May, 1875	Ditto .....	175 0 0	1 July, 1854.†
Clerks .....	Frederick Yarrnton .....	19 Jan., 1877	Ditto .....	150 0 0	26 Sept., 1870.
	Robert Rowland Grant ...	1 July, 1874	Ditto .....	50 0 0	1 July, 1874.
	succeeded by				
	Thomas Crawford Abbott	22 July, 1877	Ditto .....	50 0 0	22 July, 1877.
Book Porter (1).....	.....	.....	Registrar General .....	120 0 0	
Office-keeper to Department(1) <sup>2</sup>	.....	.....	Ditto .....	50 0 0	
<b>DISTRICTS REGISTRARS OF BIRTHS, DEATHS, &amp;C.</b>					
Sydney .....	Edward Grant Ward, J.P.	15 Dec., 1870	Governor and Executive Council	(See p. 20)	1 Jan., 1863.
Balmain .....	William Parker .....	4 July, 1861	Registrar General .....	*	4 July, 1861.
Newtown .....	Charles Alfred Newman...	9 April, 1857	Ditto .....	*	9 April, 1857.
Glebe .....	W. R. Cobbin .....	16 Nov., 1875	Ditto .....	*	16 Nov., 1875.
Redfern .....	Christopher Warburton ...	30 Oct., 1865	Ditto .....	*	30 Oct., 1859.
Waterloo .....	T. A. Salmon .....	1 April, 1874	Ditto .....	*	1 April, 1874.
Paddington .....	Henry Gale .....	1 July, 1863	Ditto .....	*	5 Dec., 1856.†
„ Waverley (Assistant)	W. Wiley .....	1 Aug., 1876	Ditto .....	*	1 Aug., 1876.
„ Randwick do. ...	J. E. Graham .....	1 Jan., 1876	Ditto .....	*	1 Jan., 1876.
Concord .....	Michael B. Young .....	24 May, 1877	Ditto .....	*	24 May, 1877.
St. George .....	Theophilus Henry Bolger...	13 Oct., 1866	Ditto .....	*	13 Oct., 1866.
St. Leonards .....	Robert Dalzell Ward .....	28 Feb., 1856	Ditto .....	*	27 Sept., 1853.
„ Manly (Assistant) ...	Æmelia M. Stephen .....	1 July, 1877	Ditto .....	*	1 July, 1877.
<b>Country Districts—</b>					
Albury .....	James Chas. W. Crommelin	8 July, 1872	Ditto .....	*	8 July, 1872.
Armidale .....	E. Marriott .....	1 Mar., 1876	Ditto .....	*	12 Aug., 1862.
Balranald .....	R. B. Mitchell, C.P.S.....	7 Feb., 1867	Ditto .....	*	1 Mar., 1858.
Bathurst .....	J. Beuzeville .....	8 April, 1874	Ditto .....	*	28 Feb., 1856.
Bega .....	John Davis, C.P.S. ....	1 Jan., 1871	Ditto .....	*	1 Dec., 1865.
Berrima .....	Frederick Robertson Wilshire, P.M.	1 May, 1872	Ditto .....	*	1 Mar., 1862.†
„ Burrawang (Assistant)	D. Moffitt .....	1 Oct., 1876	Ditto .....	*	1 Oct., 1876.
Binalong .....	Wm. J. E. Wotton, C.P.S.	2 Aug., 1869	Ditto .....	*	17 Jan., 1862.
„ Grenfell (Assistant)	Wm. Fox Parker, C.P.S....	17 Feb., 1870	Ditto .....	*	26 April, 1862.
Bombala .....	James Giles, C.P.S. ....	24 Jan., 1871	Ditto .....	*	3 June, 1862.
Bourke .....	Louis F. Layard, C.P.S....	26 Oct., 1874	Ditto .....	*	1 Oct., 1868.
Braidwood .....	W. F. Robertson, C.P.S....	2 Aug., 1869	Ditto .....	*	19 April, 1861.
Brisbane Water .....	Thos. C. Battley, C.P.S....	9 July, 1856	Ditto .....	*	8 Aug., 1843.
Broulee .....	William Clarke, C.P.S. ...	1 Oct., 1876	Ditto .....	*	5 Sept., 1876.
Camden .....	John B. Martin, C.P.S. ...	14 Aug., 1856	Ditto .....	*	1 Sept., 1852.
Campbelltown .....	Henry Arkell Smith, C.P.S.	22 April, 1872	Ditto .....	*	15 April, 1872.
Carcoar .....	Wm. Badcock .....	1 Oct., 1877	Ditto .....	*	
† Cassilis .....	John Morris, C.P.S. ....	26 Mar., 1856	Ditto .....	*	17 Oct., 1854.
Clarence Town.....	A. Newman .....	1 Oct., 1876	Ditto .....	*	
Cooma .....	G. H. Smithers, C.P.S. ...	12 Sept., 1875	Ditto .....	*	22 Oct., 1868.
Coonabarabran .....	Fredk. W. Edwards, P.M. and C.P.S.	25 Nov., 1863	Ditto .....	*	28 Oct., 1863.
Coonamble .....	Jas. H. L. Scott (acting P.M.)	27 Aug., 1877	Ditto .....	*	10 Nov., 1858.†
Cowra .....	John Arkins, C.P.S. ....	14 Nov., 1870	Ditto .....	*	1 June, 1868.
Deniliquin.....	W. H. Hooper .....	1 June, 1874	Ditto .....	*	1 June, 1874.
Dubbo .....	Luke McGuinn, C.P.S. ...	1 Aug., 1863	Ditto .....	*	1 Nov., 1861.
Dungog .....	C. G. Smith, C.P.S. ....	17 Sept., 1875	Ditto .....	*	1 May, 1861.
Eden .....	Richd. B. Hays, C.P.S. ...	1 Jan., 1877	Ditto .....	*	1 Sept., 1875.
Forbes .....	Stephen Freeman, C.P.S. ...	1 Sept., 1873	Ditto .....	*	22 Oct., 1862.
„ Parkes (Assistant) ...	A. B. Armstrong, C.P.S....	13 July, 1874	Ditto .....	*	1 Jan., 1867.
Goulburn .....	Chas. S. Alexander, C.P.S.	31 Mar., 1862	Ditto .....	*	8 Feb., 1861.
Grafton .....	William H. Thomas, C.P.S.	1 April, 1874	Ditto .....	*	12 April, 1864.
„ Maclean (Assistant)	Samuel MacNaughton .....	1 June, 1872	Ditto .....	*	1 June, 1870.
Gundagai .....	Archibald Scott Smith .....	1 Feb., 1872	Ditto .....	*	20 July, 1865.
„ Adelong (Assistant)	John James .....	5 May, 1877	Ditto .....	*	5 May, 1877.

Paid by fees, at the rate of 3s. per entry, up to £30; after that, at 1s. 6d. per entry.

1 Allowed quarters.

\* Allowed quarters, fuel, and light.

† Services not continuous.

Places marked thus\* denote that 3s. per entry is allowed.

‡ A. Morris, C.P.S., acting from 5 November, 1877; Jas. H. Tompson, acting from 1 October, 1877.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—REGISTRAR GENERAL—continued.</b>					
<i>DISTRICT REGISTRARS, &amp;c.—continued.</i>					
Country Districts—contd.			Registrar General		
Hartley	William P. M'Dermott	25 July, 1869	Registrar General		25 July, 1869.
Hay	J. E. Pearce, P.M.	1 June, 1874	Ditto		24 July, 1862.
Inverell	W. C. Cardew, C.P.S.	1 April, 1875	Ditto		14 Aug., 1873.
Kiama	Henry Connell, jun., P.M.	5 June, 1863	Ditto		21 Aug., 1844.
Liverpool	William Long	8 June, 1866	Ditto		8 June, 1866.
Manning River	Jasper Albert Creagh, C.P.S.	15 May, 1856	Ditto		1 May, 1856.
M'Donald River	Thomas J. Thompson	21 April, 1877	Ditto		21 April, 1877.
M'Leay River	William H. Thornton, J.P.	29 June, 1857	Ditto		29 June, 1857.
„ Boat Harbour (Asst.)	A. M. Fisher, P.M.	1 Nov., 1875	Ditto		17 Sept., 1875.
„ Nambucca River (do)	George Henderson	5 Sept., 1877	Ditto		5 Sept., 1877.
Maitland	C. Delohery, C.P.S.	1 April, 1876	Ditto		23 July, 1860.
Menindie	R. R. Morisset, P.M.	9 Feb., 1875	Ditto		1 Feb., 1875.
Moama	Albert Davies	1 Aug., 1874	Ditto		1 Mar., 1870.
Molong	J. H. Nisbet, C.P.S.	1 Nov., 1875	Ditto		1 Sept., 1875.
Morpeth	John Keating	16 Sept., 1872	Ditto		1 July, 1858.†
Moulamein	Thomas Linton	13 July, 1860	Ditto		13 July, 1860.
Mudgee	F. S. Isaacs, C.P.S.	1 Oct., 1876	Ditto		1 Jan., 1868.
„ Gulgong (Assistant)	Lester S. Donaldson, C.P.S.	2 Oct., 1871	Ditto		19 Sept., 1871.
Murrurundi	George G. Brodie, C.P.S.	2 Aug., 1869	Ditto		19 Mar., 1858.
Muswellbrook	Timothy Foley, C.P.S.	1 Dec., 1867	Ditto		1 Dec., 1867.
Narrabri	Charles Edward Smith, P.M.	16 May, 1859	Ditto		25 Mar., 1851.
Newcastle	John Burrowes	28 Feb., 1856	Ditto		28 Feb., 1856.
„ Lambton (Assistant)	William F. Dent	13 Aug., 1874	Ditto		13 Aug., 1874.
„ Wallsend do	F. Alnwick	1 Jan., 1875	Ditto		1 Jan., 1875.
Nundle	Samuel Kermod	2 Mar., 1874	Ditto		2 Mar., 1874.
Orange	William T. Evans, C.P.S.	20 Feb., 1856	Ditto		20 April, 1851.
Parramatta	George Langley, J.P., C.P.S.	2 Aug., 1869	Ditto		1 Aug., 1837.
Paterson	B. Newbury	22 Mar., 1858	Ditto		22 Mar., 1858.
Patrick's Plains	Frederick Thomas Robinson	1 Nov., 1872	Ditto		1 Nov., 1872.
Penrith	John K. Cleeve, C.P.S.	2 Aug., 1869	Ditto		3 July, 1865.
Pieton	William R. Antill	30 Mar., 1857	Ditto		30 Mar., 1857.
Port Macquarie	Robert Issell Perrott, C.P.S.	1 Oct., 1873	Ditto		1 Aug., 1859.
Port Stephens	Thomas Laman, C.P.S.	2 Mar., 1874	Ditto		13 April, 1859.
Queanbeyan	Frederick B. Russell, P.M.	1 July, 1869	Ditto		3 Aug., 1864.
Raymond Terrace	William Gloag	28 Feb., 1856	Ditto		28 Feb., 1856.
Richmond	John Ducker	5 Feb., 1862	Ditto		5 Feb., 1862.
Richmond River	M. M. Campbell, C.P.S.	26 April, 1875	Ditto		1 April, 1875.
Ryde	George M. Pope, C.P.S.	30 Mar., 1857	Ditto		30 Mar., 1857.
Rylstone	William W. Armstrong, C.P.S.	5 Mar., 1857	Ditto		1 July, 1854.
Scone	James Thompson Wilshire, C.P.S.	1 May, 1872	Ditto		1 Sept., 1862.
Shoalhaven	William Lovegrove, C.P.S.	2 Aug., 1869	Ditto		1 Jan., 1857.
Sofala	W. O. Newberry	23 Sept., 1875	Ditto		23 Sept., 1875.
Tambaroora	James Sydney Willard	1 June, 1872	Ditto		1 June, 1872.
„ Hill End (Assistant)	W. C. Weston, C.P.S.	1 May, 1877	Ditto		23 June, 1864.
Tamworth	John M'Donald, C.P.S.	9 May, 1859	Ditto		6 Feb., 1851.
„ Gunnedah (Assistant)	J. G. Stewart	17 Aug., 1876	Ditto		17 Aug., 1876.
Tenterfield	J. Simons, C.P.S.	1 Sept., 1875	Ditto		1 Sept., 1875.
Tweed River	James Bray	14 Oct., 1866	Ditto		1 Jan., 1866.
Tamut	Henry Hilton	20 Feb., 1856	Ditto		20 Feb., 1856.†
Ulladulla	John V. Wareham, C.P.S.	15 Jan., 1870	Ditto		19 Mar., 1863.
Wagga Wagga	Edwin H. Tompson, C.P.S.	2 Aug., 1869	Ditto		29 Jan., 1864.
Walgett	F. B. Hales, P.M.	1 Dec., 1875	Ditto		1 April, 1861.
Warialda	F. C. Macarthur, C.P.S.	1 Jan., 1877	Ditto		1 July, 1873.
Wellingrove	W. C. Rodgerson	1 July, 1876	Ditto		
Wellington	Frederick Marsh, C.P.S.	28 April, 1862	Ditto		8 April, 1852.
Wentworth	W. L. Richardson, P.M.	9 April, 1871	Ditto		11 Nov., 1862.
Windsor	Wm. H. H. Becke, C.P.S.	1 April, 1874	Ditto		8 June, 1853.
Wollombi	Thomas S. Townsend	31 Mar., 1862	Ditto		31 Mar., 1862.
Wollongong	A. A. Turner, C.P.S.	2 Aug., 1869	Ditto		23 May, 1848.
Yass	Leopold Yates, C.P.S.	17 June, 1870	Ditto		10 July, 1862.
„ Gunning (Assistant)	John Frederic Kenyon, C.P.S.	1 Sept., 1877	Ditto		11 Sept., 1876.
Young	J. R. Edwards, C.P.S.	2 Aug., 1869	Ditto		14 Mar., 1862.
„ Murrumburrah (Asst.)	Chas. Cutcliffe, C.P.S.	14 Aug., 1876	Ditto		1 May, 1875.

Paid by fees, at the rate of 3s. per entry, up to £36; after that, at 1s. 6d. per entry.

Places marked thus \* denote that 3s. per entry is allowed.

† Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—continued.</b>					
<b>AUDITOR GENERAL.</b>					
Auditor General .....	Christopher Rolleston <sup>1</sup> ...	10 Nov., 1864	Governor and Executive Council	900 0 0	1 Jan., 1843.
Inspector of Accounts .....	Edward Alexander Rennie <sup>2</sup>	1 Jan., 1856	Governor.....	600 0 0	1 Sept., 1846.
Examiner of Expenditure Accounts.	Richard Thomas Hall.....	1 Jan., 1859	Governor and Executive Council	450 0 0	25 July, 1853.
Corresponding Clerk.....	John Sylvester Ryan .....	1 April, 1840	Governor.....	385 0 0	1 April, 1840.
Clerks .....	Drummond Gilchrist .....	4 Aug., 1858	Governor and Executive Council	350 0 0	4 Aug., 1858.
	David William Gregory <sup>3</sup> ..	21 Feb., 1862	Ditto .....	320 0 0 to 31 November. 160 0 0 from 4 Nov.— Half-pay.	21 Feb., 1862.
	Thomas John Moppett ...	26 Sept., 1870	Ditto .....	300 0 0	3 June, 1853.*
	Charles Whittell .....	1 Mar., 1863	Ditto .....	275 0 0	1 Mar., 1863.
	Henry De Boos .....	1 May, 1875	Ditto .....	250 0 0	1 April, 1864.
	Charles Smith Gregory ...	16 Aug., 1864	Ditto .....	225 0 0	16 Aug., 1864.
	James Macpherson .....	1 June, 1862	Ditto .....	225 0 0	1 June, 1862.
	Ambrose Freeman .....	1 June, 1866	Ditto .....	225 0 0	1 June, 1866.
	James Mitchell .....	14 Jan., 1870	Ditto .....	200 0 0	14 Jan., 1870.
	Joseph Edward Scrutton..	1 Nov., 1870	Ditto .....	200 0 0	1 Nov., 1870.
	James Tracton Dennis ...	1 Feb., 1873†	Ditto .....	175 0 0	1 June, 1870.
	James M'Kern.....	1 May, 1873†	Ditto .....	175 0 0	1 Aug., 1870.
	Charles Wray <sup>4</sup> .....	1 June, 1875	Ditto .....	150 0 0	24 Oct., 1872.
	George Hole.....	1 Mar., 1875	Ditto .....	100 0 0 to 31 March. 150 0 0 from 1 April.	1 Mar., 1875.
	Joseph Coates .....	1 June, 1875	Ditto .....	75 0 0 to 31 March. 100 0 0 from 1 April.	1 June, 1875.
	William Charles Valentine Gibbes. <sup>5</sup>	1 Jan., 1876	Ditto .....	150 0 0 to 31 October. 50 0 0 from 1 Nov. (one-third of pay)	6 May, 1872.
	William John Jordon.....	1 Jan., 1876	Ditto .....	200 0 0	1 Dec., 1856.*
	Edgar Brodie Greenup <sup>6</sup> ...	1 Jan., 1876	Ditto .....	150 0 0	20 April, 1874.
	succeeded by Alexander Law .....	1 June, 1877	Ditto .....	150 0 0	1 June, 1877.
	Andrew G. M'Shane .....	1 Jan., 1876	Ditto .....	50 0 0 to 31 March. 75 0 0 from 1 April.	8 May, 1875.
	Charles M'Kern <sup>7</sup> .....	1 Jan., 1876	Ditto .....	50 0 0	1 July, 1875.
	succeeded by Thomas Robert Burnes Moppett.	1 April, 1877	Ditto .....	50 0 0	1 April, 1877.
	William Alfred Leggatt ...	4 Dec., 1877	Ditto .....	50 0 0	4 Dec., 1877.
Messenger (1) .....	.....	.....	Ditto .....	120 0 0	.....
Housekeeper (1) <sup>8</sup> .....	.....	.....	Ditto .....	70 0 0	.....

<sup>1</sup> Vice-President of the New South Wales Savings' Bank; Trustee of the Museum, and Member of the Senate, Sydney University, without emolument—Absent on leave to 28 February. <sup>2</sup> Deputy Auditor General to 28 February. <sup>3</sup> On leave of absence for 12 months, from 4 November, on half-pay. <sup>4</sup> To 31 March—resigned. <sup>5</sup> On leave of absence for 12 months, from 1 November, on one-third of salary. <sup>6</sup> To 31 May—resigned. <sup>7</sup> To 4 December—resigned. <sup>8</sup> Allowed quarters, fuel, and light. \* Services not continuous. † Salary previous to this date paid from Contingent Vote.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.				
<b>COLONIAL SECRETARY—continued.</b>									
<b>INDUSTRIAL SCHOOLS.</b>									
<b>NAUTICAL SCHOOL SHIP "VERNON."</b>									
Commander and Superintendent.	James Seton Veitch Mein.	13 Feb., 1867	Governor and Executive Council	250 0 0	13 Feb., 1867.				
Mate and Clerk .....	Frederick William Neitenstein.	6 Oct., 1873	Ditto .....	150 0 0	6 Oct., 1873.				
Visiting Surgeon (See p. 32)	William Charles Plummer	26 Feb., 1873	Ditto .....	150 0 0	26 Feb., 1873.				
Schoolmaster .....	.....	.....	Ditto .....	120 0 0	.....				
Sailmaker and Officer in charge of Lower Deck (1)	.....	.....	Ditto .....	120 0 0	.....				
Carpenter (1) .....	.....	.....	Ditto .....	100 0 0	.....				
Boatswain (1) .....	.....	.....	Ditto .....	120 0 0	.....				
Blacksmith (1) .....	.....	.....	Superintendent .....	72 0 0	each.				
Seamen (4) .....	.....	.....	Governor and Executive Council	157 0 0	.....				
Tailor (1) .....	.....	.....	Ditto .....	157 0 0	.....				
Shoemaker (1) .....	.....	.....	Superintendent .....	72 0 0	.....				
Steward (1) .....	.....	.....	Ditto .....	72 0 0	.....				
Musician and Barber (1) ..	.....	.....	Ditto .....	84 0 0	.....				
Cook (1) .....	.....	.....	Ditto .....	84 0 0	.....				
NOTE.—All reside on board, and allowed rations of provisions, fuel, and light, except the Tailor and Shoemaker. The Superintendent gives security to the amount of £200.									
<b>BULOELA INDUSTRIAL SCHOOL FOR GIRLS, PARRAMATTA RIVER.</b>									
Superintendent .....	Selina Georgina Walker <sup>1</sup> .....	1 April, 1875	Governor and Executive Council	200 0 0	1 April, 1875.				
Teacher .....	Margaret Kelly <sup>2</sup> .....	3 Oct., 1867	Ditto .....	100 0 0	3 Oct., 1867.				
Visiting Surgeon (See p. 32)	Marian Rowland <sup>2</sup> .....	15 Mar., 1871	Ditto .....	100 0 0	15 Mar., 1871.				
House Matron .....	.....	.....	Ditto .....	50 0 0	.....				
Assistant Matrons (2) <sup>3</sup> .....	.....	.....	Colonial Secretary .....	50 0 0	.....				
Gatekeeper (1) <sup>4</sup> .....	.....	.....	Ditto .....	50 0 0	.....				
Laundress (1) <sup>4</sup> .....	.....	.....	Ditto .....	30 0 0	.....				
Messenger (1) <sup>4</sup> .....	.....	.....	Ditto .....	75 0 0	.....				
<sup>1</sup> Allowed a house; also a double ration of provisions, fuel, and light. <sup>2</sup> Allowed quarters, rations of provisions, fuel, and light. <sup>3</sup> One allowed quarters, the other a cottage—each allowed a ration of provisions, fuel, and light. <sup>4</sup> Allowed a ration of provisions.									
<b>BULOELA REFORMATORY FOR GIRLS, PARRAMATTA RIVER.</b>									
Matron .....	Agnes King <sup>1</sup> .....	5 Feb., 1869	Governor and Executive Council	120 0 0	26 Aug., 1867.				
Assistant Matron .....	Mary Agnes Barton <sup>1</sup> .....	6 Nov., 1876	Colonial Secretary .....	50 0 0	6 Nov., 1876.				
Visiting Surgeon (See p. 32.)	.....	.....	.....	.....	.....				
<sup>1</sup> Allowed quarters and rations.									
<b>INSPECTOR GENERAL OF POLICE.</b>									
Inspector General of Police	Edmund Fosbery <sup>1</sup> .....	7 Oct., 1874	Governor and Executive Council	800 0 0	1 April, 1862.				
Accountant .....	Finlay McMartin <sup>2</sup> .....	23 May, 1858	Ditto .....	350 0 0	1 Jan., 1856.				
Clerks .....	Thomas Ayres .....	23 May, 1858	Ditto .....	225 0 0	9 May, 1856.				
	Thomas Henry Goff.....	1 Mar., 1865	Ditto .....	225 0 0	5 Mar., 1863.				
	Robert Lennox Icely Rowling.	1 Jan., 1863	Ditto .....	215 0 0	18 July, 1862.				
	George William Vidal.....	14 Oct., 1874	Ditto .....	135 0 0	15 Sept., 1870.				
Officekeeper (1) .....	.....	.....	.....	25 0 0	.....				
Superintendents <sup>3</sup> .....	Henry Zouch .....	13 Nov., 1851	Governor and Executive Council	500 0 0	{ 1 Oct., 1834, to 30 June, 1837. 13 Nov., 1851.				
	Edric V. Morisset .....	1 Mar., 1862				Ditto .....	500 0 0	15 Feb., 1853.	
	Charles J. P. Lydiard .....	1 July, 1862				Ditto .....	500 0 0	1 July, 1862.	
	James Garland.....	1 Mar., 1862				Ditto .....	450 0 0	1 Mar., 1862.	
	John W. Orridge.....	1 Jan., 1864				Ditto .....	450 0 0	6 Oct., 1862.	
	James Singleton .....	30 Oct., 1874				Ditto .....	400 0 0	10 Oct., 1848.	
	George Read .....	15 Dec., 1874				Ditto .....	400 0 0	13 Jan., 1855.	
	John Dowling Brown .....	8 Oct., 1875				Ditto .....	400 0 0	1 May, 1863.	
	Inspectors <sup>3</sup> .....	Edward M. Battye .....				1 Mar., 1862	Ditto .....	300 0 0	26 May, 1851.
	.....	Charles Sanderson .....				5 Jan., 1874	Ditto .....	300 0 0	13 Jan., 1855.
Sub-Inspectors <sup>3</sup> .....	James Ryeland.....	1 Oct., 1876	Ditto .....	300 0 0	13 Jan., 1855.				
	John D. Meares .....	1 Mar., 1862	Ditto .....	250 0 0	1 Mar., 1862.				
	Patrick Brennan .....	1 Sept., 1863	Ditto .....	250 0 0	— Sept., 1851.				
	James Stephenson .....	1 Sept., 1863	Ditto .....	250 0 0	1 Jan., 1855.				
	John R. Medley .....	1 Mar., 1864	Ditto .....	250 0 0	27 Nov., 1862.				
	Charles Thorpe .....	1 Feb., 1867	Ditto .....	250 0 0	8 Aug., 1856.				
	Richard Fitzroy Creaghe.....	1 Oct., 1866	Ditto .....	250 0 0	5 Aug., 1862.				
<sup>1</sup> Allowed a house; also forage in kind for two horses. Gives security to the amount of £1,000. Receives £2 for every meeting he attends as Transit Commissioner, provided that only one meeting held each week. <sup>2</sup> Gives security to the amount of £500. <sup>3</sup> Allowed quarters, fuel, light, and water.									

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.		
				£	s.	d.			
<b>COLONIAL SECRETARY—INSPECTOR GENERAL OF POLICE—continued.</b>									
Sub-Inspectors <sup>1</sup> — <i>contd.</i>	George Waters.....	1 Jan., 1874	Governor and Executive Council	250	0	0	13 Jan., 1855.		
	Robert Anderson.....	1 Jan., 1874	Ditto .....	250	0	0	15 May, 1854.		
	Charles E. Harrison .....	1 Mar., 1862	Ditto .....	*225	0	0	1 Dec., 1858.		
	James Keegan .....	1 Mar., 1864	Ditto .....	225	0	0	9 April, 1853.		
	William Wright .....	1 May, 1867	Ditto .....	225	0	0	8 Jan., 1861.		
	Edward Grainger .....	1 Jan., 1874	Ditto .....	225	0	0	6 Nov., 1857.		
	George C. Carter.....	19 Dec., 1874	Ditto .....	225	0	0	26 Aug., 1857.		
	Samuel Dillon Johnston...	1 July, 1876	Ditto .....	225	0	0	13 Mar., 1855.		
	James Rush .....	1 July, 1876	Ditto .....	225	0	0	26 July, 1855.		
	Thomas Ferris .....	27 July, 1876	Ditto .....	225	0	0	13 Feb., 1853.		
	Thomas Kerrigan .....	1 Oct., 1876	Ditto .....	225	0	0	3 July, 1853.		
	Thomas Garvin .....	1 Oct., 1876	Ditto .....	225	0	0	27 Aug., 1862.		
Acting Sub-Inspectors <sup>1</sup> .....	William Thomas Baker ...	27 Sept., 1876	Ditto .....	10s.	per diem.		1 Mar., 1862.		
	Francis Duffy .....	18 Oct., 1877	Ditto .....	10s.	"		8 Nov., 1858.		
<i>Mounted Police<sup>2</sup> :—</i>									
Sergeant-Major (1) .....	Average numbers.	.....	Inspector General of Police, under Police Regulation Act.	11s.	per diem.		} per diem, each.		
Sergeants, 1st Class (21) ...		.....	Ditto .....	11 at 10	0				
Sergeants, 2nd Class (27)...		.....	Ditto .....	10 at 9	6				
Senior Constables (110) ...		.....	Ditto .....	14 at 8	9				
Constables, 1st Class (99)...		.....	Ditto .....	13 at 8	6				
Ordinary Constables (133) ..		.....	Ditto .....	0	7	6			
Probationary Constables (23)		.....	Ditto .....	0	7	0			
		.....	Ditto .....	0	6	6			
		.....	Ditto .....	0	5	6			
<i>Foot Police<sup>2</sup> :—</i>									
Sergeants, 1st Class (21) ...		.....	.....	Ditto .....	14 at 10	0			
Sergeants, 2nd Class (23)...		.....	.....	Ditto .....	7 at 9	6			
Senior Constables (50).....		.....	.....	Ditto .....	12 at 8	9			
Constables, 1st Class (166) ..	.....	.....	Ditto .....	11 at 8	6				
Ordinary Constables (209) ..	.....	.....	Ditto .....	0	7	6			
Probationary Constables (45)	.....	.....	Ditto .....	0	7	0			
	.....	.....	Ditto .....	0	6	6			
	.....	.....	Ditto .....	0	5	6			
<i>Detective Police<sup>2</sup> :—</i>									
Officer in charge .....	Inspector Henry Wager <sup>3</sup> ...	1 Oct., 1876	Governor and Executive Council	300	0	0	1 Jan., 1863.		
Detectives—1st Class (5) ...	Average numbers.	.....	Inspector General of Police, under Police Regulation Act.	0	10	6	} per diem, each.		
2nd Class (4).....		.....	Ditto .....	0	9	6			
3rd Class (4).....		.....	Ditto .....	0	8	6			
Police Surgeon (See p. 32)	.....	.....	.....	.....	.....	.....	.....		
Inspector of Weights and Measures.	Thomas Mitchelson .....	22 June, 1853	Governor, under Act 16 Vict., No. 34.	200	0	0	22 June, 1853.		
Analytical Chemist .....	Charles Watt .....	1 Sept., 1871	Governor and Executive Council	150	0	0	1 Sept., 1871.		

<sup>1</sup> Allowed quarters, fuel, light, and water. <sup>2</sup> Allowed fuel, light, and water, and quarters when available. <sup>3</sup> Allowed quarters.  
 Note.—The Gold Receivers and Gold Escort are members of the Police Force, and are included in the above numbers.  
 \* There was an error in the salary given in last year's Blue Book—the figures should have been reversed.



Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—continued.</b>					
<b>COMPTROLLER GENERAL OF PRISONS.</b>					
Comptroller General.....	Harold Maclean .....	1 Jan., 1874	Governor and Executive Council	800 0 0	20 Mar., 1846.
Deputy Comptroller .....	William Gore Beverley {	25 Aug., 1874	Ditto .....	350 0 0	17 April, 1861.
and Chief Clerk.....		1 Jan., 1874			
Accountant.....	William Crane, junr. ....	1 Jan., 1874	Ditto .....	200 0 0	1 May, 1869.
Clerks .....	Robert Albert Goff .....	1 July, 1875	Ditto .....	175 0 0	1 July, 1875.
	Arthur Herbert Collis.....	28 Jan., 1876	Ditto .....	125 0 0	23 April, 1875.
	Samuel M'Cauley .....	15 Jan., 1876	Ditto .....	110 0 0	15 Jan., 1876.
	Messenger (1) <sup>1</sup> .....		Comptroller General .....	120 0 0	
<sup>1</sup> Allowed quarters, fuel, and light.					
<b>GAOL, DARLINGHURST.</b>					
Visiting Justice .....	William Chatfield .....	5 Dec., 1865	Governor and Executive Council	200 0 0	1 Mar., 1851.*
Principal Gaoler.....	John Cecil Read <sup>1</sup> .....	16 Feb., 1861	Administrator of the Government and Executive Council.	450 0 0	26 July, 1855.
Matron .....	Jane Woods <sup>2</sup> .....	11 Feb., 1876	Governor and Executive Council	125 0 0	19 Dec., 1871.
Visiting Surgeon (See p. 32)					
Dispenser (See p. 32)					
Clerks .....	George Wickham <sup>3</sup> .....	23 Feb., 1850	Governor .....	250 0 0	5 Mar., 1847.
	Francis William Grant Forsyth.	15 Oct., 1874	Governor and Executive Council	120 0 0	1 Sep., 1867.*
Schoolmaster .....	Stephen Murphy.....	7 Oct., 1875	Ditto .....	200 0 0	12 April, 1867.*
Chief Warder.....	Michael Burke.....	1 Jan., 1869	Ditto .....	225 0 0	— Feb., 1853.
Senior Warder (1) <sup>1</sup> .....			Comptroller General of Prisons..	0 8 6	per diem.
Warders, 1st Class (7) <sup>1</sup> .....			Ditto .....	0 8 0	each.
Warders, 2nd Class (11) .....			Ditto .....	0 7 3	" "
Warders, 3rd Class (29) .....			Ditto .....	0 7 0	" "
Chief Female Warder (1) <sup>2</sup> .....			Ditto .....	94 0 0	
Forewoman (1) <sup>2</sup> .....			Ditto .....	64 0 0	
Female Warders (6) <sup>2</sup> .....			Ditto .....	55 0 0	each.
Chief Overseer (1) .....			Ditto .....	225 0 0	
Overseers (6) .....			Ditto .....	2 at £159 each, 4 at 10/6 per diem each	
Foreman (1) .....	(From 15 September) .....		Ditto .....	0 8 0	per diem.
Messenger (1).....			Ditto .....	0 6 6	"
Carter (1) .....			Ditto .....	0 6 0	"
Chaplains—					
Church of England.....	Rev. Charles H. Rich .....	6 Nov., 1864	Governor and Executive Council	120 0 0	6 Nov., 1864.
Roman Catholic .....	Rev. Augustus H. Petre....	1 Nov., 1876	Ditto .....	120 0 0	1 Nov., 1876.
Presbyterian .....	Rev. James Milne .....	14 July, 1872	Ditto .....	50 0 0	1 July, 1854.
<sup>1</sup> Resides in the Gaol; allowed fuel and light. <sup>2</sup> Resides in the Gaol; allowed a ration of provisions, fuel, and light. <sup>3</sup> Allowed £50 per annum for clerical assistance to Lunatic Reception House, and £50 per annum for directing Photographic arrangements. <sup>4</sup> One (the Gatekeeper) allowed fuel and light. <sup>5</sup> Four reside in the Gaol, and two allowed 1s. per diem in lieu of quarters; each allowed a ration of provisions, fuel, and light. * Services not continuous.					
NOTE.—The Principal Gaoler gives security to the amount of £250. * Services not continuous.					
<b>GAOL, PARRAMATTA.</b>					
Visiting Justice .....	George Langley .....	26 April, 1864	Governor and Executive Council	100 0 0	1 Aug., 1837.*
Gaoler .....	John Garda Hussey <sup>1</sup> .....	26 June, 1866	Governor and Executive Council upon recommendation of Sheriff	275 0 0	1 Mar., 1862.*
Matron .....	Jane Watt <sup>1</sup> .....	26 June, 1866	Ditto .....	20 0 0	26 June, 1866.
Visiting Surgeon (See p. 32)					
Dispenser (See p. 32)					
Storekeeper and Schoolmaster.	Thomas James Barnett ...	1 Jan., 1874	Governor and Executive Council	200 0 0	16 May, 1868.
Clerk .....	Douglas Horsley Rowley...	7 Oct., 1875	Ditto .....	150 0 0	4 Oct., 1873.
Chief Warder <sup>2</sup> .....	Alexander Watt .....	22 June, 1866	Ditto .....	175 0 0	1 Oct., 1860.
Senior Warder (1) <sup>2</sup> .....			Comptroller General of Prisons..	0 8 6	per diem.
1st Class Warders (3) .....			Ditto .....	0 8 0	per diem, each.
2nd Class Warders (3) .....			Ditto .....	0 7 3	" "
3rd Class Warders (23).....			Ditto .....	0 7 0	" "
Overseers (2) .....			Ditto .....	0 10 6	" "
Overseer (1) .....			Ditto .....	10/6 per diem to 30 April, £200 per an. from 1 May.	
Carter (1) .....			Ditto .....	0 6 0	per diem.
Messenger (1).....			Ditto .....	0 5 0	"
Chaplains—					
Church of England.....	Rev. John R. Blomfield ...	1 Oct., 1868	Governor and Executive Council	60 0 0	16 Mar., 1851.
Roman Catholic .....	Rev. Bernard Fitzpatrick..	1 Feb., 1875	Ditto .....	60 0 0	1 Feb., 1875.
	Rev. James Phelan .....	1 Feb., 1877	Ditto .....	60 0 0	1 Nov., 1853.
	Rev. Hugh Bernard Callachor.	1 Oct., 1877	Ditto .....	60 0 0	1 Oct., 1877.
Presbyterian .....	Rev. James Daniel Murray	1 Jan., 1877	Ditto .....	25 0 0	1 Jan., 1877.
<sup>1</sup> Allowed quarters, fuel, and light. <sup>2</sup> Allowed fuel and light. <sup>3</sup> Allowed 10s. per week for house-rent from 1st August.					
NOTE.—The Gaoler gives security to the amount of £150. * Services not continuous.					

## NEW SOUTH WALES—1877.

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Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—continued.</b>					
<b>GAOL, BATHURST.</b>					
Visiting Justice	Benjamin Lee	12 Aug., 1874	Governor and Executive Council	Nil.	12 Aug., 1874.
Gaoler	Alexander Forbes <sup>1</sup>	13 May, 1867	Governor and Executive Council, upon recommendation of Sheriff	175 0 0	19 Aug., 1857.
Visiting Surgeon (see p. 32)	.....	.....	.....	.....	.....
Matron	Alice Forbes <sup>1</sup>	21 May, 1867	Governor and Executive Council, upon recommendation of Sheriff	42 0 0	21 May, 1867.
Clerk and Schoolmaster	John Wood Johnston <sup>2</sup>	1 Jan., 1874	Governor and Executive Council	140 0 0	1 Jan., 1864.
Chief Warder (1) <sup>3</sup>	.....	.....	Comptroller General of Prisons..	0 8 6	per diem.
Senior Warder (1)	.....	.....	Ditto	0 8 3	"
Warders (8)	.....	.....	Ditto	0 7 0	" each.
Female Warder (1) <sup>1</sup>	.....	.....	Ditto	55 0 0	"
Overseer (1)	.....	.....	Ditto	159 0 0	"
Chaplains:—	.....	.....	.....	.....	.....
Church of England	Rev. Thomas Smith	1 May, 1873	Governor and Executive Council	30 0 0	4 July, 1868.
Roman Catholic <sup>4</sup>	.....	.....	.....	30 0 0	.....

<sup>1</sup> Allowed quarters, fuel, and light. <sup>2</sup> Allowed £26 per annum for house rent. <sup>3</sup> Allowed fuel and light and £26 per annum for house rent.  
<sup>4</sup> Allowed quarters; also a ration of provisions, fuel, and light. <sup>5</sup> The Bishop provides for the duty and draws the salary.

NOTE.—The Gaoler gives security to the amount of £150.

**GAOL, MAITLAND.**

Visiting Justice	Glentworth Walsh Frazer Addison.	1 July, 1875	Governor and Executive Council	Nil.	14 April, 1858.
Gaoler	George Henry Stace <sup>1</sup>	14 June, 1867	Ditto	200 0 0	14 June, 1867.
Visiting Surgeon (see p. 32)	.....	.....	.....	.....	.....
Matron	Helen Kandiana Stace <sup>1</sup>	14 June, 1867	Governor and Executive Council	60 0 0	14 June, 1867.
Clerk and Schoolmaster	Thomas Barnes	1 Aug., 1867	Ditto	160 0 0	14 April, 1863.
Chief Warder (1) <sup>1</sup>	.....	.....	Sheriff	0 9 0	per diem.
Senior Warder (1)	.....	.....	Ditto	0 8 3	"
First Class Warders (2)	.....	.....	Comptroller General of Prisons..	0 8 0	" each.
Second Class Warders (2)	.....	.....	Ditto	0 7 3	" "
Third Class Warders (12)	.....	.....	Ditto	0 7 0	" "
Female Warders (2) <sup>2</sup>	.....	.....	Ditto	55 0 0	each.
Trade Overseer (1)	.....	.....	Minister for Works	0 10 0	per diem.
Chaplains:—	.....	.....	.....	.....	.....
Church of England	Rev. Lovick Tyrrell	16 Nov., 1875	Governor and Executive Council	30 0 0	16 Nov., 1875.
Roman Catholic	Rev. Timothy O'Neill	17 Feb., 1876	Ditto	30 0 0	17 Feb., 1876.

<sup>1</sup> Allowed quarters, fuel, and light. <sup>2</sup> Allowed quarters, fuel, and light, and a ration of provisions.  
 NOTE.—The Gaoler gives security to the amount of £150.

**GAOL, GOULBURN.**

Visiting Justice	John James Allman	17 Oct., 1862	Governor and Executive Council	Nil.	1 June, 1829.
Gaoler	Matthew Walker <sup>1</sup>	21 Sept., 1870	Ditto	175 0 0	4 Mar., 1864.
Visiting Surgeon (see p. 32)	.....	.....	.....	.....	.....
Matron	Ann Walker <sup>1</sup>	21 Sept., 1870	Governor and Executive Council	42 0 0	21 Mar., 1867.
Clerk and Schoolmaster	Richard Vere Mason	1 Nov., 1876	Ditto	140 0 0	16 April, 1858.
Chief Warder (2) <sup>2</sup>	.....	.....	Sheriff	0 8 6	per diem, each.
Senior Warder (1)	.....	.....	Comptroller General of Prisons..	0 8 3	"
Third Class Warders (9)	.....	.....	Ditto	0 7 0	" each.
Female Warder (1)	.....	.....	Ditto	55 0 0	"
Chaplains:—	.....	.....	.....	.....	.....
Church of England	Rev. William May, M.A.	1 May, 1876	Governor and Executive Council	30 0 0	1 May, 1876.
Roman Catholic	Rev. Athanasius Timothy O'Dwyer.	1 July, 1875	Ditto	30 0 0	1 July, 1875.

<sup>1</sup> Allowed quarters and fuel. <sup>2</sup> Allowed £26 per annum in lieu of quarters.  
 NOTE.—The Gaoler gives security to the amount of £150.

**GAOL, BERRIMA.**

Visiting Justice	Frederick Robertson Wilshire.	11 Mar., 1872	Administrator of the Government and Executive Council.	75 0 0	1 Mar., 1862.*
Gaoler	William Small <sup>1</sup>	20 May, 1863	Governor and Executive Council, upon recommendation of Sheriff	200 0 0	13 Feb., 1862.
Matron	Sarah Small <sup>1</sup>	14 June, 1863	Ditto	42 0 0	14 June, 1863.
Visiting Surgeon (see p. 32)	.....	.....	.....	.....	.....
Clerk and Schoolmaster	John Percival Lackey	1 Nov., 1876	Governor and Executive Council	140 0 0	1 Nov., 1876.
Chief Warder (1) <sup>1</sup>	.....	.....	Comptroller General of Prisons..	0 9 0	per diem.
Senior Warder (1)	.....	.....	Ditto	0 8 3	"
First Class Warder (1)	.....	.....	Ditto	0 8 0	"
Second Class Warders (2)	.....	.....	Ditto	0 7 3	" each.
Third Class Warders (12)	.....	.....	Ditto	0 7 0	" "
Overseer (1)	.....	.....	Governor and Executive Council	200 0 0	" "
Chaplains:—	.....	.....	.....	.....	.....
Church of England	Rev. Edmund Dixon	1 June, 1875	Ditto	100 0 0	1 June, 1875.
Roman Catholic	Rev. William Joseph Riordon.	1 Feb., 1876	Ditto	100 0 0	1 Feb., 1876.

<sup>1</sup> Allowed quarters, fuel, and light. <sup>2</sup> Services not continuous.  
 NOTE.—The Gaoler gives security to the amount of £150.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—continued.</b>					
<b>GAOL, WAGGA WAGGA.</b>					
Visiting Justice .....	Henry Baylis .....	10 Jan., 1866	Governor and Executive Council	Nil.	9 Aug., 1852.
Gaoler .....	Thomas Rankin <sup>1</sup> .....	1 Nov., 1876	Ditto .....	160 0 0	6 Nov., 1861.
Matron .....	Maria Rankin <sup>1</sup> .....	1 Nov., 1876	Ditto .....	20 0 0	25 June, 1867.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Warders (4) .....	.....	.....	Comptroller General of Prisons..	0 7 0	per diem, each.
<sup>1</sup> Resides in the Gaol; allowed fuel and light. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, YASS.</b>					
Visiting Justice .....	Allan Campbell .....	6 Jan., 1871	Governor and Executive Council	Nil.	1848.
Gaoler .....	succeeded by Leopold Yates .....	5 June, 1877	Ditto .....	Nil.	10 July, 1862.
Matron .....	James Fitzgerald <sup>1</sup> .....	8 Sept., 1863	Governor and Executive Council, upon recommendation of Sheriff	160 0 0	1 Oct., 1859.
Visiting Surgeon (see p. 32).	Elizabeth Fitzgerald <sup>2</sup> .....	8 Sept., 1863	Ditto .....	30 0 0	8 Sept., 1863.
Warders (4) .....	.....	.....	Comptroller General of Prisons..	0 7 0	per diem, each.
<sup>1</sup> Resides in the Gaol; allowed fuel and light. Formerly Apothecary and Superintendent under the Imperial Government, for which he receives a retired allowance of £85 per annum. <sup>2</sup> Resides in the Gaol; allowed fuel and light. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, ALBURY.</b>					
Visiting Justice .....	Marcus Freeman Brown- rigg. .....	12 Feb., 1862	Governor and Executive Council	Nil.	9 Aug., 1860.
Gaoler .....	Thomas Allen <sup>1</sup> .....	1 Sept., 1870	Ditto .....	160 0 0	24 May, 1861.
Matron .....	Mary Allen <sup>1</sup> .....	1 Sept., 1870	Ditto .....	20 0 0	24 April, 1862.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Warders (3) .....	.....	.....	Comptroller General of Prisons..	0 7 0	per diem, each.
<sup>1</sup> Resides in the Gaol; allowed fuel and light. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, BRAIDWOOD.</b>					
Visiting Justice .....	John William Buckle Bunn	8 Oct., 1862	Governor and Executive Council	Nil.	8 Oct., 1862.
Gaoler .....	Jeremiah Frewin <sup>1</sup> .....	1 Aug., 1874	Ditto .....	160 0 0	1 July, 1851.
Matron .....	Margaret Frewin <sup>2</sup> .....	1 Aug., 1874	Ditto .....	20 0 0	1 Aug., 1874.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Warders (3) .....	.....	.....	Comptroller General of Prisons..	0 7 0	per diem, each.
<sup>1</sup> Allowed quarters, fuel, and light. In receipt of a pension from the New South Wales Police Fund. <sup>2</sup> Allowed quarters, fuel, and light. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, ARMIDALE.</b>					
Visiting Justice .....	James Buchanan .....	19 Oct., 1869	Governor and Executive Council	Nil.	6 Jan., 1852.*
Gaoler .....	Samuel Caldwell <sup>1</sup> .....	18 June, 1863	Governor and Executive Council, upon recommendation of Sheriff	160 0 0	24 Oct., 1830.*
Matron .....	Isabella Caldwell <sup>1</sup> .....	18 June, 1863	Ditto .....	20 0 0	18 June, 1863.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Warders (4) .....	.....	.....	Comptroller General of Prisons..	0 7 0	per diem, each.
<sup>1</sup> Resides in the Gaol; allowed fuel and light. * Services not continuous. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, PORT MACQUARIE.</b>					
Visiting Justice .....	Robert Issell Perrott .....	24 Dec., 1873	Governor and Executive Council	50 0 0	1 Aug., 1859.
Gaoler .....	Joseph Gates <sup>1</sup> .....	6 Sept., 1865	Governor and Executive Council, upon recommendation of Sheriff	175 0 0	1 Jan., 1861.
Matron .....	Mary A. Gates <sup>1</sup> .....	6 Sept., 1865	Ditto .....	42 0 0	1 Jan., 1861.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Warders (4) .....	.....	.....	Comptroller General of Prisons..	0 7 0	per diem, each.
Chaplains:—	.....	.....	.....	.....	.....
Church of England .....	Rev. F. R. Kemp <sup>2</sup> .....	1 Jan., 1866	Governor and Executive Council	10 0 0	1 Dec., 1851.
Roman Catholic .....	Rev. James M'Gough .....	1 Jan., 1873	Ditto .....	10 0 0	1 Jan., 1873.
<sup>1</sup> Resides in the Gaol. <sup>2</sup> Deceased, 8 August. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, MUDGEE.</b>					
Visiting Justice .....	William Devenish Meares.	8 Oct., 1875	Governor and Executive Council	Nil.	10 April, 1842.*
Gaoler .....	John Dick <sup>1</sup> .....	1 Aug., 1869	Ditto .....	175 0 0	26 Feb., 1868.
Matron .....	Maria Dick <sup>1</sup> .....	1 Feb., 1869	Ditto .....	20 0 0	1 Feb., 1869.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Senior Warder (1) <sup>2</sup> .....	.....	.....	Comptroller General of Prisons..	0 8 3	per diem,
Warders (6) .....	.....	.....	Ditto .....	0 7 0	per diem, each.
Foreman (1) .....	.....	.....	Ditto .....	0 8 0	"
<sup>1</sup> Resides in the Gaol. <sup>2</sup> Allowed 10s. per week in lieu of quarters. * Services not continuous. NOTE.—The Gaoler gives security to the amount of £50.					
<b>GAOL, DENILIQUIN.</b>					
Visiting Justice .....	James Mair .....	18 June, 1875	Governor and Executive Council	Nil.	3 Oct., 1862.
Gaoler .....	John Paton <sup>1</sup> .....	7 Oct., 1875	Ditto .....	160 0 0	28 May, 1861.
Matron .....	Amelia M. C. Paton <sup>1</sup> .....	7 Oct., 1875	Ditto .....	20 0 0	7 Oct., 1875.
Visiting Surgeon (see p. 32).	.....	.....	.....	.....	.....
Warders (4) .....	.....	.....	.....	0 7 0	per diem, each.
<sup>1</sup> Resides in the Gaol; allowed fuel and light. NOTE.—The Gaoler gives security to the amount of £50.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—continued. POLICE GAOLS.</b>					
Acting Gaolers—					
Bega .....					
Bourke .....					
Campbelltown .....					
Dubbo .....					
Forbes .....					
Grafton .....					
Gundagai .....					
Glen Innes .....					
Grenfell .....					
Hay .....					
Murrurundi .....					
Muswellbrook .....	(24)		Colonial Secretary .....	{ 5 at 20 0 0 19 at 15 0 0	each.
Narrabri .....					"
Nimitybelle .....					
Orange .....					
Queanbeyan .....					
Singleton .....					
Tenterfield .....					
Tamworth .....					
Windsor .....					
Wellington .....					
Wentworth .....					
Wollongong .....					
Young .....					
Acting Matrons—					
Bega .....					
Bourke .....					
Dubbo .....					
Forbes .....					
Grafton .....					
Gundagai .....					
Glen Innes .....					
Grenfell .....					
Hay .....					
Muswellbrook .....					
Murrurundi .....					
Narrabri .....	(23)		Ditto .....	{ 15 at 10 0 0 9 at 5 0 0	each.
Nimitybelle .....					"
Orange .....					
Queanbeyan .....					
Singleton .....					
Tamworth .....					
Tenterfield .....					
Windsor .....					
Wellington .....					
Wentworth .....					
Wollongong .....					
Young .....					
Warders—					
Bega .....					
Bourke .....					
Dubbo .....					
Forbes .....					
Grafton (2) .....					
Glen Innes .....					
Gundagai .....					
Hay .....	(19)		Comptroller General of Prisons...	0 7 0	per diem, each.
Nimitybelle .....					
Orange .....					
Queanbeyan .....					
Tamworth (2) .....					
Tenterfield .....					
Wellington .....					
Wentworth (2) .....					
Young .....					
Visiting Justices—					
1 at each Gaol .....			Governor and Executive Council	Nil.	
<b>IMMIGRATION AGENT.</b>					
Agent for Immigration .....	George Foster Wise .....	1 Nov., 1862	Governor and Executive Council	400 0 0	— Feb., 1851.*
Chief Clerk and Accountant .....	Frank Burford Treant .....	1 June, 1877	Colonial Secretary .....	200 0 0	1 Oct., 1875.
Clerk and Messenger (1) .....	.....	.....	.....	100 0 0	
Clerk (1) .....	.....	.....	.....	72 0 0	
Matron .....	Lucy H. Hicks .....	13 May, 1861	Administrator of Government and Executive Council.	50 0 0	13 May, 1861.
Sub-matron .....	Mary E. Appletwaite .....	14 Jan., 1871	Colonial Secretary .....	1 10 0	per ship.
Office-cleaner (1) .....	.....	.....	.....	0 10 0	per week.
* Services not continuous.					
<b>IMMIGRATION BOARD.</b>					
Members (Chairman) .....	Haynes Gibbes Alleyne, M.D. .....	6 Aug., 1852	Governor and Executive Council	†21 0 0	11 May, 1848, to 14 Sept., 1849.*
.....	George Foster Wise .....	17 April, 1862	Ditto .....	Nil.	— Feb., 1851.*
.....	Very Rev. J. F. Sheridan .....	22 Dec., 1862	Ditto .....	†22 10 0	
.....	John Milbourne Marsh .....	7 Dec., 1863	Ditto .....	12 0 0	7 Jan., 1859.
.....	Rev. Thomas O'Reilly .....	8 Aug., 1877	Ditto .....	3 0 0	1 Oct., 1848.
.....	.....	22 Nov., 1877	.....	.....	.....
* Services not continuous. † Allowed 10s. at each Board Meeting—if present.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.		
				£ s. d.			
<b>COLONIAL SECRETARY—continued.</b>							
<b>MEDICAL BOARD.</b>							
Members (President) .....	Haynes Gibbes Alleyne, M.D. {	28 Aug., 1852 5 Aug., 1873 as President.	Governor and Executive Council	Nil.	{ 11 May, 1848, to 14 Sept., 1849.*		
	Charles M'Kay, M.D. ....	8 Dec., 1865				Ditto .....	21 Mar., 1861.
	Owen Spencer Evans, M.R.C.S.E. ....	18 Nov., 1872				Ditto .....	27 Sept., 1853.
	Robert Dalzell Ward, M.R.C.S.E. ....	20 Aug., 1873				Ditto .....	
	Philip Sydney Jones, M.D. ....	20 Aug., 1873				Ditto .....	
	Arthur Renwick, M.D. ....	20 Aug., 1873			Ditto .....		
	Frederick Milford, M.D. ....	18 Oct., 1875			Ditto .....		
	Cosby Morgan, M.R.C.S.E. ....	19 Mar., 1877			Ditto .....		
Secretary .....	Frederic Harrison Quaife, M.D. ....	8 Mar., 1870			Ditto .....	44 0 0	21 Dec., 1868.
	succeeded by Andrew Houston, M.B. ....	2 Nov., 1877			Ditto .....	44 0 0	
* Services not continuous.							
<b>MEDICAL ADVISER, VACCINATION, MEDICAL OFFICERS, &amp;c.</b>							
<b>MEDICAL ADVISER.</b>							
Medical Adviser to the Government.	Haynes Gibbes Alleyne, M.D. ....	2 Feb., 1876	Governor and Executive Council	.....	{ 11 May, 1848, to 14 Sept., 1849.*		
Assistant Government Medical Officer.	William Roper Elliot .....	1 Feb., 1876	Ditto .....	300 0 0			
	succeeded by Louis Foucart .....	31 Sept., 1877	Ditto .....	300 0 0			
* Services not continuous.							
<b>VACCINATORS.</b>							
Superintendent of Vaccine Institution, Sydney.	Myles Egan .....	12 Dec., 1864	Governor and Executive Council	240 0 0	27 May, 1861.		
Vaccinators— City and Suburbs— Sydney .....	William Grey .....	.....	Ditto .....				
	George Frederick Dansey .....	23 June, 1871	Ditto .....				
Do. and Suburbs.....	Patrick M'Donagh .....	13 Oct., 1876	Ditto .....				
	Thomas Hogg .....	6 July, 1877	Ditto .....				
	Cosby Wm. Morgan .....	18 Sept., 1877	Ditto .....				
Ashfield, Burwood, and Petersham.	Richard Theophilus Jones .....	25 Aug., 1875	Ditto .....				
Balmain.....	Owen Spencer Evans .....	.....	Ditto .....				
	James Aberdeen Jones .....	25 Feb., 1876	Ditto .....				
Newtown .....	William Gillet Sedgwick .....	.....	Ditto .....				
Redfern.....	Benjamin Fyffe .....	19 Mar., 1869	Ditto .....				
St. Leonard's (North Shore.)	Robert Dalzell Ward .....	27 Sept., 1853	Ditto .....				
Woollahra.....	Frederic Harrison Quaife.....	21 Dec., 1868	Ditto .....				
Country Districts—	John Jas. P. Z. Verschuier .....	25 Oct., 1872	Ditto .....				
Adelong.....	Arthur Andrews .....	5 June, 1874	Ditto .....				
Albury.....	Rees Llewellyn .....	17 June, 1870	Ditto .....				
Araluen.....	George Wigau .....	14 July, 1876	Ditto .....				
Armidale .....	William Sheldon .....	1 Dec., 1871	Ditto .....				
Bairnald .....	(Vacant.) .....	.....	Ditto .....				
Bathurst .....	Robert Tassell .....	22 Dec., 1876	Ditto .....				
Bega .....	John Shiels .....	15 April, 1869	Ditto .....				
Bellingher River.....	Robert Auld .....	24 Aug., 1875	Ditto .....				
Berrima .....	William Lamb .....	19 April, 1876	Ditto .....				
	succeeded by George Proud Lambert .....	6 Feb., 1877	Ditto .....				
Binalong and Boorowa..	William Guille Dalgairns.....	3 Nov., 1876	Ditto .....				
Bombala .....	William James Barkas .....	12 May, 1876	Ditto .....				
	William George Watson.....	6 April, 1877	Ditto .....				
Bourke .....	Charles Jas. Grant .....	21 Aug., 1874	Ditto .....				
Brewarrina .....	(Vacant.) .....	.....	Ditto .....				
Brisbane Water .....	W. H. Harris .....	23 Feb., 1877	Ditto .....				
Braidwood.....	Rees Llewellyn.....	2 Feb., 1875	Ditto .....				
Broulee .....	Edward Boot .....	27 Oct., 1869	Ditto .....				
Camden, Narellan, and Picton .....	George Goode .....	19 April, 1876	Ditto .....				
Campbelltown .....	Selby Mars Merton.....	18 May, 1877	Ditto .....				
Carcoar .....	(Vacant.) .....	.....	Ditto .....				
	William Getty .....	22 May, 1874	Ditto .....				
Cassilis .....	John Thomas Morris .....	27 Oct., 1869	Ditto .....				
Cooma .....	Oliver Thomas Slatter <sup>1</sup> .....	6 April, 1877	Ditto .....				
	succeeded by James Donovan .....	14 Sept., 1877	Ditto .....				
Corowa .....	Francis Meagher Harrieks .....	8 Dec., 1876	Ditto .....				
Dapto .....	William Lyons <sup>2</sup> .....	28 Mar., 1871	Ditto .....				
Deniliquin.....	Alfred Wm. Finch Noyes.....	31 July, 1867	Ditto .....				
Dubbo .....	Walter Hugh Tibbits .....	.....	Ditto .....				
Dungog .....	Ellar M'Kellar M'Kinlay.....	.....	Ditto .....				
Eden .....	(Vacant.) .....	.....	Ditto .....				
Five Dock and Brisbane Water.	Thomas Hogg .....	26 Feb., 1864	Ditto .....				

Paid by fees of 2s. 6d. and 3s. 6d. for each successful case.

<sup>1</sup> Appointed to Naraniera.<sup>2</sup> Also Vaccinator, Wollongong.<sup>3</sup> To 6 July—appointed to Sydney and Suburbs.

NEW SOUTH WALES—1877.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—MEDICAL ADVISER, VACCINATION, MEDICAL OFFICERS, ETC.—continued.</b>					
<b>VACCINATORS—continued.</b>					
<b>Country Districts—contd.</b>					
Forbes .....	Thomas Massey Harding... succeeded by	17 Oct., 1876	Governor and Executive Council		
	Seth Sam .....	2 Mar., 1877	Ditto .....		
	Archibald J. Macqueen ...	23 Feb., 1877	Ditto .....		
Gladesville .....	Thomas Morgan Joseph ...	15 July, 1872	Ditto .....		
Glen Innes .....	Richard Battersby Scholes	6 Feb., 1877	Ditto .....		
Gosford .....	(Vacant.)				
Goulburn .....	Peter Hume Gentle.....	10 Nov., 1875	Ditto .....		
	John Morton .....	22 Jan., 1869	Ditto .....		
	Lewis Gordon Davidson...	25 Oct., 1872	Ditto .....		
Grafton .....	Robert Purdie .....	9 Dec., 1868	Ditto .....		
	Marshall Hall Webster ...	22 July, 1875	Ditto .....		
	John Govett Smith .....	20 April, 1877	Ditto .....		
Grenfell .....	Frederick Cumming .....	6 Feb., 1877	Ditto .....		
	John Rutherford Ryley ...	4 May, 1877	Ditto .....		
Gulgong .....	Wilson Ramsay .....	10 Nov., 1875	Ditto .....		
	succeeded by				
	Charles Edward Barnard <sup>1</sup>	2 Mar., 1877	Ditto .....		
Gundagai .....	Robert M'Killop .....	27 Mar., 1874	Ditto .....		
Gunnedah .....	Samuel Alous Dow .....	18 Sept., 1877	Ditto .....		
Hartley .....	Robert Falder .....	25 May, 1877	Ditto .....		
Hay .....	John Mackenzie Gordon...	31 Mar., 1876	Ditto .....		
Hill End .....	John O'Connell.....	30 Oct., 1874	Ditto .....		
	succeeded by				
	John Joseph Ryan M'Mullen.	16 Feb., 1877	Ditto .....		
Hunter's Hill .....	Henry Richards .....	20 April, 1877	Ditto .....		
Inverell .....	William Albert Huntley...	21 July, 1871	Ditto .....		
	William Nicholas Richards	25 Oct., 1872	Ditto .....		
	Louis Segol .....	9 Feb., 1877	Ditto .....		
Kempsey West.....	C. L. Gabriel .....	21 Dec., 1868	Ditto .....		
Kiama .....	Harman John Tarrant ...	14 Mar., 1870	Ditto .....		
Lambton and New Lambton.	John James Hill .....	8 Mar., 1870	Ditto .....		
Liverpool .....	James Smith.....	22 June, 1863	Ditto .....		
	William Edward Strong...	25 Jan., 1877	Ditto .....		
Lower Clarence .....	Eugene Charles M'Carthy <sup>2</sup>	6 April, 1875	Ditto .....		
Macdonald River (St. Alban's).	John S. Milne <sup>3</sup> .....	27 Mar., 1877	Ditto .....		
Maitland .....	William Wilton <sup>4</sup> .....	4 Oct., 1870	Ditto .....		
	succeeded by				
	Richard Fortune Blackwell	27 Mar., 1877	Ditto .....		
Maitland West.....	Walter Scott .....	21 Dec., 1868	Ditto .....		
	Robert James Pierce .....	2 Aug., 1872	Ditto .....		
Maitland East and West	Alexander K. Morson <sup>5</sup> ...	20 Jan., 1868	Ditto .....		
	and				
	Andrew Ross .....	30 Oct., 1867	Ditto .....		
Molong .....	Charles Stilwell .....	24 Aug., 1864	Ditto .....		
Morpeth .....	Charles Edward Rowling..	3 Nov., 1876	Ditto .....		
Mudgee .....	Thomas Gray Archdall ...	28 April, 1871	Ditto .....		
Murrumburrah.....	6 Feb., 1877	Ditto .....			
Murrurundi .....	William Bissett Knowles..	18 Dec., 1874	Ditto .....		
Musclebrook & Merton..	Robert Edward Grigson...	10 Nov., 1875	Ditto .....		
Narrabri .....	Louis Segol <sup>6</sup> .....	25 June, 1867	Ditto .....		
	William Nicholas Richards	27 Mar., 1877	Ditto .....		
Narandera .....	Oliver Thomas Slatter...	14 Sept., 1877	Ditto .....		
Newcastle .....	Richard Harris .....	2 June, 1871	Ditto .....		
	Samuel T. Knaggs .....	7 July, 1874	Ditto .....		
Oberon .....	John Eaton .....	25 Oct., 1872	Ditto .....		
Orange .....	John Frederick Codrington	2 July, 1875	Ditto .....		
Parramatta .....	Walter Brown .....	5 Nov., 1863	Ditto .....		
	Robert Champley Rutter	21 Feb., 1873	Ditto .....		
	James Smith.....	23 Feb., 1877	Ditto .....		
Parkes .....	Sigismund Conradi <sup>7</sup> .....	12 Dec., 1876	Ditto .....		
Paterson .....	Alexander K. Morson <sup>8</sup> .....	22 Jan., 1869	Ditto .....		
Penrith .....	Joseph Francis Bond .....	30 May, 1876	Ditto .....		
	Charles Johnson .....	28 July, 1876	Ditto .....		
Port Macquarie .....	Thomas Spencer .....	23 Feb., 1877	Ditto .....		
Queanbeyan .....	Andrew Morton .....	25 Aug., 1876	Ditto .....		
Raymond Terrace .....	James Inglis.....	22 Dec., 1876	Ditto .....		
Richmond .....	(Vacant.)				
Richmond River .....	John Govett Smith <sup>9</sup> .....	19 April, 1877	Ditto .....		
	Joseph Foreman <sup>10</sup> .....	12 June, 1877	Ditto .....		
Rockley.....	Edward O'Brien .....	27 Nov., 1867	Ditto .....		
Rocky Mouth .....	Samuel Bailey Eadon .....	24 April, 1874	Ditto .....		
Ryde .....	Frederick Cumming .....	23 Nov., 1877	Ditto .....		
Ryde and Hunter's Hill	William George Watson <sup>11</sup> ..	13 Oct., 1876	Ditto .....		
Rylstone .....	John Pericles .....	23 Feb., 1877	Ditto .....		
Scone .....	John Mildred Creed .....	14 July, 1876	Ditto .....		
Singleton .....	Henry Glennie.....	27 Oct., 1869	Ditto .....		
Shoalhaven .....	John Parker Brereton .....	4 May, 1877	Ditto .....		

Paid by fees of 2s. 6d. and 3s. 6d. for each successful case.

<sup>1</sup> William Holdsworth Macfarlane, acting during absence from 10 October, 1877. <sup>2</sup> Resigned, 26 October. <sup>3</sup> Also Vaccinator, Wollombi. <sup>4</sup> Resigned. <sup>5</sup> Also Vaccinator, Paterson. <sup>6</sup> Appointed to Inverell. <sup>7</sup> Resigned, 31 August. <sup>8</sup> Also Vaccinator, East and West Maitland (see above). <sup>9</sup> Also Vaccinator, Grafton. <sup>10</sup> Also Vaccinator for Tweed River. <sup>11</sup> Appointed to Bombala.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—MEDICAL ADVISER, VACCINATION, MEDICAL OFFICERS, ETC.—continued.</b>					
<b>VACCINATORS—continued.</b>					
Country Districts—contd.					
Sofala .....	Westby Walker .....	.....	Governor and Executive Council		
Stroud .....	John Ashley <sup>1</sup> .....	4 Jan., 1866	Ditto .....		
Tamworth .....	Joseph Callaghan .....	17 Oct., 1876	Ditto .....		
	succeeded by				
Tenterfield .....	William Henry Wood .....	28 Sept., 1877	Ditto .....		
Tumut and Adelong ..	George Edward Rundle <sup>2</sup> ..	25 Aug., 1876	Ditto .....		
Tweed River .....	Robert Falder <sup>3</sup> .....	25 Oct., 1872	Ditto .....		
Ulladulla .....	Joseph Foreman <sup>4</sup> .....	20 July, 1877	Ditto .....		
Walcha .....	Thomas Goldson Ivimy ..	.....	Ditto .....		
	Christian Ulrich Delft Schrader.	12 May, 1876	Ditto .....		
Wallsend .....	Andrew Nash .....	18 Feb., 1876	Ditto .....		
Wallsend and Minmi ..	(Vacant.)				
Wagga Wagga .....	Erasmus Wren .....	5 Dec., 1876	Ditto .....		
Wellingrove .....	Alexander Skinner .....	27 Oct., 1869	Ditto .....		
Wellington .....	Robert Rygate .....	27 Oct., 1869	Ditto .....		
Wee Waa .....	Charles Meziere de Leper- vanche.	15 Dec., 1870	Ditto .....		
Wentworth .....	John Scott Wilson .....	12 Dec., 1876	Ditto .....		
Windsor .....	John Selkirk <sup>5</sup> .....	10 Oct., 1873	Ditto .....		
	succeeded by				
Wollongong .....	Louis Conrad Jockel .....	30 Oct., 1877	Ditto .....		
	William Lyons <sup>6</sup> .....	13 April, 1872	Administrator of Government and Executive Council.		
Wollombi .....	J. S. Milne <sup>7</sup> .....	5 Nov., 1866	Governor and Executive Council		
Woonoona .....	(Vacant.)				
Yass .....	Allen Campbell .....	19 Nov., 1859	Ditto .....		
	Michael Perry .....	4 April, 1873	Ditto .....		
Young .....	Charles Temple .....	3 Mar., 1871	Ditto .....		
	Reginald Henry Kemp Bennett.	6 Feb., 1877	Ditto .....		
Paid by fees of 2s. 6d. and 3s. 6d. for each successful case.					
<sup>1</sup> To 18 October—resigned. <sup>2</sup> Resigned, 5 January. <sup>3</sup> Appointed to Hartley. <sup>4</sup> Also additional Vaccinator for Richmond River. <sup>5</sup> Deceased. <sup>6</sup> Also Vaccinator, Dapto. <sup>7</sup> Also Vaccinator, St. Alban's, Macdonald River.					
<b>MEDICAL OFFICERS.</b>					
Police Surgeon .....	Myles Egan .....	19 May, 1863	Governor and Executive Council	200 0 0	27 May, 1861.
Visiting Surgeon, Sydney Gaol and Lunatic Reception House	Isaac Aaron <sup>1</sup> .....	15 May, 1866	Ditto .....	350 0 0	22 Mar., 1861.
Acting Visiting Surgeon, Gaol, Sydney, and Lunatic Reception House.		1 July, 1868			
James Macnish .....		11 Aug., 1877	Ditto .....	350 0 0	11 Aug., 1877.
Dispenser, Sydney Gaol ...	Thomas Marum <sup>2</sup> .....	1 Feb., 1874	Ditto .....	150 0 0	1 Feb., 1874.
Visiting Surgeon— Parramatta Gaol .....	Walter Brown, M.D. ....	1 Mar., 1873	Ditto .....	100 0 0	20 Dec., 1860.
Destitute Asylum, Parramatta.					
Protestant Orphan School Roman Catholic Orphan School.	Robert Champley Rutter	1 Mar., 1873	Ditto .....	150 0 0	21 Feb., 1873.
Bathurst Gaol .....	William Frederick Bassett	10 Feb., 1870	Ditto .....	50 0 0	1851.*
Maitland Gaol .....	William Wilton .....	1 Jan., 1849	Governor .....	70 0 0	1 Jan., 1849.
Goulburn Gaol .....	Peter Hume Gentle .....	1 Nov., 1875	Governor and Executive Council	50 0 0	1 Oct., 1869.
Berrima Gaol (and Dispensary)	George Proud Lambert ...	10 May, 1876	Ditto .....	200 0 0	1 Jan., 1867.
Albany Gaol .....	Arthur Andrews .....	4 Feb., 1876	Ditto .....	25 0 0	
Braidwood Gaol .....	Rees Llewellyn .....	1 Feb., 1875	Ditto .....	25 0 0	
Mudgee Gaol .....	Charles E. Rowling .....	1 Aug., 1876	Ditto .....	40 0 0	
Armidale Gaol .....	William Sheldon .....	23 Nov., 1874	Ditto .....	25 0 0	
Wagga Wagga Gaol .....	Erasmus Wren .....	1 Aug., 1875	Ditto .....	25 0 0	
Yass Gaol .....	Michael Perry .....	1 Feb., 1873	Ditto .....	25 0 0	
Demiquin Gaol .....	Alfred William Finch Noyes	1 Feb., 1873	Ditto .....	25 0 0	23 April, 1869.
Port Macquarie Gaol .....	John Spencer .....	1 July, 1873	Ditto .....	150 0 0	
Tamworth Gaol .....	J. J. Callaghan .....	3 Aug., 1876	Ditto .....	50 0 0	3 Aug., 1876.
Orange Gaol .....	J. F. Codrington .....	10 Oct., 1876	Ditto .....	50 0 0	2 July, 1875.
Medical Visitor to Lunatic Asylum, Parramatta.	Walter Brown, M.D. ....	1 June, 1867	Ditto .....	50 0 0	20 Dec., 1860.
Visiting Surgeon, Nautical School Ship "Vernon."	Owen Spencer Evans .....	1 Nov., 1871	Ditto .....	50 0 0	21 Mar., 1861.
Visiting Surgeon, Industrial School and Reformatory Biloela (Cockatoo Island).	Owen Spencer Evans .....	22 June, 1871	Ditto .....	50 0 0	21 Mar., 1861.
Visiting Medical Officer to Lunatic Asylum for Im- beciles, and Institution for Idiots, Newcastle.	Richard Harris .....	7 Oct., 1871	Ditto .....	75 0 0	12 Sept., 1867.
Surgeon & Dispenser, Hyde Park Asylum.	Robert D. Ward, M.R.C.S.E.	16 April, 1872	Administrator of Government and Executive Council.	150 0 0	27 Sept., 1853.
Dispenser, Parramatta Asy- lum for Infirm and Desti- tute and Gaol .....	Thomas Stapleton .....	22 Nov., 1875	Governor and Executive Council	150 0 0	1 Nov., 1875.
Visiting Medical Officer, Lunatic Asylum, Cooma.		1 Nov., 1875			
	John Daniel .....	1 April, 1877	Ditto .....	50 0 0	1 April, 1877.
<sup>1</sup> To 10 August—deceased. <sup>2</sup> Allowed £1 per week, in lieu of quarters. <sup>3</sup> Services not continuous.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—MEDICAL ADVISER, VACCINATION, MEDICAL OFFICERS, ETC.—continued.</b>					
<b>MEDICAL OFFICERS—continued.</b>					
<b>DISTRICTS—</b>					
Adelong and Tumut.....	Robert Falder <sup>1</sup> .....	25 Oct., 1872	Governor and Executive Council		
Albury .....	Arthur Andrews .....	12 Jan., 1876	Ditto .....		
Araluen .....	(Vacant.)				
Armidale .....	William Sheldon .....	18 Dec., 1874	Ditto .....		
Balranald .....	(Vacant.)				
Bathurst .....	William Frederick Bassett	4 Oct., 1870	Ditto .....		
Bega .....	John Shiels .....	27 Oct., 1869	Ditto .....		
Berrima .....	William Lamb .....	19 April, 1876	Ditto .....		
	succeeded by				
	George Proud Lambert ..	6 Feb., 1877	Ditto .....		
Binalong and Burrowa...	Morgan O'Connor .....		Ditto .....		
Bombala .....	William James Barkas ..	4 May, 1877	Ditto .....		
Bourke .....	Charles James Grant .....	21 Aug., 1874	Ditto .....		
Braidwood .....	Rees Llewellyn .....	2 Feb., 1875	Ditto .....		
Broulee .....	Edward Boot .....	27 Oct., 1869	Ditto .....		
Camden, Narellan, and Picton	George Goode .....	19 April, 1876	Ditto .....		
Carcoar .....	William Getty .....	22 May, 1874	Ditto .....		
Cassilis .....	(Vacant.)				
Cooma .....	Oliver Thomas Slatter ..	6 April, 1877	Ditto .....		
	succeeded by				
	James Donovan .....	14 Sept., 1877	Ditto .....		
Corowa .....	Francis Meagher Harricks	8 Dec., 1876	Ditto .....		
Deniliquin.....	Alfred Wm. Finch Noyes	27 Oct., 1869	Ditto .....		
Dowling (Ultradulla) ..	Thomas Goldson Ivimy ..	27 Oct., 1869	Ditto .....		
Dubbo .....	Walter Hugh Tibbits ..	27 Oct., 1869	Ditto .....		
Dungog .....	Ellar M'Kellar M'Kinlay..	27 Oct., 1869	Ditto .....		
Forbes .....	Thomas Massey Harding... succeeded by	17 Oct., 1876	Ditto .....		
	Seth Sam .....	2 Mar., 1877	Ditto .....		
Glen Innes .....	Richard Battersby Scholes	6 Feb., 1877	Ditto .....		
Goulburn .....	Peter Hume Gentle .....	10 Nov., 1875	Ditto .....		
Grenfell .....	Frederick Cumming .....	6 Feb., 1877	Ditto .....		
	succeeded by				
	John Rutherford Riley ..	15 June, 1877	Ditto .....		
Grafton .....	Robert Purdie .....	21 July, 1876	Ditto .....		
Gunnedah.....	Samuel Aloys Dow .....	18 Sept., 1877	Ditto .....		
Gulgong .....	Wilson Ramsay .....	10 Nov., 1875	Ditto .....		
	succeeded by				
	Charles Edward Barnard..	2 Mar., 1877	Ditto .....		
Gundagai .....	(Vacant.)				
Hartley .....	Robert Falder .....	25 May, 1877	Ditto .....		
Hay .....	John Mackenzie Gordon... succeeded by	31 Mar., 1876	Ditto .....		
	John O'Connell .....	8 Dec., 1874	Ditto .....		
Hill End .....	Louis Segol .....	9 Feb., 1877	Ditto .....		
Inverell .....	William Edward Strong... succeeded by	25 Jan., 1877	Ditto .....		
	Eugene Charles McCarthy <sup>2</sup>	6 April, 1875	Ditto .....		
Liverpool .....	William Wilton .....	4 Oct., 1870	Ditto .....		
Lower Clarence .....	succeeded by				
	Richard Fortune Blackwell	27 Mar., 1877	Ditto .....		
Maitland .....	Andrew Ross .....	27 Oct., 1869	Ditto .....		
Molong .....	Charles Edward Rowling... succeeded by	28 July, 1876	Ditto .....		
	William Bissett Knowles..	18 Dec., 1874	Ditto .....		
Mudgee .....	Robert Edward Grigson... succeeded by	10 Nov., 1875	Ditto .....		
	Oliver Thomas Slatter....	14 Sept., 1877	Ditto .....		
Murrurundi .....	(Vacant.)				
Muswellbrook & Merton	John Frederick Codrington	2 July, 1875	Ditto .....		
Narandera .....	Sigismund Conradi <sup>3</sup> .....	12 Dec., 1876	Ditto .....		
Newcastle .....	Robert Champley Rutter... succeeded by	21 Feb., 1873	Ditto .....		
	Henry Glonnie .....	27 Oct., 1869	Ditto .....		
Orange .....	Charles Johnson .....	28 July, 1876	Ditto .....		
Parkes .....	Thomas Spencer .....	23 Feb., 1877	Ditto .....		
Parramatta .....	James Inglis .....	22 Dec., 1876	Ditto .....		
Patrick's Plains .....	John Govett Smith .....	19 April, 1877	Ditto .....		
Penrith .....	Frederick Cumming .....	23 Nov., 1877	Ditto .....		
Port Macquarie .....	John Mildred Creed .....	14 July, 1876	Ditto .....		
Raymond Terrace .....	John Parker Brereton .....	4 May, 1877	Ditto .....		
Richmond River .....	Joseph Callaghan..... succeeded by	17 Oct., 1876	Ditto .....		
Ryde .....	William Henry Wood.....	28 Sept., 1877	Ditto .....		
Seone .....	George Edward Rundle <sup>4</sup> ...	25 Aug., 1876	Ditto .....		
Shoalhaven .....	Erasmus Wren .....	5 Dec., 1876	Ditto .....		
Tamworth .....	(Vacant.)				
	Andrew Nash .....	18 Feb., 1876	Ditto .....		
Tenterfield .....	Charles Meziere De Loper- vanche.	15 Dec., 1870	Ditto .....		
Wagga Wagga .....	Alexander Skinner .....	27 Oct., 1869	Ditto .....		
Walcha .....	Robert Rygate .....	27 Oct., 1869	Ditto .....		
Wallsend .....	John Scott Wilson .....	12 Dec., 1876	Ditto .....		
Wee Waa .....	John Selkirk <sup>5</sup> .....	10 Oct., 1873	Ditto .....		
	succeeded by				
	Louis Conrad Jockel .....	30 Oct., 1877	Ditto .....		
Wellinggrove .....	William Lyons .....	23 April, 1872	Administrator of Government and Executive Council.		
Wellington .....	Michael Perry .....	4 April, 1873	Governor and Executive Council		
Wentworth .....	Charles Temple <sup>6</sup> .....	3 Mar., 1871	Ditto .....		
Windsor .....					
Wollongong .....					
Yass .....					
Young .....					

Paid by fees

<sup>1</sup> Appointed to Hartley. <sup>2</sup> To 25 Oct.—resigned. <sup>3</sup> To 31 August—resigned. <sup>4</sup> Resigned, 5 January. <sup>5</sup> Deceased. <sup>6</sup> John Theophilus Healey, acting from 3 Feb. to 13 Sept., when Mr. Temple resumed duty.



Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—continued.</b>					
<b>LUNATIC ASYLUMS.</b>					
BOARD OF VISITORS.					
Visitors (President) .....	Alfred Roberts.....	7 June, 1867 30 Mar., 1876, as President.	Governor and Executive Council	150 0 0	7 Mar., 1867.
	William Owen .....	7 June, 1867	Ditto .....	100 0 0	1 Aug., 1861.
	Hayes Gibbs Alleyne, M.D. ..	24 Feb., 1876	Ditto .....	100 0 0	11 May, 1848, to Sept., 1849.*
* Services not continuous.					
ASYLUMS GENERALLY.					
Inspector of Insane .....	Frederic Norton Manning	1 Jan., 1876	Governor and Executive Council	800 0 0	15 Oct., 1868.
HOSPITAL FOR THE INSANE, GLADESVILLE.					
Medical Superintendent ...	Frederic Norton Manning <sup>1</sup>	15 Oct., 1868	Governor and Executive Council	(see above.)	15 Oct., 1868.
Deputy ditto .....	Thomas Morgan Joseph <sup>2</sup>	1 Jan., 1876	Ditto .....	400 0 0	24 Feb., 1872.
Assistant Superintendent...	Edward Marsden Betts <sup>3</sup>	1 Dec., 1872	Ditto .....	250 0 0	23 May, 1859.*
Assistant Clerk .....	John Edington Moore <sup>4</sup>	1 Sept., 1876	Colonial Secretary .....	100 0 0	27 May, 1872.
Dispenser <sup>5</sup> .....	Thomas E. Ranshaw <sup>6</sup>	1 Jan., 1877	Governor and Executive Council	130 0 0	
	succeeded by				
	Alexander Dalgleish .....	11 July, 1877	Ditto .....	130 0 0	
Matron .....	Mary Bland <sup>7</sup>	1 Jan., 1874	Ditto .....	120 0 0	1 Jan., 1874.
Chief Attendant .....	Thomas Folkard <sup>8</sup>	1 July, 1864	Medical Superintendent.....	120 0 0	14 Nov., 1859.
Grounds Attendant (1) <sup>9</sup> ..			Ditto .....	80 0 0	
Senior Male Attendants (8) <sup>8</sup>			Ditto .....	90 0 0	each.
Junior Male Attend- ants { (7) <sup>9</sup> (4) <sup>10</sup> (8) <sup>10</sup>	(One from 9th April) .....		Ditto .....	78 0 0	"
			Ditto .....	72 0 0	"
			Ditto .....	66 0 0	"
Cook (1) <sup>11</sup> .....			Ditto .....	80 0 0	"
Senior Out-door Attendant (1) <sup>11</sup> .....			Ditto .....	72 0 0	
Store Attendant (1) <sup>11</sup> .....			Ditto .....	80 0 0	
Gatekeeper (1) <sup>12</sup> .....			Ditto .....	72 0 0	
„ Junior (1) <sup>13</sup> .....			Ditto .....	50 0 0	
Male Servants (4) <sup>14</sup> .....			Ditto .....	66 0 0	
Artizan Attendants { (1) <sup>10</sup> (1) <sup>10</sup>	(From 1 October) .....		Ditto .....	0 6 6	per diem.
			Ditto .....	0 5 6	"
Engine-drivers { (1) <sup>13</sup> (1)			Ditto .....	0 9 0	"
			Ditto .....	2 10 0	
				per week to 31 Oct., 9s. per diem from 1 Nov.	
Senior Nurses..... { (6) <sup>10</sup> (4) <sup>10</sup>			Ditto .....	56 0 0	each.
			Ditto .....	50 0 0	"
Junior Nurses { (7) <sup>10</sup> (7) <sup>10</sup>			Ditto .....	46 0 0	"
			Ditto .....	40 0 0	"
Needlewoman (1) <sup>10</sup> .....			Ditto .....	60 0 0	
Housemaid (1) <sup>13</sup> .....			Ditto .....	46 0 0	
Laundresses { (1) <sup>13</sup> (3) <sup>13</sup>			Ditto .....	50 0 0	
			Ditto .....	46 0 0	"
Chaplains:—					
Church of England.....	Rev. Julian H. Rowsell	13 Feb., 1876	Governor and Executive Council	50 0 0	13 Feb., 1876.
Roman Catholic .....	Rev. Zephirin Muraire	1 Jan., 1868	Ditto .....	50 0 0	1 Jan., 1868.
CALLEN PARK BRANCH ESTABLISHMENT.					
Officer-in-charge (1) <sup>10</sup> .....			Inspector of Insane .....	100 0 0 to 12 Oct. 120 0 0 from 13 Oct.	
Senior Attendant (1) <sup>10</sup> .....			Ditto .....	84 0 0 to 12 Oct. 90 0 0 from 13 Oct.	
			Ditto .....	78 0 0	
			Ditto .....	72 0 0 to 12 Oct.	
Junior Attendants... { (1) <sup>10</sup> (1) <sup>10</sup>			Ditto .....	78 0 0 from 13 Oct.	
			Ditto .....	72 0 0	
Gardener (1) <sup>10</sup> .....			Ditto .....	66 0 0	
Servants { (1) <sup>10</sup> (1) <sup>10</sup>			Ditto .....	50 0 0	
			Ditto .....	46 0 0	
Chaplains:—					
Church of England.....	Rev. W. F. B. Uzzell.....	1 July, 1876	Colonial Secretary .....	26 0 0	1 July, 1876.
Roman Catholic .....	Rev. John Forrest .....	1 July, 1876	Ditto .....	26 0 0	1 July, 1876.

<sup>1</sup> Allowed quarters in Hospital; also £45 per annum in lieu of provisions, fuel, and light. <sup>2</sup> Allowed quarters in Hospital; also £45 per annum in lieu of provisions, fuel, and light. <sup>3</sup> Allowed a house; also £45 per annum in lieu of provisions, fuel, and light. <sup>4</sup> Allowed house rent; also £25 per annum in lieu of provisions, fuel, and light. <sup>5</sup> Allowed a house; also £15 per annum in lieu of provisions. <sup>6</sup> To 10 July. <sup>7</sup> Allowed quarters in Hospital; also a ration of provisions, fuel, and light. <sup>8</sup> Allowed a ration of provisions, fuel, and light. <sup>9</sup> One allowed quarters; all allowed a ration of provisions, fuel, and light. <sup>10</sup> Allowed quarters, rations of provisions, fuel, and light. <sup>11</sup> Allowed a ration of provisions. <sup>12</sup> Allowed a house and a ration of provisions. <sup>13</sup> Allowed quarters and a ration of provisions. <sup>14</sup> Two allowed a house each and two quarters; each allowed a ration of provisions. <sup>15</sup> Allowed a house. \* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.	
<b>COLONIAL SECRETARY—LUNATIC ASYLUMS—continued.</b>						
<b>LUNATIC ASYLUM, PARRAMATTA.</b>						
Medical Superintendent	Charles Taylor, M.D. <sup>1</sup>	23 Sept., 1872	Governor and Executive Council	600 0 0	21 Dec., 1868.*	
Assistant Superintendent	James Robertson Firth <sup>2</sup> succeeded by Henry Colley	1 Mar., 1867 20 June, 1877	Ditto Ditto	270 0 0 270 0 0	26 Nov., 1852.* 1 Feb., 1872.	
Medical Visitor (see p. 32)	Jane Burn <sup>4</sup>	1 June, 1865	Ditto	120 0 0	1 June, 1865.	
Matron	Ethelred Bennett <sup>5</sup>	1 Aug., 1874	Ditto	110 0 0	24 April, 1874.	
Assistant Clerk	Arthur Hunter Simms <sup>6</sup>	1 Jan., 1875	Ditto	140 0 0	1 May, 1863.*	
Dispenser	John Brown <sup>7</sup> succeeded by James Wharf	17 Sept., 1871 20 Sept., 1877	Ditto Ditto	150 0 0 150 0 0	1 Oct., 1863. 1 June, 1864.	
Senior Male Attendants (7) <sup>8</sup>			Medical Superintendent	90 0 0	} each.	
Junior Male Attendants (18) <sup>8</sup>	(One from 1 and one from 6 December.)		Ditto	78 0 0		
Senior Nurses (3) <sup>8</sup>			Ditto	72 0 0		
Junior Nurses (7) <sup>8</sup>	(One from 6 December)		Ditto	66 0 0		
Servants (5) <sup>8</sup>			Ditto	56 0 0		
Artizan Attendant (1)			Ditto	50 0 0		
Needlewoman (1) <sup>8</sup>			Ditto	46 0 0		
Grounds Attendant (1) <sup>8</sup>			Ditto	40 0 0		
Chaplains:—			Ditto	80 0 0		
Church of England	Rev. J. R. Blomfield	1 Oct., 1868	Governor and Executive Council	50 0 0		16 Mar., 1851.
Roman Catholic	Ven. Archdeacon John J. Rigney.	1 Feb., 1874	Ditto	50 0 0	16 July, 1838.	
<p><sup>1</sup> Allowed a house and £45 per annum in lieu of provisions, fuel, and light.    <sup>2</sup> Allowed quarters, and £45 per annum in lieu of provisions, fuel, and light.  <sup>3</sup> To 13 April.    <sup>4</sup> Allowed quarters, and £18 per annum in lieu of provisions.    <sup>5</sup> Allowed house rent and £25 per annum in lieu of provisions, fuel, and light.  <sup>6</sup> Allowed quarters and £25 per annum in lieu of provisions, fuel, and light.    <sup>7</sup> To 31 July.    <sup>8</sup> Allowed quarters, rations of provisions, fuel, and light.  <sup>9</sup> Allowed a cottage; also, a ration of provisions, fuel, and light.    * Services not continuous.</p>						
<b>LUNATIC RECEIVING-HOUSE, DARLINGHURST.</b>						
Superintendent	Frederick Fowler	1 July, 1868	Governor and Executive Council	140 0 0	8 Jan., 1862.	
Matron	Eliza Ann Fowler	1 April, 1872	Administrator of Government and Executive Council.	60 0 0	1 April, 1872.	
Medical Visitor (see p. 32)						
Attendants (2)	(From 8 June)		Inspector of Insane	78 0 0	} each.	
Nurses (3)			Ditto	66 0 0		
			Ditto	46 0 0		
NOTE.—All reside in the building, and are allowed rations of provisions, fuel, and light.						
<b>LUNATIC ASYLUM FOR IMBECILES, AND INSTITUTION FOR IDIOTS, NEWCASTLE.</b>						
Superintendent	Frederic Cane <sup>1</sup>	1 April, 1872	Administrator of Government and Executive Council.	175 0 0	22 Feb., 1868.	
Matron	Elizabeth Cane <sup>1</sup>	12 June, 1872	Ditto	75 0 0	12 June, 1872.	
Chief Attendant and Storekeeper	Edwin Waller <sup>2</sup>	11 Jan., 1874	Governor and Executive Council	100 0 0	1 Jan., 1859.	
Medical Visitor (see p. 32)						
Senior Attendants (1) <sup>2</sup>			Inspector of Insane	84 0 0	} each.	
Junior Attendants (3) <sup>2</sup>			Ditto	78 0 0		
Senior Nurse (1) <sup>2</sup>			Ditto	72 0 0		
Junior Nurses (3) <sup>2</sup>	(One from 1 April)		Ditto	66 0 0		
Needlewoman (1) <sup>2</sup>	(To 30 November)		Ditto	56 0 0		
Servants (3) <sup>2</sup>	(From 1 December)		Ditto	50 0 0		
Artizan Attendants (1)			Ditto	46 0 0		
Chaplains:—			Ditto	40 0 0		
Church of England	Arthur E. Selwyn	1 Jan., 1872	Ditto	0 5 6		1 Jan., 1853.
Roman Catholic	Michael H. Ryan	1 Jan., 1872	Ditto	0 6 6		1 Jan., 1872.
<p><sup>1</sup> Allowed quarters, and £30 per annum in lieu of provisions.    <sup>2</sup> Allowed quarters, and a ration of provisions, fuel, and light.          NOTE.—The Superintendent gives security to the amount of £100.</p>						
<b>LUNATIC ASYLUM, COOMA.</b>						
Superintendent	John M'George <sup>1</sup>	1 Jan., 1877	Governor and Executive Council	250 0 0	1 July, 1869.	
Visiting Medical Officer (see p. 32)						
Senior Attendants (1) <sup>2</sup>	(From 1 April)		Inspector of Insane	100 0 0	} each.	
Junior Attendants (3) <sup>2</sup>	(One from 25 April and one from 22 May.)		Ditto	84 0 0		
Cook—Female (1) <sup>2</sup>	(From 1 May)		Ditto	78 0 0		
Laundress (1) <sup>2</sup>	(From 25 April)		Ditto	72 0 0		
Chaplains:—			Ditto	50 0 0		
Church of England	Rev. Thomas DrUITT	1 July, 1877	Governor and Executive Council	26 0 0	1 Jan., 1854.	
Roman Catholic	Rev. Edward O'Brien	1 July, 1877	Ditto	26 0 0	15 July, 1852.	
<p><sup>1</sup> Allowed quarters and a ration of provisions, fuel, and light.    Gives security for £100.    <sup>2</sup> Allowed quarters, and a ration of provisions, fuel, and light.</p>						

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	

**COLONIAL SECRETARY—continued.**

**INSPECTOR OF PUBLIC CHARITIES.**

Inspector..... [Hugh Robison .....] 12 Sept., 1876 | Governor and Executive Council | 500 0 0 | 12 Sept., 1876.

**GOVERNMENT ASYLUMS FOR THE INFIRM AND DESTITUTE.**

Manager .....	Frederic King <sup>1</sup> .....	25 Mar., 1876	Governor and Executive Council	500 0 0	14 Mar., 1862.
Clerk .....	Walter E. Tindale <sup>2</sup> .....	1 Aug., 1875	Ditto .....	50 0 0	1 Aug., 1875.
	succeeded by				
	A. G. Manning .....	14 May, 1877	Ditto .....	50 0 0	14 May, 1877.
Messenger (1) <sup>3</sup> .....	.....	.....	The Board .....	90 0 0	.....
<b>HYDE PARK ASYLUM.</b>					
Surgeon and Dispenser.....	(See page 32.)	.....	.....	.....	.....
Matron .....	Lucy H. Hicks .....	15 Feb., 1862	Governor and Executive Council	200 0 0	13 May, 1861.
Sub-Matron .....	Mary E. Applevhaite .....	1 Jan., 1875	The Board .....	50 0 0	1 Jan., 1875.
Cooks, Nurses, &c.....	.....	.....	.....	from 1s. to 3d. per diem.	.....
<b>PARRAMATTA ASYLUM.</b>					
Surgeon .....	(See page 32.)	.....	.....	.....	.....
Dispenser .....	(See page 32.)	.....	.....	.....	.....
Master .....	James Dennis <sup>4</sup> .....	13 Mar., 1862	Governor and Executive Council	150 0 0	1 Mar., 1862.
Matron .....	C. H. M. Dennis .....	13 Mar., 1862	Ditto .....	50 0 0	1 Mar., 1862.
Clerks, Wardsmen, Cooks, &c.	.....	.....	.....	from 1s. to 3d. per diem.	.....
<b>LIVERPOOL ASYLUM.</b>					
Surgeon and Superintendent	W. E. Strong, M.D. <sup>4</sup> .....	20 June, 1871	Governor and Executive Council	300 0 0	20 June, 1871.
Matron .....	Mary Burnside .....	13 Mar., 1862	Ditto .....	200 0 0	13 Mar., 1862.
Clerks, Wardsmen, Cooks, &c.	.....	.....	.....	from 1s. to 3d. per diem.	.....

<sup>1</sup> Gives security to the amount of £1,000.

<sup>2</sup> Allowed quarters, fuel, and light.

<sup>3</sup> To 13 May.

<sup>4</sup> House provided.

**COMMISSIONERS TO ADVISE THE GOVERNMENT IN MATTERS CONNECTED WITH THE DEFENCE OF THE COLONY FROM FOREIGN AGGRESSION.**

Commissioners .....	John Soame Richardson (President.) <sup>1</sup> William Macleay .....	} 8 Sept., 1870	{ Governor and Executive Council, under the Great Seal of the Colony .....	} Nil.	{ 17 Feb., 1865. 4 Aug., 1860. 1 May, 1849. 1 Jan., 1863. 1 Jan., 1858. 26 Aug., 1856.*
	James Barnet <sup>2</sup> .....				
	Edward Orpen Moriarty <sup>3</sup> .....				
	Francis Hixson <sup>4</sup> .....				
	Edward Charles Cracknell <sup>5</sup> The Hon. Sir James Martin, Knt., Q.C. <sup>6</sup>				
	Colonel C. F. Roberts <sup>7</sup> .....	15 July, 1872	Ditto .....	Nil.	28 Aug., 1876.
Secretary .....	Captain James Wilson .....	11 Sept., 1876 11 Sept., 1870	Ditto .....	Nil. (see p. 39).....	1 April, 1868.

<sup>1</sup> Commandant of Permanent and Volunteer Military Forces.

<sup>2</sup> Colonial Architect.

<sup>3</sup> Engineer-in-Chief for Harbours and Rivers Navigation, &c.

\* President of the Marine Board—Captain Commanding Naval Brigade, manding New South Wales Artillery.

<sup>5</sup> Superintendent of Electric Telegraphs.

<sup>6</sup> Chief Justice.

<sup>7</sup> Colonel Com-

**PERMANENT AND VOLUNTEER MILITARY FORCES.**

<b>STAFF.</b>					
Commandant .....	Colonel John Soame Richardson. <sup>1</sup>	1 Aug., 1871	Governor and Executive Council	600 0 0	17 Feb., 1865.
Major of Brigade .....	Major William Beaver Blayney Christie. <sup>2</sup>	4 Aug., 1873	Ditto .....	400 0 0	4 Aug., 1873.
Brigade Pay and Quarter-master.	Major Thomas Baynes <sup>3</sup> .....	1 Aug., 1871	Ditto .....	365 0 0	21 Aug., 1854.
Instructor of Musketry.....	Captain John Augustus Compton. <sup>3</sup>	14 Feb., 1871	Ditto .....	300 0 0	1 Aug., 1866.
Commanding Public Schools Cadet Corps.	Captain Henry William Strong. <sup>4</sup>	30 Sept., 1875	Ditto .....	250 0 0	27 Aug., 1866.
Brigade Clerk.....	William Holmes <sup>5</sup> .....	26 Oct., 1870	Commandant .....	0 9 6	18 Oct., 1860.
Assistant do. ....	Lee Collier <sup>6</sup> .....	1 Jan., 1873	Ditto .....	0 7 0	1 Jan., 1873.
	succeeded by				
	John Taylor Finlay <sup>7</sup> .....	19 Jan., 1877	Ditto .....	0 7 0	19 Jan., 1877.
	succeeded by				
	William Smith <sup>8</sup> .....	7 May, 1877	Ditto .....	per diem. 0 7 0	7 May, 1877.
Pay and Quarter-master's Clerk.	Gore Willock Loney <sup>8</sup> .....	25 July, 1876	Ditto .....	0 8 0	11 Aug., 1875.
Assistant do. ....	Sydney Whiteford Nettleton. <sup>9</sup>	25 July, 1876	Ditto .....	per diem. 0 7 0	1 Jan., 1875.
	succeeded by				
	John Taylor Finlay <sup>8</sup> .....	7 May, 1877	Ditto .....	0 7 0	19 Jan., 1877.
Brigade Sergeant-Major (1) <sup>5</sup>	.....	.....	Ditto .....	0 10 0	per diem.

<sup>1</sup> Lodging allowance, £175 per annum; allowed rations of provisions, fuel, and light, and forage for two horses. allowed forage for a horse.

<sup>2</sup> Resides in the Victoria Barracks; allowed forage for a horse.

<sup>3</sup> Lodging allowance, £90 per annum.

<sup>4</sup> Allowed quarters.

<sup>5</sup> To 18 January.

<sup>6</sup> Allowed 10s. a week for rent.

<sup>7</sup> To 6 May. (See below.)

<sup>8</sup> Allowed 10s. a week for rent.

<sup>9</sup> To 27 April.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—PERMANENT AND VOLUNTEER MILITARY FORCES—continued.</b>					
<i>STAFF—continued.</i>					
Brigade Quarter-master (1) <sup>1</sup>	.....	.....	Commandant .....	0 9 6	per diem.
Armourer (1) <sup>2</sup>	.....	.....	Governor and Executive Council	0 7 0	"
" (Assistant) (1).....	(To 5 March) .....	.....	Commandant .....	0 5 0	"
Instructor of Musketry (1) <sup>2</sup>	.....	.....	Ditto .....	0 8 0	"
	(1) .....	.....	Ditto .....	0 10 0	"
	(1) .....	.....	Commander-in-Chief .....	0 7 0	"
Drill Instructors (17) <sup>3</sup> .....	(13) (one to 4 May) .....	.....	Commandant .....	0 7 0	" each.
	(1) (from 21 March to 30 November.)	.....	Ditto .....	0 7 0	"
	(1) .....	.....	Ditto .....	0 3 0	
Drill Instructor, Cadet Artillery (1) <sup>2</sup> .	(To 12 February) .....	.....	Ditto .....	0 2 6	
Bugle Major and Messenger (1) <sup>2</sup> .	.....	.....	Ditto .....	0 7 0	
Markers, Rifle Range (2) <sup>2</sup> .....	.....	.....	Ditto .....	0 5 0	" each.
Caretaker of Rifle Range (1)	.....	.....	Ditto .....	0 7 0	
Artillery Storeman (1) <sup>2</sup> .....	.....	.....	Ditto .....	0 5 0	
Labourers, Victoria Barracks (2) <sup>2</sup> .	.....	.....	Ditto .....	0 5 0	"
Bandmaster .....	Lieut. George Douglas Callen.	4 Sept., 1872	Governor and Executive Council	200 0 0	4 Sept., 1872.
<b>HONORARY STAFF.</b>					
Principal Medical Officer .....	George Frederick Dansey, (Surgeon.)	17 July, 1875	Ditto .....	Nil.	21 May, 1867.
Chaplains .....	Rev. George Fairfowl Macarthur.	8 June, 1868	Ditto .....		8 June, 1868.
	Rev. Thomas Smith.....	4 July, 1868	Ditto .....		4 July, 1868.
	Rev. Joseph Barnier.....	27 Aug., 1869	Ditto .....		27 Aug., 1869.
	Rev. Thomas M'Carthy .....	15 Mar., 1870	Ditto .....		15 Mar., 1870.
	Rev. James Cameron, M.A.	15 June, 1874	Ditto .....		15 June, 1874.
<b>PERMANENT MILITARY FORCE.</b>					
Commanding New South Wales Artillery.	Colonel Charles Fyshe Roberts. <sup>4</sup>	28 Aug., 1876	Ditto .....	500 0 0	1 Jan., 1873.
Major, New South Wales Artillery.	George John Airey <sup>5</sup> .....	26 April, 1872	Administrator of Government and Executive Council.	21s. per diem.	1 Aug., 1871.
Major, New South Wales Artillery.	Warner Wright Spalding <sup>5</sup> .	28 Aug., 1876	Governor and Executive Council	21s. per diem.	1 Aug., 1871.
Captain, New South Wales Artillery.	George Henry Bacchus <sup>5</sup> .....	15 Dec., 1876	Ditto .....	256 0 0	2 Feb., 1876.
Captain, New South Wales Artillery.	Michael Murphy <sup>5</sup> .....	15 Dec., 1876	Ditto .....	256 0 0	28 Aug., 1876.
Lieutenants, New South Wales Artillery.	Henry Le Patourel <sup>6</sup> .....	9 April, 1875	Ditto .....	238 0 0	9 April, 1875.
	Arthur Le Patourel <sup>5</sup> .....	28 Aug., 1876	Ditto .....	238 0 0	28 Aug., 1876.
	Frederick Thomas Beudge Raynes <sup>5</sup> .	28 Aug., 1876	Ditto .....	238 0 0	28 Aug., 1876.
	Pembroke Lathrop Murray <sup>5</sup>	5 Sept., 1876	Ditto .....	238 0 0	16 Jan., 1874.
	Thomas Douglas Mackenzie <sup>5</sup> .	31 July, 1877	Ditto .....	238 0 0	31 July, 1877.
	James Edward Doidge Taunton <sup>5</sup> .	31 July, 1877	Ditto .....	238 0 0	31 July, 1877.
	Robert Allwood Nathan <sup>5</sup> .	31 July, 1877	Ditto .....	238 0 0	2 Aug., 1871.
	Henry Park Airey <sup>7</sup> .....	31 July, 1877	Ditto .....	238 0 0	31 July, 1877.
Staff Surgeon .....	William James Guthrie Bedford <sup>5</sup> .	11 Dec., 1875	Ditto .....	274 0 0	16 June, 1868.
<b>Acting Chaplains—</b>					
Dawes' Point—					
Church of England .....	Rev. Edward Rogers .....	9 Oct., 1871	Ditto .....	Each allowed 10s. per annum for each officer and man.	20 Jan., 1838.
Roman Catholic .....	Rev. Peter Young .....	13 May, 1875	Ditto .....		
Victoria Barracks—					
Church of England .....	Rev. Zachary Barry.....	11 Oct., 1876	Ditto .....		
Roman Catholic .....	Rev. John Hayes <sup>8</sup> .....	18 Oct., 1876	Ditto .....		
	succeeded by				
Presbyterian .....	Rev. Austin John Forde...	10 Sept., 1877	Ditto .....		
South Head—					
Church of England .....	Rev. Henry Wallace Mort	10 Sept., 1877	Ditto .....		10 Sept., 1877.
Hospital Sergeant .....	Transferred to New South Wales Artillery Forces.				
Hospital Warder .....					
Hospital Cook .....					
Provost Sergeant .....					

<sup>1</sup> Allowed 10s. a week for rent. <sup>2</sup> Allowed quarters. <sup>3</sup> All except one allowed quarters or 10s. per week in lieu thereof; four are Drill Instructors to Public Schools—one £24, one £25, one £40, and one £50 per annum. <sup>4</sup> Lodging allowance, £175 per annum; allowed rations of provisions, fuel, and light, and forage for two horses. <sup>5</sup> Allowed quarters, rations of provisions, fuel, and light, and forage for one horse. <sup>6</sup> Allowed quarters, rations of provisions, fuel, and light, and forage for a horse. <sup>7</sup> Absent on leave from 29 August to 31 December. <sup>8</sup> Lodging allowance £50 per annum, with rations of provisions, fuel, and light, and forage for a horse. <sup>9</sup> To 9 September.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.	
				£ s. d.		
<b>COLONIAL SECRETARY—PERMANENT AND VOLUNTEER MILITARY FORCES—continued.</b>						
<b>ARTILLERY.</b>						
Commanding Artillery Forces.	Colonel Charles Fyshe Roberts.	28 Aug., 1876	Governor and Executive Council	(see p. 37) ...	1 Jan., 1873.	
Commanding the Brigade...	Lieut.-Colonel Watson Wilson <sup>1</sup>	17 Dec., 1875	Ditto	100 0 0	22 Aug., 1866.	
Field Officer	Major Frederick Wells	16 Nov., 1874	Ditto	Nil.	28 Mar., 1859.	
Captains:—						
No. 1 Battery	Francis Fahey	1 Aug., 1871	Ditto	} Nil. {	19 Oct., 1868.	
No. 2 "	Paul Talbot	15 Dec., 1874	Ditto		9 June, 1864.	
No. 4 "	William Cooper	19 Oct., 1868	Ditto		5 Mar., 1867.	
No. 5 "	William Gore Beverley	1 May, 1871	Ditto		17 April, 1861.	
No. 6 "	Henry Deane	1 May, 1871	Ditto		5 Mar., 1867.	
No. 7 "	Barcroft Capel Boake	26 April, 1872	Administrator of Government and Executive Council.		18 Mar., 1871.	
No. 8 "	Charles Henry Myles	11 Dec., 1875	Governor and Executive Council		} Nil. {	21 Nov., 1871.
No. 9 "	Henry Houghton Burton Bradley.	4 Dec., 1874	Ditto			1 Aug., 1871.
No. 10 "	John Macdonald	26 Oct., 1870	Ditto		} Nil. {	26 Oct., 1870.
Captain No. 11 Battery	Robert Allwood Nathan <sup>2</sup>	5 May, 1875	Ditto			2 Aug., 1871.
Captain (Supernumerary)	Charles Arthur Walker Lett.	14 July, 1874	Ditto	8 May, 1860.		
Major and Adjutant	Warner Wright Spalding <sup>3</sup>	11 Sept., 1875	Ditto	100 0 0	1 Aug., 1871.	
1st Lieutenants:—						
No. 1 Battery	William Henry Simpson	10 June, 1873	Ditto	} Nil. {	18 Dec., 1871.	
No. 3 "	James Kirkaldy	13 April, 1874	Ditto		30 Nov., 1872.	
No. 4 "	Edward Masters	5 April, 1870	Ditto		19 Oct., 1868.	
No. 5 "	Arthur Bennett	1 Aug., 1871	Ditto		8 Sept., 1870.	
No. 6 "	Thomas Benedict Frith	1 Aug., 1871	Ditto		1 Feb., 1869.	
No. 7 "	Edward Kirchner	24 Oct., 1872	Ditto		26 April, 1872.	
No. 8 "	Frederick Nixon	7 Nov., 1871	Ditto		7 Nov., 1871.	
No. 10 "	Thomas Michael Brown <sup>4</sup>	7 Nov., 1871	Ditto		7 Nov., 1871.	
2nd Lieutenants:—						
No. 1 Battery	Henry Chapman	25 Nov., 1873	Ditto		} Nil. {	11 Aug., 1873.
No. 2 "	James Sven Wigram	21 July, 1876	Ditto	31 Jan., 1876.		
No. 3 "	John Ebenezer Aggar	13 April, 1874	Ditto	13 April, 1874.		
No. 4 "	Richard Aldous Arnold	18 Mar., 1871	Ditto	3 Jan., 1867.		
No. 5 "	John Cochrane Remington	1 Aug., 1871	Ditto	1 Aug., 1871.		
No. 6 "	William Houston	26 April, 1872	Administrator of Government and Executive Council.	1 Mar., 1864.		
No. 10 "	Josiah Henry Walker	21 Jan., 1876	Governor and Executive Council		21 Jan., 1876.	
3rd Lieutenant:—						
No. 1 Battery	Adam Mackinlay	25 Nov., 1873	Ditto		25 Nov., 1873.	
Surgeon	James Matthew Nolan <sup>5</sup>	4 April, 1873	Ditto		21 May, 1869.	
Assistant Surgeon	Patrick M'Donagh	9 June, 1873	Ditto		9 June, 1873.	
<b>VOLUNTEER RIFLES.</b>						
Lt.-Col. Commanding 1st Regiment.	Robert Peel Raymond <sup>6</sup>	16 Dec., 1875	Ditto	100 0 0	4 Dec., 1860.	
Lt.-Col. Commanding 2nd Regiment.	John Hay Goodlet <sup>7</sup>	16 Dec., 1875	Ditto		4 Dec., 1860.	
Major, 2nd Regiment	Theodore James Jaques	4 July, 1868	Ditto		— Oct., 1839.	
Major, 1st Regiment	Thomas Richards	23 May, 1870	Ditto		7 Feb., 1845.	
Major, 2nd Regiment	Henry Phillips	2 Feb., 1876	Ditto		23 April, 1861.	
Major, 1st Regiment	John Wells	2 Feb., 1876	Ditto		1 Sept., 1837.	
Major Commanding Northern Battalion.	Charles Bolton	7 July, 1870	Ditto		1 June, 1837.	
Major Commanding Western Battalion.	William Hillier Holborow	13 May, 1874	Ditto		12 Jan., 1870.	
Major Commanding Southern Battalion.	John Black	23 Jan., 1872	Ditto		5 April, 1869.	
Captain, Newcastle Corps	Henry Joseph Brown	7 July, 1870	Ditto	} Nil. {	15 Mar., 1864.	
Captain, Penrith Corps	James Henry Thomas	9 Oct., 1875	Ditto		6 April, 1872.	
Captain, West Maitland Corps.	Alexander Wilkinson	17 May, 1869	Ditto		3 Feb., 1866.	
Captain, Paddington and Surry Hills Company.	George Bond Gough	17 Aug., 1876	Ditto		17 May, 1871.	
Captain, Ulladulla Corps	Percy Hale Sheaffe	19 Nov., 1869	Ditto		4 May, 1869.	
Captain, No. 5 Company, 1st Regiment.	William Johnston	22 Mar., 1875	Ditto		20 Oct., 1868.	
Captain, King's School Cadet Corps.	George Fairfowl Macarthur	12 Mar., 1874	Ditto		12 Mar., 1874.	
Captain, No. 1 Company, 1st Regiment.	John Cooper	8 Mar., 1876	Ditto		19 Oct., 1868.	
Captain, No. 3 Company, 1st Regiment.	William Thomas Farrell	20 Oct., 1868	Ditto		23 April, 1861.	

<sup>1</sup> Allowed forage for a horse.  
<sup>4</sup> To 30 August—resigned.

<sup>2</sup> Appointed to Permanent Military force—see previous page.  
<sup>5</sup> To 19 November—retired.

<sup>3</sup> Major, New South Wales Artillery—see p. 37.  
<sup>6</sup> Resided in the Victoria Barracks up to September—Allowed forage for a horse.  
<sup>7</sup> Allowed forage for a horse.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—VOLUNTEER FORCES—continued.</b>					
<i>VOLUNTEER RIFLES—continued.</i>					
Captain, No. 4 Company, 1st Regiment.	John Joseph Davey .....	3 Sept., 1868	Governor and Executive Council		23 April, 1861.
Captain, Balmain Company	William Frederick Longfield.	17 Aug., 1876	Ditto .....		17 Oct., 1868.
Captain, No. 6 Company, 1st Regiment.	John Humphrey Morris ...	4 Aug., 1873	Ditto .....		14 Feb., 1871.
Captain, No. 2 Company, Highlanders.	Henry John Chisholm ...	7 May, 1874	Ditto .....		4 Nov., 1859.
Captain, No. 1 Company, Highlanders.	John Campbell.....	5 April, 1869	Ditto .....		15 Dec., 1868.
Captain, Newington College Cadet Corps.	John Waterhouse.....	17 Mar., 1876	Ditto .....		2 July, 1875.
Captain, Singleton Corps ...	George Thomas Loder ...	7 July, 1869	Ditto .....		9 April, 1869.
Captain, No. 2 Company, 1st Regiment.	Charles Abram Wilson ...	7 July, 1870	Ditto .....		23 April, 1861.
Captain, Goulburn Corps...	William John Joseph Dignam.	31 July, 1874	Ditto .....		18 April, 1872.
Captain, Sydney Grammar School Cadet Corps.	Albert Bythesea Weigall...	28 Nov., 1871	Ditto .....		28 Nov., 1871.
Captain, Parramatta Corps	Henry James Byrnes ....	14 Feb., 1871	Ditto .....		30 May, 1866.
Captain, Wollongong Corps	Percy Owen .....	27 Sept., 1872	Ditto .....		15 June, 1871.
Captain, St. Leonards Company.	John William Guise .....	14 Feb., 1871	Ditto .....	Nil.	16 Nov., 1866.
Captain, Lyceum School Cadet Corps.	Richard Stuart Cannon ...	21 Sept., 1871	Ditto .....		21 Sept., 1871.
Captain, No. 7 Company, 1st Regiment.	William Wilkins .....	11 May, 1872	Ditto .....		23 Jan., 1851.
Captain, Sanchie House School Cadet Corps.	John Fraser.....	27 Sept., 1872	Ditto .....		27 Sept., 1872.
Captain, Bathurst Corps ...	Alfred Paul .....	3 Mar., 1873	Ditto .....		19 Nov., 1869.
Captain, South Sydney Company.	John Briggs Hillier.....	4 April, 1873	Ditto .....		20 Dec., 1867.
Captain, Hawkesbury Corps	William Farmer Linsley...	7 June, 1876	Ditto .....		30 Jan., 1869.
Captain, No. 8 Company, 1st Regiment.	John M'Garvie Smith.....	16 Sept., 1875	Ditto .....		30 Jan., 1874.
Captain, Orange Corps.....	John Charles M'Lachlan...	12 Sept., 1873	Ditto .....		12 Sept., 1873.
Captain, Jamberoo Corps...	David Lindsay Dymock ...	30 Jan., 1874	Ditto .....		19 Nov., 1869.
Captain, Glebe Company ...	John Mackintosh <sup>1</sup> .....	6 July, 1874	Ditto .....		4 July, 1868.
Captain, Engineer Corps ...	Thomas Rowe .....	20 July, 1874	Ditto .....		28 Mar., 1872.
Captain, Mudgee Corps.....	George Davidson.....	31 July, 1874	Ditto .....		31 July, 1874.
Captain, East Maitland Corps.	Charles Falkner Bartlett...	12 Mar., 1875	Ditto .....		12 Mar., 1875.
Adjutant, 1st Regiment ...	Captain William Chatfield	3 Sept., 1868	Ditto .....	100 0 0	1 Mar., 1851.*
Quartermaster, Northern Battalion.	Captain Edward Joseph Webb. <sup>2</sup>	8 Dec., 1874	Ditto .....	Nil.	28 Dec., 1863.
Quartermaster, 1st Regiment.	Captain Abram Orpen Moriarty. <sup>3</sup>	11 Jan., 1875	Ditto .....		10 Jan., 1846.
Adjutant, 2nd Regiment ...	Captain James Wilson <sup>4</sup> ...	5 April, 1875	Ditto .....	250 0 0	1 April, 1868.
Lieutenant, St. Leonards Company.	William Palmer Moore ...	14 April, 1871	Ditto .....		11 Nov., 1870.
Lieutenant, No. 1 Company, 1st Regiment.	Charles Edward Finch ...	8 Mar., 1876	Ditto .....		1 July, 1860.
Lieutenant, No. 6 Company, 1st Regiment.	John Warner M'Cutcheon	4 Aug., 1873	Ditto .....		1 Oct., 1870.
Lieutenant, Balmain Company.	George Bagot Stack .....	17 Aug., 1876	Ditto .....		14 Jan., 1863.
Lieutenant, No. 5 Company, 1st Regiment.	Walter D'Arrietta .....	22 Mar., 1875	Ditto .....		1 July, 1847.
Lieutenant, South Sydney Company.	William Burnet .....	9 June, 1873	Ditto .....		17 April, 1867.
Lieutenant, No. 2 Company, Highlanders.	Donald Fraser .....	7 May, 1874	Ditto .....		4 Dec., 1873.
Lieutenant, West Maitland Corps.	James Thomas Tegg .....	17 May, 1869	Ditto .....	Nil.	6 May, 1867.
Lieutenant, Glebe Company	Wesley Powell Mulholland	4 Dec., 1874	Ditto .....		7 May, 1874.
Lieutenant, Singleton Corps	Henry Peter Stacey.....	9 July, 1869	Ditto .....		9 April, 1869.
Lieutenant, Bathurst Corps	Edwin Curtis .....	20 May, 1873	Ditto .....		20 May, 1873.
Lieutenant, Ulladulla Corps	William Millard .....	19 Nov., 1869	Ditto .....		11 July, 1869.
Lieutenant, Newcastle Corps	William Arnott .....	19 Aug., 1871	Ditto .....		27 July, 1870.
1st Lieutenant, Engineer Corps.	Thomas Samuel Parrott ...	9 June, 1876	Ditto .....		20 Aug., 1874.
Lieutenant, Kiama Corps...	Thomas Honey.....	10 Dec., 1874	Ditto .....		6 April, 1872.
Lieutenant, No. 7 Company, 1st Regiment.	James Churchill Fisher ...	3 Oct., 1872	Ditto .....		3 Oct., 1872.
Lieutenant, No. 1 Company, Highlanders.	Alexander Fraser.....	4 Dec., 1874	Ditto .....		4 Dec., 1873.
Lieutenant, Sydney Grammar School Cadet Corps.	Henry Charles Lennox Anderson.	4 April, 1873	Ditto .....		4 April, 1873.
Lieutenant, No. 4 Company, 1st Regiment.	Thomas Beilby Walcott ...	9 June, 1873	Ditto .....		28 Nov., 1868.

<sup>1</sup> To 30 October—resigned.<sup>2</sup> Absent all the year.<sup>3</sup> To 29 January—retired.<sup>4</sup> Allowed forage for a horse.

\* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>COLONIAL SECRETARY—VOLUNTEER FORCES—continued.</b>							
<b>VOLUNTEER RIFLES—continued.</b>							
Lieutenant, Orange Corps...	James Dalton .....	12 Sept., 1873	Governor and Executive Council				12 Sept., 1873.
Lieutenant, No. 3 Company, 1st Regiment.	Francis Augustus Wright.	18 May, 1874	Ditto .....				20 Dec., 1873.
Lieutenant, Mudgee Corps.	William Frederick Woods.	31 July, 1874	Ditto .....				31 July, 1874.
Lieutenant, Goulburn Corps	Henry Blackshaw .....	12 Sept., 1874	Ditto .....				12 Sept., 1874.
Lieutenant, Richmond Corps	Charles Septimus Guest ...	30 Oct., 1874	Ditto .....				30 Oct., 1874.
Lieutenant, Gerringong Corps.	Alexander Campbell <sup>1</sup> .....	10 Dec., 1874	Ditto .....				19 Nov., 1869.
Lieutenant, Wollongong Corps.	Walter Graham Robertson	10 Mar., 1875	Ditto .....				7 Feb., 1874.
Lieutenant, No. 8 Company, 1st Regiment.	James Cranna .....	16 Sept., 1875	Ditto .....				5 Dec., 1871.
Lieutenant, East Maitland Corps.	Thomas Henry Wright <sup>2</sup> ...	1 Dec., 1875	Ditto .....				1 Dec., 1875.
Lieutenant, Penrith Corps.	William Lennox .....	16 Feb., 1876	Ditto .....				30 Jan., 1875.
Lieutenant, Paddington and Surry Hills Company.	Henry Frederick Chilcott..	17 Aug., 1876	Ditto .....				10 April, 1876.
Lieutenant, Jamberoo Corps	George Woods .....	5 Jan., 1877	Ditto .....				14 Feb., 1871.
2nd Lieutenant, Engineer Corps.	Charles Stewart Cansdell...	23 May, 1877	Ditto .....				4 Nov., 1874.
Ensign, No. 2 Company, 1st Regiment.	Sydney Cohen <sup>3</sup> .....	11 May, 1872	Ditto .....				11 May, 1872.
Ensign, South Sydney Company.	John Nobbs .....	9 June, 1873	Ditto .....				9 June, 1873.
Ensign, West Maitland Corps.	William John Sloan .....	17 May, 1869	Ditto .....				17 May, 1869.
Ensign, Kiama Corps .....	Dixon King .....	15 Dec., 1874	Ditto .....				15 Dec., 1874.
Ensign, Newcastle Corps ...	Charles Frederick Stokes...	18 Dec., 1873	Ditto .....				18 Dec., 1873.
Ensign, Jamberoo Corps ...	George Woods <sup>4</sup> .....	14 Feb., 1871	Ditto .....				14 Feb., 1871.
	succeeded by						
	Alexander M'Gill.....	5 Jan., 1877	Ditto .....				5 Jan., 1877.
Ensign, No. 1 Company, 1st Regiment.	John Halford Maddocks...	10 April, 1876	Ditto .....				10 April, 1876.
Ensign, No. 7 Company, 1st Regiment.	Robert George .....	3 Oct., 1872	Ditto .....				3 Oct., 1872.
Ensign, Parramatta Corps...	Thomas Barnett .....	18 May, 1874	Ditto .....				16 May, 1868.
Ensign, Singleton Corps ...	Albert John Gould .....	9 May, 1873	Ditto .....				9 May, 1873.
Ensign, Orange Corps .....	William Nathaniel Moulder	12 Sept., 1873	Ditto .....				12 Sept., 1873.
Ensign, No. 1 Company, Highlanders.	George Hamilton.....	4 Dec., 1874	Ditto .....		Nil.		4 Dec., 1874.
Ensign, No. 3 Company, 1st Regiment.	Henry Waller .....	18 May, 1874	Ditto .....				18 May, 1874.
Ensign, Wollongong Corps.	William John Wiseman <sup>5</sup> ...	26 April, 1875	Ditto .....				26 April, 1875.
Ensign, Bathurst Corps.....	James Cassidy .....	29 April, 1874	Ditto .....				29 April, 1874.
Ensign, St. Leonards Company.	Alexander Gilchrist.....	18 May, 1874	Ditto .....				18 May, 1874.
Ensign, Penrith Corps .....	Samuel Wade Rayner.....	15 Sept., 1876	Ditto .....				15 Sept., 1876.
Ensign, Ulladulla Corps ...	James Cork .....	2 Feb., 1875	Ditto .....				2 Feb., 1875.
Ensign, Goulburn Corps ...	Edward Gillespie.....	27 Feb., 1875	Ditto .....				27 Feb., 1875.
Ensign, No. 6 Company, 1st Regiment.	John Horatio Nickson <sup>6</sup> ...	25 June, 1875	Ditto .....				25 June, 1875.
Ensign, No. 4 Company, 1st Regiment.	William Lovell Davis .....	3 Sept., 1875	Ditto .....				3 Sept., 1875.
Quartermaster, 2nd Regt ...	Ensign Henry Earnshaw Tidswell.	16 April, 1875	Ditto .....				16 April, 1875.
Ensign, Paddington and Surry Hills Company.	Thomas Moore.....	7 Feb., 1877	Ditto .....				7 Feb., 1877.
Surgeon, 1st Regiment .....	George John Pattison.....	17 July, 1875	Ditto .....				23 Jan., 1872.
Surgeon, 2nd Regiment.....	Charles Kinnaird M'Kellar	30 Nov., 1872	Ditto .....				30 Nov., 1872.
Surgeon, Hawkesbury Corps	Henry Day <sup>7</sup> .....	20 June, 1861	Ditto .....				20 June, 1861.
Assistant Surgeon, Western Battalion.	William Foxton Hayley ...	3 July, 1873	Ditto .....				7 July, 1870.
Honorary Assistant Surgeon, No. 1 Company Highlanders	William John Anderson <sup>8</sup> ...	12 Jan., 1869	Ditto .....				12 Jan., 1869.
Honorary Assistant Surgeon, No. 2 Company Highlanders	James Smith.....	12 Jan., 1869	Ditto .....				12 Jan., 1869.
Honorary Assistant Surgeon, Singleton Corps.	Henry Glennie.....	13 July, 1869	Ditto .....				7 Feb., 1867.
Honorary Assistant Surgeon, West Maitland Corps.	Alexander Kinnear Morson	19 Aug., 1871	Ditto .....				22 Jan., 1869.
Honorary Assistant Surgeon, Wollongong Corps.	William Smith Thomas ...	20 July, 1874	Ditto .....				6 Sept., 1872.
Honorary Assistant Surgeon, Mudgee Corps.	Charles Edward Rowling...	30 Sept., 1875	Ditto .....				7 Jan., 1871.
Major Commanding Torpedo and Signalling Corps.	Edward Charles Cracknell	8 Oct., 1877	Ditto .....				1 Jan., 1858.

<sup>1</sup> To 2 May—Corps disbanded.<sup>2</sup> To 21 November—resigned.<sup>3</sup> To 6 September—resigned.<sup>4</sup> Promoted.<sup>5</sup> To 22 January—resigned.<sup>6</sup> To 17 December—<sup>7</sup> To 10 April—resigned.<sup>8</sup> To 19 February—deceased.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—continued.</b>					
<b>NAVAL BRIGADE.</b>					
Captain Commanding	Francis Hixson, R.N. <sup>1</sup>	1 May, 1863	Governor and Executive Council	5/- $\Psi$ diem	1 Jan., 1863.
Commanders	Edmund Jones	19 Feb., 1874	Ditto	4/- "	1 April, 1850.
	David Tait Allan	19 Feb., 1874	Ditto	4/- "	1 Sept., 1858.
Clerk and Accountant	Alfred Hinton	1 May, 1863	Ditto	3/6 "	14 May, 1855.
Lieutenants	Alfred Lewington	1 June, 1867	Ditto		9 June, 1865.
	Staunton Spain	1 Aug., 1870	Ditto		9 June, 1865.
	Quarton Levitt Deloitte	1 June, 1869	Ditto	4/3 diem each.	9 June, 1865.
	George M. Deloitte	19 Feb., 1874	Ditto		30 Sept., 1863.
	Herbert Robert Cross	19 Feb., 1874	Ditto		13 Oct., 1863.
	Edward Charles Cracknell	1 April, 1873	Ditto		1 Jan., 1858.
Sub-Lieutenants	Victor Cohen	22 July, 1871	Ditto		1 July, 1867.
	George C. Elliott	1 Aug., 1870	Ditto		1 Sept., 1866.
	Charles Cope	19 Feb., 1874	Ditto	2/3 diem each.	22 May, 1866.
	F. J. Jackson	11 Oct., 1869	Ditto		11 Oct., 1869.
	Phillip B. Walker	1 April, 1873	Ditto		18 Feb., 1858.
	Gustavus A. Kopsch	1 April, 1873	Ditto		15 Mar., 1861.
Surgeon	Frank Gardner	1 Jan., 1876	Ditto		1 Jan., 1876.
Assistant	Owen Spencer Evans	5 Oct., 1863	Ditto	Nil.	21 Mar., 1861.
Midshipmen	Samuel T. Knaggs	8 Feb., 1872	Ditto		8 Feb., 1872.
	William R. Oatley	1 Jan., 1876	Captain Commanding		11 Oct., 1869.
	G. R. Raymond <sup>2</sup>	1 Jan., 1876	Ditto		5 April, 1871.
	H. Gilfillan	1 Jan., 1876	Ditto		5 April, 1871.
	A. C. Logan <sup>3</sup>	1 Jan., 1877	Ditto	1/4 diem each.	28 April, 1874.
	succeeded by				
	W. Bingle	1 Nov., 1877	Ditto		1 Aug., 1877.
	Alfred George Milson	1 Jan., 1876	Ditto		30 June, 1871.
	W. Broomfield	1 Jan., 1876	Ditto		27 Aug., 1872.
	William Dodds	1 Jan., 1876	Ditto		9 June, 1873.
Cadets	Ernest A. Moon	29 Nov., 1871	Ditto		29 Nov., 1871.
	Frederick P. Adams	29 Nov., 1871	Ditto		29 Nov., 1871.
	John Church	15 April, 1873	Ditto		15 April, 1873.
	E. H. Ray	16 Oct., 1874	Ditto		1 Oct., 1873.
	Thomas O. Cadell	21 Nov., 1874	Ditto	Nil.	21 Nov., 1874.
	Hamilton Jacob	26 July, 1875	Ditto		5 May, 1875.
	Francis W. Hixson	20 June, 1877	Ditto		20 June, 1877.
	H. S. Samuel	7 July, 1877	Ditto		7 July, 1877.
	Ernest Raymond	28 July, 1877	Ditto		28 July, 1877.
	Charles S. Lord	29 Aug., 1877	Ditto		29 Aug., 1877.
Gunnery Instructor, Sydney.	Joseph Reeve <sup>1</sup>	12 May, 1865	Governor and Executive Council	200 0 0	12 May, 1865.
Gunnery Instructor, Newcastle.	Joseph Dagwell	20 Oct., 1863	Ditto	52 0 0	20 Oct., 1863.
Warrant Officers (12)			Captain Commanding	18 0 0	each.
Petty Officers (12)			Ditto	15 0 0	"
A.B.'s (270)			Ditto	12 0 0	"

<sup>1</sup> Allowed quarters. <sup>2</sup> To 2 May. <sup>3</sup> To 30 October.

### AGENT GENERAL FOR THE COLONY OF NEW SOUTH WALES (RESIDENT IN LONDON).

Agent General for the Colony of New South Wales (resident in London).	William Forster	7 Feb., 1876	Governor and Executive Council, by Commission.	1,500 0 0	27 Oct., 1859. Not continuous.
Secretary	Andrew Abercrombie Jopp, Captain, R.E.	1 Mar., 1874	Agent General, with approval of Chief Secretary.	*600 0 0	1 Mar., 1874.
Accountant and Chief Clerk	William Robinson	23 Feb., 1863	Agent General	<sup>b</sup> 250 0 0	21 Mar., 1862.
Clerks	John Alfred Wade	1 July, 1872	Ditto	<sup>c</sup> 150 0 0	1 July, 1872.
	Henry Clive Croskey	17 July, 1873	Ditto	<sup>d</sup> 100 0 0	17 July, 1873.
	Arthur Welsford Lloyd	22 Jan., 1877	Ditto	<sup>e</sup> 25 0 0	22 Jan., 1877.
<b>EMIGRATION BRANCH.</b>					
Emigration Officer	Harry Howe Speed-Andrews, R.N. (retired).	6 Sept., 1875	Ditto	<sup>f</sup> 300 0 0	6 Sept., 1875.
Clerks	Frank Burford Treatt <sup>1</sup>	1 Oct., 1875	Ditto	<sup>g</sup> 150 0 0	1 Oct., 1875.
	John Alexander	1 June, 1874	Ditto	<sup>h</sup> 120 0 0 to 14 January. <sup>i</sup> 140 0 0 from 15 Jan.	1 June, 1874.
	Thomas Mason	23 Oct., 1876	Ditto	<sup>j</sup> 80 0 0	23 Oct., 1876.
	Selwyn Schofield Sugden, R.N. (retired).	11 Dec., 1876	Ditto	<sup>k</sup> 80 0 0	11 Dec., 1876.
	Charles Edward Bayford	15 Jan., 1877	Ditto	<sup>l</sup> 80 0 0	15 Jan., 1877.
	Edward Russell Wait	7 May, 1877	Ditto	<sup>m</sup> 80 0 0	7 May, 1877.
	Honry William Woolgar	12 Mar., 1877	Ditto	<sup>n</sup> 25 0 0	12 Mar., 1877.

\* £200 charged to Emigration Vote. <sup>b</sup> £250 charged to Emigration Vote. <sup>c</sup> £30 charged to Emigration Vote. <sup>d</sup> £20 charged to Emigration Vote. <sup>e</sup> Charged to Emigration Vote. <sup>f</sup> £120 charged to Emigration Vote. <sup>g</sup> £140 charged to Emigration Vote. <sup>h</sup> £120 charged to Emigration Vote. <sup>i</sup> To 13 January—resigned.

### INSPECTOR OF KEROSENE FOR THE COLONY.

Inspector..... Charles Watt ..... 6 Sept., 1871 | Governor and Executive Council |

### FRIENDLY SOCIETIES.

Registrar..... Alexander Oliver ..... 16 Jan., 1874 | Governor and Executive Council | 105 16 6 | 1 Aug., 1865.



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL SECRETARY—continued.</b>					
<b>SYDNEY, CITY, AND SUBURBAN SEWAGE AND HEALTH BOARD.</b>					
(To the 12th May.)					
				Paid by Fees—for daily attendance.	Amount received. £ s. d.
Members (Chairman) .....	Morris Birkbeck Pell, B.A. <sup>1</sup>	12 April, 1875	Governor and Executive Council.....	3 3 0	91 7 0
Vice-Chairman ...	Edward Orpen Moriarty <sup>2</sup> ...	12 April, 1875		1 10 0	102 0 0
	William Christopher Bennett. <sup>3</sup>	20 April, 1875		1 10 0	61 10 0
	John Whitton <sup>4</sup> .....	12 April, 1875		1 10 0	Nil.
	Hon. John Bowie Wilson..	12 April, 1875		2 0 0	12 0 0
	Haynes Gibbes Alleyne, M.D. <sup>5</sup>	12 April, 1875		1 10 0	9 0 0
	Hon. John Smith, M.D. <sup>6</sup> ...	12 April, 1875		2 0 0	10 0 0
	Francis Bell <sup>7</sup> .....	12 April, 1875		2 0 0	Nil.
	Philip Francis Adams <sup>8</sup> ...	12 April, 1875		1 10 0	9 0 0
	Charles Watt <sup>9</sup> .....	12 April, 1875		2 0 0	10 0 0
	Reginald Bligh Read, M.R.C.S.E. <sup>10</sup>	27 April, 1875		2 0 0	Nil.
	Francis H. Grundy, C.E....	27 April, 1875		2 0 0	34 0 0
	George Frederick Dansey, M.R.C.S. <sup>11</sup>	20 April, 1875		2 0 0	6 0 0
	Benjamin Palmer <sup>12</sup> .....	10 June, 1875		2 0 0	20 0 0
	Michael Chapman <sup>12</sup> .....	10 June, 1875		2 0 0	8 0 0
Secretary.....	Charles Haynes Barlee <sup>13</sup> ...	19 April, 1875	1 1 0	119 6 0	
Messenger (t) .....			5 0 0	per month.	
<p><sup>1</sup> Professor of Mathematics, &amp;c., Sydney University.    <sup>2</sup> Engineer-in-Chief for Harbours and Rivers.    <sup>3</sup> Commissioner and Engineer for Roads and Bridges.  <sup>4</sup> Never attended meetings of the Board; Engineer-in-Chief for Railways.    <sup>5</sup> Health Officer, &amp;c.    <sup>6</sup> Professor of Chemistry, &amp;c., Sydney University.  <sup>7</sup> City Engineer.    <sup>8</sup> Surveyor General.    <sup>9</sup> Government Analyst.    <sup>10</sup> To 18 February, 1876—Left the Colony on a visit to England.    <sup>11</sup> City Health Officer.  <sup>12</sup> Alderman of the Municipal Council of Sydney.    <sup>13</sup> Shorthand writer when required.</p>					
<b>PARIS UNIVERSAL EXHIBITION OF 1878.</b>					
President .....	Sir James Martin, Knt. <sup>1</sup> ...	6 Nov., 1877	Governor and Executive Council		
	Sir Alfred Stephen, C.B., K.C.M.G. <sup>2</sup>				
	Sir Edward Deas-Thomson, C.B., K.C.M.G. <sup>2</sup>				
Vice-Presidents .....	Sir William Macarthur, Knt. <sup>2</sup>				
	John Hay <sup>3</sup> .....				
	Sir George Wigram Allen, K.C.M.G. <sup>4</sup>				
Commissioners .....	Joseph Docker <sup>5</sup> .....				
	William Maddison Alderson, J.P.				
	John Alger .....				
	Rev. Charles Badham, D.D. <sup>6</sup>				
	William Busby <sup>7</sup> .....				
	William Adams Brodrigg, J.P., F.R.G.S., F.R.C.I.				
	John Jackson Calvert <sup>8</sup> .....				
	Edward Combes <sup>9</sup> .....				
	Henry Halloran <sup>8</sup> .....				
	Thomas Holt <sup>9</sup> .....				
	Patrick Alfred Jennings, J.P.				
	Edward Knox, J.P.....				
	William Macleay <sup>2</sup> .....				
	Charles Moore <sup>9</sup> .....				
	Augustus Morris .....				
	Joseph Paxton, J.P.....				
	Edward P. Ramsay <sup>10</sup> .....				
	Saul Samuel, C.M.G. <sup>2</sup> .....				
	William Wallis.....				
	James White <sup>2</sup> .....				
	Robert Dudley Adams ...				
	Rev. William Branwhite Clarke, M.A.				
	Samuel Deane Gordon <sup>2</sup> ...				
	Edward Smith Hill, J.P....				
	Archibald Liversidge <sup>11</sup> .....	3 Dec., 1877	Ditto.		
	John Lucas <sup>7</sup> .....				
	John Mackenzie <sup>12</sup> .....				
	Eliezer Levi Montefiore ...				
	James Norton .....				
	Prosper Nicholas Trebeck..				
	Charles Smith Wilkinson <sup>13</sup>				
<p><sup>1</sup> Chief Justice.    <sup>2</sup> Member of the Legislative Council.    <sup>3</sup> President of the Legislative Council.    <sup>4</sup> Speaker of the Legislative Assembly.  <sup>5</sup> Professor of Classics and Logic in the University of Sydney.    <sup>6</sup> Clerk of Parliaments.    <sup>7</sup> Member of the Legislative Assembly.    <sup>8</sup> Principal Under Secretary.  <sup>9</sup> Director of the Botanic Gardens.    <sup>10</sup> Curator of the Australian Museum.    <sup>11</sup> Professor of Geology and Mineralogy in the University of Sydney.    <sup>12</sup> Examiner of Coal Fields.    <sup>13</sup> Government Geological Surveyor.</p>					

## NEW SOUTH WALES—1877.

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Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL SECRETARY—continued.</b>					
<b>PARIS UNIVERSAL EXHIBITION—continued.</b>					
Representative Commissioners.	William Forster <sup>1</sup> .....	} 6 Nov., 1877	Governor and Executive Council		
	Sir Daniel Cooper, Bart....				
	John Frazer <sup>2</sup> .....				
	Samuel Hebblewhite .....				
	Donald Larnach .....				
	Jacob Levi Montefiore ...				
	Edward Levi Montefiore...				
	Louis Francois Sentis .....				
	Thomas Ware Smart <sup>2</sup> .....				
	Cave Thomas .....				
	John Brown Watt <sup>2</sup> .....	} 3 Dec., 1877	Ditto .....		
	Peter Nicol Russell .....				
	George Russell .....				
	Roderick William Cameron (of New York).	} 21 Dec., 1877	Ditto .....		
	Dr. R. W. Forbes (of New York.)				
Secretary .....	Archibald Liversidge .....	13 Nov., 1877	Commissioners .....	a 550 0 0	27 April, 1875.
Storekeeper .....	Charles Robinson .....	30 Nov., 1877	Ditto .....	3 12 0	per week.
	J. F. Dircks .....				

<sup>1</sup> Agent General for the Colony.<sup>2</sup> Member of the Legislative Council.

a Secretary to provide all clerical assistance required to conduct business of the Commission at his own cost.



## PART V.

**Minister of Justice and Public Instruction,**

AND THE

DEPARTMENTS UNDER HIS SUPERVISION AND CONTROL.

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## MINISTER OF JUSTICE AND PUBLIC INSTRUCTION.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>DEPARTMENT OF JUSTICE AND PUBLIC INSTRUCTION.</b>					
Minister of Justice and Public Instruction.	Joseph Docker .....	9 Feb., 1875	Governor and Executive Council, by Commission.	1,500 0 0	22 Jan., 1866.*
	succeeded by Francis Bathurst Suttor... succeeded by John Lackey .....	22 Mar., 1877 17 Aug., 1877	Ditto .....	1,500 0 0 1,500 0 0	22 Mar., 1877. 2 Feb., 1870.*
	succeeded by Joseph Leary .....	18 Dec., 1877	Ditto .....	1,500 0 0	18 Dec., 1877.
Under Secretary of Justice and Public Instruction.	William Edmond Plunkett <sup>1</sup> J.P.	9 Dec., 1873	Ditto .....	800 0 0	15 Nov., 1847.
Chief Clerk .....	Thomas Edwin Macnevin	1 Jan., 1875	Governor and Executive Council	375 0 0	11 Feb., 1868.
2nd Clerk (in charge of records) ..	Henry John Chisholm	1 Jan., 1875	Ditto .....	300 0 0	4 Nov., 1859.
3rd Clerk .....	Thomas George M'Cauley	19 Oct., 1875	Ditto .....	250 0 0	8 Aug., 1870
4th Clerk .....	Charles Davis Rainsford...	1 Nov., 1875	Ditto .....	175 0 0	1 Nov., 1875.
5th Clerk .....	Leslie W. A. Macarthur...	24 Oct., 1875	Ditto .....	165 0 0	15 April, 1874.
6th Clerk .....	John Rainsford .....	24 Oct., 1875	Ditto .....	165 0 0	1 April, 1875.
7th Clerk .....	Robert Neil M'Diarmid ..	24 Oct., 1875	Ditto .....	150 0 0	1 Nov., 1870.
8th Clerk .....	Frederick Ernest Crook ..	11 Sept., 1876	Ditto .....	100 0 0	24 Oct., 1875.
Junior Clerk .....	James M'Kenney .....	11 Sept., 1876	Ditto .....	100 0 0	7 Oct., 1875.
Parliamentary Draftsman...	(Vacant.)				
Messengers (2) .....			Minister of Justice and Public Instruction... { 1 at	120 0 0	
Housekeeper (1) <sup>2</sup> .....			Ditto .....	52 0 0	
			Ditto .....	60 0 0	

<sup>1</sup> Gives security to the amount of £500.<sup>2</sup> Allowed quarters, fuel, and light.<sup>3</sup> Services not continuous.

## SUPREME COURT.

Chief Justice .....	Sir James Martin, Knight	19 Nov., 1873	Governor and Executive Council, by Commission.	2,600 0 0	26 Aug., 1856.*
Puisne Judges—					
1st .....	John Fletcher Hargrave...	22 June, 1865	Ditto .....	2,000 0 0	20 Jan., 1859.*
2nd .....	Peter Faucett .....	4 Oct., 1865	Ditto .....	2,000 0 0	16 Oct., 1863.*
3rd .....	Sir William Montagu Manning, Knt.	28 April, 1876	Ditto .....	2,000 0 0	1 Oct., 1837.*
Master in Equity .....	Arthur Todd Holroyd...	11 May, 1866	Ditto .....	1,000 0 0	16 Sept., 1856.*
Prothonotary and Curator of Intestate Estates.	Thomas Michael Slattery...	12 Jan., 1876	Ditto .....	700 0 0	23 Aug., 1864.*
Chief Clerk of the Supreme Court.	James Alexander Read <sup>3</sup> ...	1 Feb., 1876	Governor and Executive Council	400 0 0	1 Mar., 1857.
2nd Clerk .....	Charles James Burns <sup>2</sup> .....	1 Feb., 1876	Ditto .....	325 0 0	1 Jan., 1870.
3rd ditto .....	Edward Bayly <sup>2</sup> .....	1 Feb., 1876	Ditto .....	250 0 0	22 April, 1869.
4th ditto .....	Thomas William Garrett <sup>4</sup>	21 Feb., 1876	Ditto .....	140 0 0	1 Jan., 1874.
ditto (acting) .....	John B. O'Connor .....	1 Nov., 1877	Ditto .....	140 0 0	1 Nov., 1877.
5th ditto .....	George Eburah Cook <sup>4</sup> .....	10 Jan., 1876	Ditto .....	75 0 0	10 Jan., 1876.
	succeeded by Thomas Edward Murphy..	1 June, 1877	Ditto .....	75 0 0	1 June, 1877.
Clerk in charge of Ecclesiastical Papers	Theodore Powell .....	18 Oct., 1877	Ditto .....	300 0 0	18 Oct., 1877.
Custodian of Wills .....	Jonas Lander .....	1 Jan., 1866	Ditto .....	50 0 0	1 Jan., 1863.
Chief Clerk, Equity Office...	Peter Campbell Curtis ..	9 Dec., 1872	Ditto .....	400 0 0	1 Sept., 1857.
2nd Clerk, ditto .....	William Henry Hargraves	9 Dec., 1872	Ditto .....	250 0 0	1 Mar., 1865.
3rd ditto .....	Perese Rainsford .....	1 Oct., 1874	Ditto .....	160 0 0	1 Dec., 1872.
Associate to—					
Chief Justice .....	George Gipps Deas-Thomson <sup>5</sup> ..	1 June, 1871	Ditto .....	260 0 0	1 Oct., 1870.*
	succeeded by James Martin .....	27 Feb., 1877	Ditto .....	200 0 0	27 Feb., 1877.
Mr. Justice Hargrave ..	Gilbert Hargrave .....	1 Sept., 1875	Ditto .....	245 0 0	1 Sept., 1875.
Sir William Manning	George Ashwin Cheeke ..	22 June, 1865	Ditto .....	275 0 0	22 June, 1865.
Mr. Justice Faucett...	Joseph Francis Makinson	7 July, 1875	Ditto .....	260 0 0	7 July, 1875.
Oriental Interpreter .....	A. M. Cameron .....	1 Sept., 1876	Ditto .....	150 0 0	1 Sept., 1876.
Messenger to—					
Prothonotary (1) .....			Prothonotary .....	114 0 0	
Master in Equity (1) ...			Master in Equity .....	104 0 0	

<sup>1</sup> Gives security to the amount of £2,200.<sup>2</sup> Gives security to the amount of £250.<sup>3</sup> Gives security to the amount of £100.

Allowed 12 months

leave of absence from 1 November, without pay.

<sup>4</sup> To the 31 March—resigned.<sup>5</sup> To 26 February—deceased.<sup>6</sup> Services not continuous.

NOTE.—The sum of £1,650 is allowed annually for the travelling expenses of the Judges on Circuit.

## DIVORCE AND MATRIMONIAL CAUSES COURT.

Judge .....	John Fletcher Hargrave...	1 July, 1873	Governor and Executive Council, by Commission.	Nil.	20 Jan., 1859.*		
Registrar .....	Thomas Michael Slattery...	12 Jan., 1876	Governor and Executive Council		Nil.	23 Aug., 1864.*	
Deputy Registrar .....	James Alexander Read ..	12 Jan., 1876	Ditto .....			Nil.	1 Mar., 1857.
Acting Clerk .....	Edward Bayly .....	1 Feb., 1876	Attorney General .....				Nil.

<sup>6</sup> Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—continued.</b>						
<b>SHERIFF.</b>						
Sheriff .....	Charles Cowper .....	12 Aug., 1874	Governor and Executive Council, by Commission, in pursuance of Act 7 Vic. No. 17.	650 0 0	1 Sept., 1861.*	
Under Sheriff .....	Joseph Giovanni Thurlow .....	17 Sept., 1875	Governor and Executive Council	450 0 0	11 Sept., 1862.	
Chief Clerk .....	John Robert Ennis .....	1 Jan., 1874	Ditto .....	300 0 0	25 May, 1855.	
Clerks .....	George Frederick Turner .....	1 Jan., 1874	Ditto .....	250 0 0	1 Jan., 1874.	
	Richard Nicholas Johnson .....	1 Jan., 1876	Ditto .....	200 0 0	1 Jan., 1868.	
	Frederick Morten Edson .....	3 June, 1870	Ditto .....	150 0 0	3 June, 1870.	
Bailiffs:—						
Sydney—						
Head Bailiff (1) .....			Ditto .....	250 0 0		
Assistant Bailiffs (5) .....				200 0 0		
				175 0 0		
				150 0 0	each.	
Country Districts—						
Newcastle .....	} (2)			200 0 0	"	
Maitland .....						
Bathurst .....						
Goulburn .....						
Albury .....						
Armidale .....						
Tamworth .....						
Wagga Wagga .....						
Deniliquin .....						
Mudgee .....	} (15)		Ditto .....	150 0 0	"	
Yass .....						
Dubbo .....						
Grafton .....						
Glen Innes .....						
Young .....						
Bega .....						
Port Macquarie .....						
Messenger, Sydney (1) .....				Sheriff .....	68 0 0	
Office Cleaner (1) .....				Ditto .....	52 0 0	
Tipstaff and Crier (1) .....			Chief Justice .....	132 0 0		
			(1) Mr. Justice Hargrave .....	120 0 0		
			(1) Sir William Montagu Manning.	120 0 0		
			(1) Mr. Justice Faucett .....	120 0 0		
Tipstaves (3) .....			Chief Justice .....	114 0 0	"	
Court-keepers, Supreme Court, King-street, and Darlinghurst (2)			Ditto .....	72 0 0		
Court-cleaner, Darlinghurst (1)			Ditto .....	20 0 0		
Watchman, Darlinghurst Court House (1)			Sheriff .....	52 0 0	"	
Court-cleaners, Supreme Court, King-street (3)			{ 2 at 52	26 0 0		
Court-keepers, Circuit Towns			{ 1 at 26			
Albury (1) .....	}		Ditto .....	15 0 0	"	
Armidale (1) .....						
Deniliquin (1) .....						
Goulburn (1) .....						
Yass (1) .....						
Young (1) .....						
Mudgee (1) .....				Ditto .....	40 0 0	"
Wagga Wagga (1) .....						
Dubbo (1) .....				Ditto .....	10 0 0	"
Grafton (1) .....						
Tamworth (1) .....			Ditto .....	50 0 0		
Bathurst—Messenger and Court-keeper			Ditto .....	50 0 0		
Maitland—Messenger (1)			Ditto .....	50 0 0		

\*Services not continuous.

NOTE—The Sheriff gives security for £1,000; the Under Sheriff for £750; and the Bailiffs, £500 each.

**INSOLVENT COURT.**

Chief Commissioner of Insolvent Estates.	George Hibbert Deffell .....	1 July, 1865	Governor and Executive Council, by Commission, under Act 20 Vic. No. 24.	1,000 0 0	25 Aug., 1856.
Registrar in Insolvency and Accountant.	Arthur Henry <sup>1</sup> .....	13 May, 1872	Administrator of Government and Executive Council.	400 0 0	1 Dec., 1869.*
Chief Clerk .....	Francis George Austen <sup>2</sup> .....	1 June, 1846	Governor .....	300 0 0	1 Jan., 1844, to 31 Oct., 1844.
	succeeded by Henry James Greville <sup>3</sup> .....	6 June, 1877	Governor and Executive Council	300 0 0	8 Jan., 1853.*
2nd Clerk .....	Henry James Greville <sup>3</sup> .....	1 April, 1859	Ditto .....	225 0 0	8 Jan., 1853.*
	succeeded by Aubrey Murray Palmer Mowle <sup>3</sup> .....	6 June, 1877	Ditto .....	225 0 0	21 May, 1864.

<sup>1</sup> Gives security to the amount of £750. Commissioner of the Supreme Court for taking Affidavits—Fees. To 3 June—deceased.

<sup>2</sup> Commissioner of the Supreme Court for taking Affidavits—Fees.

<sup>3</sup> Commissioner of the Supreme Court for taking Affidavits—Fees. \*Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—INSOLVENT COURT—continued.</b>					
3rd Clerk .....	Aubrey Murray Palmer Mowle <sup>1</sup> succeeded by	1 Jan., 1872	Governor and Executive Council	175 0 0	21 May, 1864.
Bailiff and Messenger .....	Henry Edward Maxted	1 July, 1877	Ditto .....	175 0 0	30 Mar., 1874.
Court-keeper, Crier, and Attendant (1).	Enoch William Booty <sup>2</sup>	19 May, 1860	Ditto .....	180 0 0	19 May, 1860.
Office-cleaner (1) .....	.....	28 Aug., 1876	Chief Commissioner .....	114 0 0	
			Ditto .....	26 0 0	

<sup>1</sup> Commissioner of the Supreme Court for taking Affidavits—Fees—Promoted.<sup>2</sup> Gives security to the amount of £150.**DISTRICT COURTS.****METROPOLITAN AND COAST DISTRICT.**

Judges .....	James Shoon Dowling.....	1 Oct., 1861	Governor and Executive Council, by Commission.	1,000 0 0	1 Jan., 1851.
Registrar, Sydney .....	William Hattam Wilkinson	21 July, 1874	Ditto .....	1,000 0 0	22 Feb., 1860.
1st Clerk .....	Alexander Charles Maxwell	1 Feb., 1859	Governor and Executive Council	500 0 0	24 Feb., 1843.
2nd Clerk .....	John Alfred Lucas .....	1 Jan., 1875	Ditto .....	325 0 0	1 Mar., 1859.
3rd Clerk .....	William John Halloran .....	1 Jan., 1875	Ditto .....	275 0 0	9 Dec., 1865.
4th Clerk .....	Allan Rowling.....	1 Jan., 1875	Ditto .....	250 0 0	1 Nov., 1871.
Bailiffs (4) .....	Alexander Horniman .....	1 July, 1875	Ditto .....	200 0 0	1 May, 1874.
Messenger (1).....	.....	.....	District Court Judges..... { 1 at	200 0 0	each.
Officekeeper (1) <sup>1</sup> .....	.....	.....	Ditto .....	104 0 0	
Registrars—	.....	.....	Ditto .....	50 0 0	
Maitland .....	Cornelius Delohery .....	26 Feb., 1876	Governor and Executive Council	100 0 0	23 July, 1860.
Newcastle .....	George F. Scott .....	6 May, 1872	Administrator of Government and Executive Council.	50 0 0	18 June, 1863
Singleton .....	William Dudding.....	1 May, 1859	Governor and Executive Council	50 0 0	4 April, 1847.
Paramatta .....	George Langley, J.P.	6 Mar., 1860	Ditto .....	78 0 0	1 Aug., 1837.
Windsor .....	William H. Hughes Becke	1 April, 1874	Ditto .....	78 0 0	8 June, 1853.
Campbelltown .....	Henry Arkell Smith .....	15 April, 1872	Administrator of Government and Executive Council.	78 0 0	15 April, 1872.
Penrith .....	John Kingdon Cleeve, jun., J.P.	13 Jan., 1868	Governor and Executive Council	78 0 0	3 July, 1865.
Bailiffs (7) .....	.....	.....	District Court Judges..... { 1 at	100 0 0	
			1 at	60 0 0	
			1 at	50 0 0	
			3 at	35 0 0	each.
			1 at	40 0 0	

<sup>1</sup> Allowed quarters and fuel.

NOTE.—The following Officers give security :—The Registrar, Sydney, £500; 1st, 3rd, and 4th Clerks, each, £250; the 2nd Clerk, the Registrars, Country Districts, and the Bailiffs, each £250.

**SOUTHERN DISTRICT COURT.**

Judge .....	Alfred M'Farland .....	7 Nov., 1868	Governor and Executive Council, by Commission.	1,000 0 0	30 May, 1861.
Registrars—	.....	.....	.....	.....	.....
Goulburn .....	Francis Robert Louis Rossi	11 Aug., 1870	Governor and Executive Council	75 0 0	24 Mar., 1859.
Berrima.....	Frederick Robertson Wilshire.	11 Mar., 1872	Administrator of Government and Executive Council.	50 0 0	1 Mar., 1862, <sup>a</sup>
Hartley.....	Thomas Henry Neale .....	19 Aug., 1873	Governor and Executive Council	30 0 0	16 Aug., 1873.
Mudgee.....	Francis Sheriff Isaacs .....	5 Sept., 1876	Ditto .....	60 0 0	1 Jan., 1868.
Wollongong .....	Alfred Allatson Turner, J.P.	26 Mar., 1859	Ditto .....	60 0 0	23 May, 1848.
Kiama .....	Henry Connell, jun., J.P.	1 June, 1863	Ditto .....	60 0 0	21 Aug., 1844.
Nowra .....	William Lovegrove .....	15 Oct., 1861	Ditto .....	60 0 0	1 Jan., 1857.
Queanbeyan .....	Obadiah Willans .....	1 Dec., 1864	Ditto .....	50 0 0	14 Nov., 1864.
Cooma .....	George Henry Smithers .....	1 Sept., 1875	Ditto .....	60 0 0	22 Oct., 1868.
Bombala .....	James Giles .....	9 Jan., 1871	Ditto .....	50 0 0	3 June, 1862.
Bega .....	John Davis .....	1 Jan., 1870	Ditto .....	35 0 0	1 Dec., 1865.
Moruya .....	William Clarke.....	5 Sept., 1876	Ditto .....	30 0 0	5 Sept., 1876.
Eden .....	Richard Blaxland Hays .....	1 Nov., 1876	Ditto .....	30 0 0	1 Sept., 1875.
Braidwood .....	William Foxton Robertson	1 Sept., 1875	Ditto .....	65 0 0	29 May, 1869.
Yass .....	Leopold Yates, J.P.	1 June, 1870	Ditto .....	60 0 0	10 July, 1862.
Milton .....	John Valentine Wareham	1 Jan., 1874	Ditto .....	60 0 0	19 Mar., 1863.
Bailiffs (16) .....	.....	.....	District Court Judge .....	1 at	80 0 0
				1 at	60 0 0
				1 at	45 0 0
				3 at	40 0 0
				1 at	35 0 0
				6 at	30 0 0
				1 at	25 0 0
				2 at	20 0 0

<sup>a</sup> Services not continuous.

NOTE.—The following Officers give security :—Registrars and Bailiffs, with two sureties each, jointly and severally, in the sum of £250.

NEW SOUTH WALES—1877.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—continued.</b>							
<b>SOUTH-WESTERN DISTRICT COURT.</b>							
Judge .....	David Grant Forbes .....	8 June, 1875	Governor and Executive Council, by Commission.	1,000	0	0	1 Jan., 1851.
Registrars—							
Albury .....	Edward Brown, J.P. ....	1 Aug., 1873	Governor and Executive Council	75	0	0	26 Aug., 1857.
Gundagai .....	Charles Wye Weekes .....	19 Oct., 1875	Ditto .....	50	0	0	19 Oct., 1875.
Tumut .....	Frederick Wheeler Vyner .....	9 June, 1870	Ditto .....	30	0	0	1 Jan., 1865.
Burrowa .....	William John Ebenezer Wotton.	1 Sept., 1866	Ditto .....	30	0	0	17 Jan., 1862.
Wagga Wagga .....	Edwin H. Tompson .....	15 Feb., 1864	Ditto .....	50	0	0	29 Jan., 1864.
Deniliquin .....	John Archer Broughton .....	1 Feb., 1865	Ditto .....	50	0	0	23 Jan., 1865.
Wentworth .....	Wm. Lisle Richardson .....	8 Feb., 1871	Ditto .....	30	0	0	11 Nov., 1862.
Hay .....	Lewis Herbert Lennox Evans <sup>1</sup> succeeded by Neil Charles O'Neill .....	11 Sept., 1876	Ditto .....	40	0	0	15 Aug., 1875.
Young .....	James Richard Edwards .....	21 Mar., 1877	Ditto .....	40	0	0	26 April, 1870.
Corowa .....	Reginald Hare .....	26 Aug., 1862	Ditto .....	50	0	0	14 Mar., 1862.
Griffith .....	Reginald Hare .....	25 Oct., 1870	Ditto .....	25	0	0	1 Mar., 1862.*
Griffith .....	William Fox Parker .....	1 June, 1871	Ditto .....	30	0	0	26 April, 1862.
Balranald .....	Richard Blunt Mitchell .....	5 Jan., 1872	Ditto .....	20	0	0	1 Mar., 1858.
Bailiffs (12) .....	.....	.....	District Court Judge .....	1 at 50 5 at 40 1 at 35 3 at 25 2 at 20	0	0	each.
<sup>1</sup> To 12 March—removed.							
NOTE.—The Registrars and Bailiffs give security to the amount of £250 each. * Services not continuous.							
<b>WESTERN DISTRICT COURT.</b>							
Judge .....	Joshua Frey Josephson .....	10 Sept., 1869	Governor and Executive Council, by Commission.	1,000	0	0	27 Oct., 1868.
Registrars—							
Bathurst .....	Thomas Charles Kerr M'Kell.	1 Oct., 1875	Governor and Executive Council	75	0	0	1 Oct., 1875.
Dubbo .....	Luke M'Guinn .....	1 Nov., 1861	Ditto .....	30	0	0	1 Nov., 1861.
Wellington .....	Frederick Marsh .....	14 May, 1862	Ditto .....	40	0	0	8 April, 1852.
Orango .....	William Tucker Evans .....	7 Feb., 1859	Ditto .....	30	0	0	20 April, 1851.
Forbes .....	Stephen Freeman .....	1 Sept., 1873	Ditto .....	30	0	0	22 Oct., 1862.*
Carcoar .....	Edward J. C. North <sup>1</sup> succeeded by William Badoock, J.P. ....	1 Sept., 1867	Ditto .....	25	0	0	1 May, 1865.
Bourke .....	Louis Frederick Layard .....	1 Nov., 1877	Ditto .....	25	0	0	
Hill End .....	William Clifton Weston .....	1 Oct., 1874	Ditto .....	30	0	0	1 Oct., 1868.
Molong .....	William Clifton Weston .....	1 Jan., 1877	Ditto .....	40	0	0	23 June, 1864.
Molong .....	John Hyde Nisbet .....	1 Sept., 1875	Ditto .....	40	0	0	1 Sept., 1875.
Bailiffs (9) .....	.....	.....	District Court Judge .....	1 at 60 1 at 50 2 at 45 2 at 40 1 at 35 1 at 30 1 at 25	0	0	each.
<sup>1</sup> To 31 October.							
NOTE.—The Registrars and Bailiffs give security to the amount of £250 each. * Services not continuous.							
<b>NORTHERN DISTRICT COURT.</b>							
Judge .....	Frederick William Mymott.	14 Dec., 1865	Governor and Executive Council, by Commission.	1,000	0	0	28 Aug., 1856.
Registrars—							
Armidale .....	James Bray .....	1 Nov., 1875	Governor and Executive Council	75	0	0	1 Jan., 1866.
Narrabri .....	Charles Edward Smith .....	9 Jan., 1871	Ditto .....	40	0	0	25 Mar., 1851.
Tamworth .....	John M'Donald .....	1 Mar., 1859	Ditto .....	50	0	0	6 Feb., 1851.
Murrumbidgee .....	George Gray Brodie .....	1 May, 1859	Ditto .....	30	0	0	19 Mar., 1858.
Muswellbrook .....	Timothy Foley .....	16 Dec., 1867	Ditto .....	30	0	0	1 Dec., 1867.
Wingham .....	Jasper Albert O'neigh .....	1 Feb., 1875	Ditto .....	30	0	0	1 Feb., 1875.
Port Macquarie .....	Robert Issell Perrott .....	1 Oct., 1873	Ditto .....	40	0	0	1 Aug., 1859.
West Kempsey .....	John Bartholomew Casey .....	15 Oct., 1861	Ditto .....	30	0	0	21 April, 1853.
Grafton .....	James Page .....	18 June, 1860	Ditto .....	50	0	0	18 June, 1860.
Tenterfield .....	John Simons .....	1 Sept., 1875	Ditto .....	40	0	0	1 Sept., 1875.
Scone .....	James Thompson Wilshire .....	15 April, 1872	Administrator of Government and Executive Council.	30	0	0	1 Sept., 1862.*
Glen Innes .....	George Martin .....	1 Oct., 1871	Governor and Executive Council	40	0	0	3 Mar., 1868.
Casino .....	Malcolm M'Intyre Campbell.	1 April, 1875	Ditto .....	30	0	0	1 April, 1875.
Inverell .....	William Clare Cardew .....	21 July, 1875	Ditto .....	40	0	0	14 Aug., 1873.
Gunnedah .....	Thomas Kingsmill Abbott .....	1 April, 1874	Ditto .....	40	0	0	14 Dec., 1867.
Bailiffs (15) .....	.....	.....	District Court Judge .....	2 at 45 7 at 40 6 at 30	0	0	each.
NOTE.—The Registrars and Bailiffs give security to the amount of £250 each. * Services not continuous.							



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—continued.</b>					
<b>CORONERS.</b>					
Sydney.....	Henry Shiell, J.P. <sup>1</sup> .....	11 July, 1866	Governor and Executive Council, by Commission.	450 0 0	22 Nov., 1853.
Clerk.....	William Chisholm <sup>1</sup> .....	11 Jan., 1876	Governor and Executive Council	175 0 0	11 Jan., 1876.
Country Districts— Adelong, Tumut, and Tam- berumba.	Frederick Wheeler Vyner, J.P.	21 Oct., 1868	Governor and Executive Council, by Commission.		1 Jan., 1865.
Albury .....	Marous Freeman Brownrigg	28 Dec., 1865	Ditto .....		9 Aug., 1860.
Armidale .....	James M'Lean .....	12 Sept., 1874	Ditto .....		12 Sept., 1874.
Bathurst .....	Joseph Carey Stanger, J.P.	29 Sept., 1875	Ditto .....		29 Sept., 1875.
Balranald .....	Richard Blunt Mitchell .....	9 April, 1874	Ditto .....		1 Mar., 1858.
Bellinger and Nambucca...	Arthur Money Fisher, P.M.	6 Oct., 1875	Ditto .....		17 Sept., 1875.
Bega .....	John Shiels .....	27 June, 1871	Ditto .....		15 April, 1869.
Bourke .....	Valentine Edward Browne succeeded by William Thomas Forster...	13 Oct., 1876	Ditto .....		13 Oct., 1876.
	Patrick Brougham, P.M....	11 May, 1877	Ditto .....		11 May, 1877.
Bingera .....	John William Buckle Bunn	8 Dec., 1876	Ditto .....		5 Sept., 1876.
Braidwood .....	Harris Cohen .....	1 Jan., 1870	Ditto .....		8 Oct., 1862.
Brewarrina .....	William Stewart Caswell, P.M.	20 Mar., 1875	Ditto .....		20 Mar., 1875.
Broulee and Moruya .....	Edward Reeve, P.M. ....	1 Sept., 1857	Ditto .....		7 June, 1847.
Brisbane Water .....	Charles Lindsay Nicholson	20 Sept., 1875	Ditto .....		1 Sept., 1875.
Berrima .....	William Douglas Campbell, J.P.	25 Oct., 1866	Ditto .....		25 Oct., 1866.
Binalong and Burrowa ...	Joseph Davies Stafford ...	30 Nov., 1858	Ditto .....		30 Nov., 1858.
Bombala .....	James Oliver Dodd .....	19 June, 1872	Ditto .....		19 June, 1872.
Carcoar .....	Edward Palmer, J.P. ....	18 Feb., 1875	Ditto .....		5 Feb., 1874.
Camden, Campbelltown, Narellan, and Appin.	Henry Dawson .....	8 June, 1864	Ditto .....		8 June, 1864.
Cooma .....	Willm. Clifton Weston, J.P. succeeded by Joseph Francis Peers .....	6 Nov., 1875	Ditto .....		6 Nov., 1875.
Coomamble .....	Alfred Wm. Finch Noyes..	25 Mar., 1868	Ditto .....		23 June, 1864.
	Walter Hugh Tibbits, J.P.	9 Feb., 1877	Ditto .....		9 Feb., 1877.
Deniliquin.....	Henry Gordon.....	1 Feb., 1867	Ditto .....		1 Feb., 1867.
Dubbo .....	Charles Graham Smith .....	3 Oct., 1859	Ditto .....		3 Oct., 1859.
Dungog .....	John Fullerton Armstrong	2 Oct., 1869	Ditto .....		1 May, 1859.
	Alfred W. Rusden .....	17 July, 1877	Ditto .....		1 May, 1861.
Forbes .....	Arthur Grainger Langmore	27 April, 1871	Ditto .....		27 April, 1871.
Glen Innes .....	Augustine Matthew Betts..	3 Oct., 1876	Ditto .....		3 Oct., 1876.
Gongolgon .....	Charles Wye Weekes, C.P.S.	20 Mar., 1875	Ditto .....		20 Mar., 1875.
Goulburn .....	John F. Gray .....	17 June, 1870	Ditto .....		17 June, 1870.
Gundagai .....	Thomas Alexander Browne, P.M.	11 April, 1876	Ditto .....		19 Oct., 1875.
Gunning .....	Alfred Lardner, M.D.....	10 Aug., 1877	Ditto .....		10 Aug., 1877.
Gulgong .....	Robert Matheson Vaughan	26 May, 1872	Administrator of Government and Executive Council, by Commission.		7 April, 1871.
Grafton .....	Thomas Henry Neale .....	3 Dec., 1860	Governor and Executive Council, by Commission.		3 Dec., 1860.
Grenfell .....	Joseph Ede Pearce .....	10 June, 1873	Ditto .....		10 June, 1873.
Hartley .....	Ernest Augustine Lambie Sharpe.	12 Mar., 1874	Ditto .....		16 Aug., 1873.
Hay .....	William Wilberforce Fraser	26 Oct., 1872	Ditto .....		24 July, 1862.
Hill End .....	John Ducat .....	16 June, 1876	Ditto .....		22 July, 1873.
Inverell .....	Henry Connell, jun., P.M.	15 Dec., 1875	Ditto .....		1 Sept., 1875.
Kempsey .....	Thomas Marsden .....	9 Mar., 1877	Ditto .....		9 Mar., 1877.
Kiama .....	William Allan .....	27 July, 1870	Ditto .....		21 Aug., 1844.
Laggan, Binda, Taralga, and Crookwell.	Rudolf Roxburgh Morisset	14 Jan., 1873	Ditto .....		14 Jan., 1873.
Manning River.....	Wm. Henry Thornton, J.P.	20 Feb., 1871	Ditto .....		20 Feb., 1871.
Menindie .....	George Maunsell, P.M. ....	25 Feb., 1875	Ditto .....		1 Feb., 1875.
Macleay River (Kempsey)	William John Hemmingham	1 Aug., 1868	Ditto .....		29 June, 1857.
Moama .....	Henry Wheeler .....	6 Oct., 1875	Ditto .....		13 Mar., 1858.
Mudgee .....	James Francis Shaw .....	5 Feb., 1874	Ditto .....		5 Feb., 1874.
Murrurundi .....	Henry M. Fulton, J.P. ....	6 Dec., 1858	Ditto .....		6 Dec., 1858.
Newcastle .....	George Towson, J.P. ....	11 Aug., 1874	Ditto .....		11 Aug., 1874.
O'Connell Plains .....	Hy. Glennie, J.P. (Sergeon)	12 Aug., 1875	Ditto .....		12 Aug., 1875.
Orange .....	Thomas Warwick Pearse....	31 May, 1871	Ditto .....		31 May, 1871.
Patrick's Plains .....		7 Feb., 1867	Ditto .....		7 Feb., 1867.
Paterson and Maitland ...		8 April, 1870	Ditto .....		8 April, 1870.

Each allowed 20s. for each Inquest, and travelling expenses 9d. per mile one way.

<sup>1</sup> Allowed 9d. a mile travelling expenses one way only.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—CORONERS—continued.</b>							
Country Districts—contd.							
Parramatta and Liverpool.	John Ebenezer Bowden ...	23 May, 1872	Administrator of Government and Executive Council, by Commission.				23 May, 1872.
Parkes .....	William Edward Austin...	22 June, 1874	Governor and Executive Council, by Commission.				22 June, 1874.
Picton .....	William Redfern Antill ...	11 Jan., 1876	Ditto .....				30 Mar., 1857.
Port Macquarie .....	Thomas Wellington Palmer, J.P.	2 April, 1868	Ditto .....				2 April, 1868.
Port Stephens (Stroud) ...	Thomas Nicholls, J.P. ....	14 Jan., 1861	Ditto .....				14 Jan., 1861.
Penrith .....	John King Lethbridge ...	11 Aug., 1874	Ditto .....				4 Sept., 1862.
Queanbeyan .....	Andrew Morton .....	1 Jan., 1848	Ditto .....				1 Jan., 1848.
Raymond Terrace .....	William Edward Shaw ...	16 April, 1860	Ditto .....				16 April, 1860.
Richmond River .....	Joseph Foreman .....	5 Oct., 1877	Ditto .....				5 Oct., 1877.
Rockley .....	Watson Augustus Steel ...	19 Nov., 1872	Ditto .....				19 Nov., 1872.
Rylstone .....	William Weild Armstrong, J.P.	29 Aug., 1876	Ditto .....				1 July, 1854.
Shoalhaven .....	Thomas Morton Richards..	26 Nov., 1858	Ditto .....				26 Nov., 1858.
Tambaroora .....	Joseph Whitehead Lees, P.M.	4 Sept., 1871	Ditto .....				26 Nov., 1858.
Tamworth .....	David Williamson Irving, P.M.	2 May, 1873	Ditto .....				24 June, 1861.
Tenterfield .....	George Edward Rundle ...	19 Oct., 1876	Ditto .....				19 Oct., 1876.
Trunkey and Tuena.....	Thomas Arkell Smith .....	11 Sept., 1871	Ditto .....				1 Aug., 1871.
Ulladulla (Dowling) .....	John Valentine Wareham ..	30 Oct., 1867	Ditto .....				19 Mar., 1863.
Wagga Wagga.....	Frederick Anslow Tompson	26 Oct., 1872	Ditto .....				26 Oct., 1872.
Wollongong .....	Edmund Frederick Smith, B.A.	21 Jan., 1864	Ditto .....				21 Jan., 1864.
Wollombi .....	John Snell Milne .....	7 Oct., 1875	Ditto .....				5 Nov., 1866.
Walcha .....	Robert Furnifall .....	5 July, 1875	Ditto .....				5 July, 1875.
Walgett.....	Frederick Barnwell Hales..	6 Nov., 1875	Ditto .....				1 April, 1861.
Warialda .....	Francis Townsend Rusden, P.M.	7 Oct., 1875	Ditto .....				1 Sept., 1875.
Wee Waa .....	Charles Edward Smith ...	4 Sept., 1868	Ditto .....				25 Mar., 1851.
Wentworth .....	William Lisle Richardson..	16 Feb., 1871	Ditto .....				11 Nov., 1862.
Wellington .....	Robert Rygate .....	27 Sept., 1872	Ditto .....				27 Oct., 1869.
Windsor .....	James Bligh Johnston, J.P.	31 July, 1871	Ditto .....				31 July, 1871.
Yass .....	Isidore Maurice Blake, J.P.	1 Jan., 1848	Ditto .....				1 Jan., 1848.
Young .....	Robert Brown Armstrong, succeeded by Samuel Robinson .....	5 April, 1870 23 Feb., 1877	Ditto .....				5 April, 1870. 15 April, 1872.

Each allowed 20s. for each Inquest, and travelling expenses 9d. per mile one way.

### PETTY SESSIONS.

#### POLICE MAGISTRATES, CLERKS OF PETTY SESSIONS, &c.

SYDNEY.							
Central Police Office—							
Police Magistrate.....	David Charles Frederick Scott.	13 July, 1860	Governor and Executive Council, by Commission.	600	0	0	27 Feb., 1849.*
Assistant Police Magistrate and Clerk of Petty Sessions.	William Crane <sup>1</sup> .....	1 Sept., 1875	Governor and Executive Council	500	0	0	28 Nov., 1853.
2nd Clerk and Accountant	William Conway Armstrong.	1 Nov., 1866	Ditto .....	350	0	0	1 Dec., 1845.*
3rd Clerk .....	Thomas Andrew Moore White. <sup>2</sup>	1 May, 1871	Ditto .....	250	0	0	1 May, 1859.*
4th Clerk .....	William Fraser .....	11 July, 1877	Ditto .....	250	0	0	4 April, 1862.*
	William Fraser .....	1 May, 1871	Ditto .....	200	0	0	4 April, 1862.*
5th Clerk .....	William Robert Stewart... succeeded by William Robert Stewart...	11 July, 1877 1 May, 1871	Ditto .....	200	0	0	1 Dec., 1866.
	William Robert Stewart... succeeded by Charles Alfred Hurst Redgrave.	1 May, 1871 11 July, 1877	Ditto .....	175	0	0	1 Dec., 1866.
6th Clerk .....	Charles Alfred Hurst Redgrave.	1 Oct., 1876	Ditto .....	175	0	0	1 Sept., 1874.
7th Clerk .....	Frederick Potter Meares... Frederick Potter Meares... succeeded by John Frederick Gannon ...	11 July, 1877 1 Oct., 1876 11 July, 1877	Ditto .....	125	0	0	1 July, 1875.
	John Frederick Gannon ... John Frederick Gannon ... succeeded by John Armstrong .....	9 Oct., 1876 9 Oct., 1876 11 July, 1877	Ditto .....	105	0	0	1 July, 1875.
Extra Clerk .....	John Armstrong .....	11 July, 1877	Ditto .....	105	0	0	9 Oct., 1876.
Messenger (1) <sup>3</sup> .....			Police Magistrate .....	104	0	0	9 Oct., 1876.
Officekeeper (1) <sup>3</sup> .....			Ditto .....	104	0	0	11 July, 1877.
			Ditto .....	110	0	0	
			Ditto .....	25	0	0	

<sup>1</sup> Gives security for the amount of £250. Commissioner of the Supreme Court for taking affidavits.—Fees.

<sup>2</sup> Allowed quarters, fuel, and light.

<sup>3</sup> Services not continuous.

<sup>4</sup> To 10 July.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—PETTY SESSIONS—continued.</b>					
<b>POLICE MAGISTRATES, CLERKS OF PETTY SESSIONS, &amp;c.—continued.</b>					
Water Police Office—					
Water Police Magistrate...	John Milbourne Marsh <sup>1</sup> ...	12 Aug., 1874	Governor and Executive Council	600 0 0	7 Jan., 1859.
Clerk of Petty Sessions ...	Percy Charles Lucas <sup>2</sup> .....	17 Sept., 1875	Ditto .....	500 0 0	23 Sept., 1861.
2nd Clerk .....	Francis Burnand Davidson <sup>2</sup> .....	17 Sept., 1875	Ditto .....	350 0 0	15 Jan., 1855.*
3rd Clerk .....	Charles Newton Payten .....	17 Sept., 1875	Ditto .....	250 0 0	1 Nov., 1873.
4th Clerk .....	Francis South Fielder .....	17 Sept., 1875	Ditto .....	185 0 0	10 Nov., 1874.
5th Clerk .....	John Frederick Harmer .....	9 Oct., 1875	Ditto .....	175 0 0	9 Oct., 1875.
Court and Officekeeper (1) <sup>3</sup>	.....	.....	Water Police Magistrate .....	40 0 0	.....
Messenger (1) .....	.....	.....	Ditto .....	100 0 0	.....
<sup>1</sup> Superintendent of Water Police. <sup>2</sup> Commissioner of the Supreme Court for taking affidavits. <sup>3</sup> Allowed quarters, fuel, and light.    * Services not continuous. NOTE.—The Clerk of Petty Sessions gives security to the amount of £200.					
Albury—					
Police Magistrate .....	Marcus F. Brownrigg .....	9 Aug., 1860	Governor and Executive Council	450 0 0	9 Aug., 1860.
Clerk of Petty Sessions ...	Edward Brown, J.P. ....	1 June, 1862	Ditto .....	175 0 0	26 Aug., 1857.
Araluen—					
Police Magistrate and Clerk of Petty Sessions.	James Aldcorn .....	5 Sept., 1876	Ditto .....	375 0 0	14 June, 1867.
Armidale—					
Police Magistrate .....	James Buchanan .....	19 Oct., 1869	Ditto .....	500 0 0	6 Jan., 1852.
Clerk of Petty Sessions ...	James Bray <sup>1</sup> .....	17 Sept., 1875	Ditto .....	175 0 0	1 Jan., 1866.
Bathurst—					
Police Magistrate .....	Benjamin Lee, junr. ....	12 Aug., 1874	Ditto .....	500 0 0	12 Aug., 1874.
Clerk of Petty Sessions ...	Cecil E. B. Maybury .....	1 Sept., 1875	Ditto .....	225 0 0	1 Sept., 1875.
Assistant Clerk of Petty Sessions.	C. K. McKell .....	11 Sept., 1876	Ditto .....	100 0 0	11 Sept., 1876.
Balranald—					
Police Magistrate and Clerk of Petty Sessions.	Richard B. Mitchell <sup>2</sup> .....	10 Aug., 1871	Ditto .....	275 0 0	1 Mar., 1858.
Bellinger River—					
Police Magistrate and Clerk of Petty Sessions.	Arthur Money Fisher .....	17 Sept., 1875	Ditto .....	225 0 0	17 Sept., 1875.
Bullah Delah—					
Police Magistrate and Clerk of Petty Sessions.	Philip Snape .....	1 June, 1871	Ditto .....	225 0 0	1 June, 1871.
Bega—					
Clerk of Petty Sessions ...	John Davis .....	1 Dec., 1865	Ditto .....	175 0 0	1 Dec., 1865.
Bingera—					
Police Magistrate .....	Patrick Brougham .....	5 Sept., 1876	Ditto .....	350 0 0	5 Sept., 1876.
Braidwood—					
Clerk of Petty Sessions ...	William F. Robertson .....	1 Sept., 1875	Ditto .....	175 0 0	29 May, 1869.
Bombala—					
Clerk of Petty Sessions ...	James Giles .....	16 Dec., 1870	Ditto .....	175 0 0	3 June, 1862.
Bourke—					
Police Magistrate .....	Alexander Ogilvie Grant .....	8 Aug., 1870	Ditto .....	500 0 0	27 Jan., 1846.
Clerk of Petty Sessions ...	Louis Frederick Layard .....	1 Oct., 1874	Ditto .....	175 0 0	1 Oct., 1868.
Berrima—					
Police Magistrate and Clerk of Petty Sessions.	Fredk. Robertson Wilshire .....	11 Mar., 1872	Administrator of the Government and Executive Council.	275 0 0	1 Mar., 1862.*
Assistant Clerk of Petty Sessions.	H. T. Makin <sup>3</sup> .....	16 Aug., 1875	Governor and Executive Council	75 0 0	8 July, 1873.
	succeeded by				
	F. Galbraith .....	1 Nov., 1877	Ditto .....	75 0 0	1 Nov., 1877.
Burrowa—					
Clerk of Petty Sessions ...	William J. E. Wotton .....	17 Jan., 1862	Ditto .....	175 0 0	17 Jan., 1862.
Bendemeer—					
Clerk of Petty Sessions ...	F. G. Perry .....	6 Aug., 1864	Ditto .....	50 0 0	6 Aug., 1864.
Coonabarabran—					
Police Magistrate and Clerk of Petty Sessions.	Frederick William Edwards .....	1 Jan., 1867	Ditto .....	275 0 0	28 Oct., 1863.
Cooma—					
Police Magistrate .....	Robert Dawson .....	10 Aug., 1857	Ditto .....	450 0 0	12 Jan., 1847.
Clerk of Petty Sessions ...	George Henry T. Smithers .....	1 Sept., 1875	Ditto .....	175 0 0	22 Oct., 1868.
Camden—					
Clerk of Petty Sessions ...	John B. Martin <sup>4</sup> .....	1 Sept., 1852	Ditto .....	175 0 0	1 Sept., 1852.
Campbelltown—					
Clerk of Petty Sessions ...	Henry Arkell Smith .....	15 April, 1872	Administrator of the Government and Executive Council.	175 0 0	15 April, 1872.
Cassilis—					
Clerk of Petty Sessions ...	John Morris <sup>5</sup> .....	17 Oct., 1854	Governor .....	175 0 0	17 Oct., 1854.
	succeeded by				
	William A. Brodie .....	18 Sept., 1877	Governor and Executive Council	175 0 0	1 May, 1874.
Collector—					
Clerk of Petty Sessions ...	Thomas Waddell .....	1 June, 1876	Ditto .....	50 0 0	1 June, 1876.
Corowa—					
Police Magistrate and Clerk of Petty Sessions.	Reginald Hare .....	1 July, 1869	Ditto .....	175 0 0	1 Mar., 1862.
Coonamble—					
Police Magistrate and Clerk of Petty Sessions.	Richard Higginson Fitzsimons. <sup>6</sup> .....	1 Jan., 1877	Ditto .....	175 0 0	5 Jan., 1852.
Acting ditto .....	J. H. L. Scott .....	7 Aug., 1877	Ditto .....	175 0 0	.....
<sup>1</sup> Allowed £50 per annum for visiting Uralla. <sup>2</sup> Allowed £25 per annum in lieu of forage for a horse. <sup>3</sup> To 31 October. <sup>4</sup> Allowed £50 per annum for visiting Picton. <sup>5</sup> To 23 August. <sup>6</sup> Absent on leave from 7 August on full pay.    * Services not continuous. NOTE.—The Police Magistrates receive 20s. with and 25s. without forage, per diem, as travelling allowance. The Clerks of Petty Sessions give security for the due performance of their duties.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—PETTY SESSIONS—continued.</b>							
<b>POLICE MAGISTRATES, CLERKS OF PETTY SESSIONS, &amp;c.—continued.</b>							
Crookwell— Clerk of Petty Sessions ...	W. S. Gunn .....	5 Sept., 1876	Governor and Executive Council	50	0	0	5 Sept., 1876.
Carcoar— Clerk of Petty Sessions ...	Edward J. C. North .....	10 May, 1865	Ditto .....	225	0	0	1 May, 1865.
Cowra— Clerk of Petty Sessions ...	John Arkins .....	1 June, 1868	Ditto .....	175	0	0	1 June, 1868.
Cudgen (Tweed River)— Police Magistrate and Clerk of Petty Sessions.	Joshua Bray .....	1 Oct., 1875	Ditto .....	175	0	0	1 Oct., 1875.
Deniliquin— Police Magistrate .....	James Mair .....	1 Feb., 1875	Ditto .....	450	0	0	3 Oct., 1862.
Clerk of Petty Sessions ...	John A. Broughton .....	1 Feb., 1865	Ditto .....	175	0	0	23 Jan., 1865.
Dubbo— Police Magistrate .....	John Oxley Norton .....	20 Feb., 1872	Ditto .....	400	0	0	1 Feb., 1863.
Clerk of Petty Sessions ...	Luke M'Guinn .....	1 Nov., 1861	Ditto .....	175	0	0	1 Nov., 1861.
Dungog— Police Magistrate and Clerk of Petty Sessions.	Charles G. Smith .....	1 Sept., 1875	Ditto .....	175	0	0	1 May, 1861.
Eden— Police Magistrate .....	George Plankett Keon .....	26 July, 1864	Ditto .....	150	0	0	28 Dec., 1845.
Clerk of Petty Sessions ...	Richard B. Hays .....	1 Nov., 1876	Ditto .....	175	0	0	1 Nov., 1876.
Forbes— Police Magistrate .....	Frederick Dalton .....	10 Aug., 1870	Ditto .....	500	0	0	15 May, 1860.
Clerk of Petty Sessions ...	Stephen Freeman .....	1 Sept., 1873	Ditto .....	175	0	0	22 Oct., 1862.
Gosford— Police Magistrate .....	Edward Reeve .....	1 Sept., 1875	Ditto .....	300	0	0	1 Sept., 1875.
Clerk of Petty Sessions ...	Thomas C. Battley .....	8 Aug., 1843	Ditto .....	175	0	0	8 Aug., 1843.
Goulburn— Police Magistrate .....	John James Allman .....	1 Oct., 1862	Ditto .....	500	0	0	1 June, 1829.
Clerk of Petty Sessions ...	C. S. Alexander .....	1 Feb., 1862	Ditto .....	175	0	0	8 Feb., 1861.
Assistant Clerk of Petty Sessions.	D. E. Troughton .....	17 Sept., 1875	Ditto .....	100	0	0	17 Sept., 1875.
Grafton— Police Magistrate .....	A. L. M'Dougall .....	5 Sept., 1876	Ditto .....	450	0	0	5 Sept., 1876.
Clerk of Petty Sessions ...	William H. Thomas .....	1 April, 1874	Ditto .....	200	0	0	12 April, 1864.
Assistant Clerk of Petty Sessions.	William Carson .....	30 Oct., 1872	Police Magistrate .....	50	0	0	30 Oct., 1872.
Gulgong— Police Magistrate .....	Thomas Alexander Browne .....	7 April, 1871	Governor and Executive Council	500	0	0	7 April, 1871.
Clerk of Petty Sessions ...	Lester Stuart Donaldson .....	19 Sept., 1871	Ditto .....	175	0	0	19 Sept., 1871.
Gundagai— Police Magistrate .....	William Love .....	1 Sept., 1875	Ditto .....	450	0	0	1 Sept., 1875.
Clerk of Petty Sessions ...	Charles Wye Weekes .....	19 Oct., 1875	Ditto .....	175	0	0	19 Oct., 1875.
Glen Innes— Police Magistrate and Clerk of Petty Sessions.	George Martin .....	1 Sept., 1875	Ditto .....	300	0	0	3 Mar., 1868.
Grenfell— Clerk of Petty Sessions ...	William Fox Parker .....	1 June, 1869	Ditto .....	175	0	0	26 April, 1862.
Gunnedah— Clerk of Petty Sessions ...	Thomas K. Abbott .....	14 Dec., 1867	Ditto .....	175	0	0	14 Dec., 1867.
Gunning— Clerk of Petty Sessions ...	John Frederic Kenyon .....	11 Sept., 1876	Ditto .....	100	0	0	11 Sept., 1876.
Hartley— Police Magistrate and Clerk of Petty Sessions.	Thomas H. Neale .....	16 Aug., 1873	Ditto .....	325	0	0	16 Aug., 1873.
Hay— Police Magistrate .....	Joseph E. Pearce <sup>1</sup> .....	1 May, 1870	Ditto .....	450	0	0	24 July, 1862.
Clerk of Petty Sessions ...	L. H. L. Evans <sup>2</sup> .....	11 Sept., 1876	Ditto .....	175	0	0	15 Aug., 1875.
	succeeded by Neil Charles O'Neill .....	21 Mar., 1877	Ditto .....	175	0	0	26 April, 1870.
Hill End— Police Magistrate .....	J. W. Flood .....	5 Sept., 1876	Ditto .....	450	0	0	5 Sept., 1876.
Clerk of Petty Sessions ...	William Clifton Weston .....	1 Jan., 1877	Ditto .....	125	0	0	23 June, 1864.
Inverell— Police Magistrate .....	William Wilberforce Fraser .....	1 Sept., 1875	Ditto .....	350	0	0	1 Sept., 1875.
Clerk of Petty Sessions ...	William Clare Cardew .....	1 May, 1874	Ditto .....	175	0	0	14 Aug., 1873.
Kiama— Police Magistrate and Clerk of Petty Sessions.	Henry Connell, junr. .....	1 Aug., 1874	Ditto .....	175	0	0	21 Aug., 1844.
Kempsey— Clerk of Petty Sessions ...	John B. Casey .....	1 June, 1860	Ditto .....	175	0	0	21 April, 1853.

<sup>1</sup> Allowed £75 per annum for rent.<sup>2</sup> To 5 March.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—PETTY SESSIONS—continued.</b>					
<b>POLICE MAGISTRATES, CLERKS OF PETTY SESSIONS, &amp;c.—continued.</b>					
Maitland—					
Police Magistrate.....	Glentworth W. F. Addison	14 June, 1875	Governor and Executive Council	500 0 0	14 April, 1858.
Clerk of Petty Sessions ...	Cornelius Delohery <sup>1</sup> .....	19 April, 1871	Ditto .....	225 0 0	23 July, 1860.
Assistant Clerk of Petty Sessions.	W. G. Smith .....	4 Nov., 1872.	Ditto .....	50 0 0	4 Nov., 1872.
Messenger (r) .....	.....	.....	.....	40 0 0	.....
Moruya—					
Police Magistrate.....	William S. Caswell .....	1 Aug., 1857	Governor and Executive Council	450 0 0	7 June, 1847.
Clerk of Petty Sessions ...	William Clarke .....	5 Sept., 1876	Ditto .....	175 0 0	16 Mar., 1874.
Mudgee—					
Police Magistrate.....	William Devenish Meares	1 Sept., 1875	Ditto .....	428 0 0	10 April, 1842.
Clerk of Petty Sessions ...	Francis Sheriff Isaacs .....	5 Sept., 1876	Ditto .....	175 0 0	1 Jan., 1868.
Moama—					
Police Magistrate and Clerk of Petty Sessions.	George Maunsell .....	1 Jan., 1867	Ditto .....	275 0 0	13 Mar., 1858.
Molong—					
Clerk of Petty Sessions ...	James Hyde Nisbet.....	1 Sept., 1875	Ditto .....	175 0 0	1 Sept., 1875.
Murrumburrah—					
Clerk of Petty Sessions ...	Charles Cutcliffe, B.A. ...	1 May, 1875	Ditto .....	175 0 0	1 May, 1875.
Murrurundi—					
Clerk of Petty Sessions ...	George G. Brodie.....	1 Dec., 1858	Ditto .....	175 0 0	19 Mar., 1858.
Muswellbrook—					
Clerk of Petty Sessions ...	Timothy Foley .....	16 Dec., 1867	Ditto .....	175 0 0	1 Dec., 1867.
Narandera—					
Clerk of Petty Sessions ...	J. L. King.....	1 June, 1877	Ditto .....	175 0 0	16 Aug., 1870.
Narrabri—					
Police Magistrate and Clerk of Petty Sessions.	Charles E. Smith.....	1 Oct., 1866	Ditto .....	370 0 0	25 Mar., 1851.
Newcastle—					
Police Magistrate.....	Helms Scott .....	1 Sept., 1857	Ditto .....	500 0 0	1 May, 1853.
Clerk of Petty Sessions....	Alexander Lumsdaine.....	5 Sept., 1876	Ditto .....	175 0 0	10 June, 1872.
Assistant Clerk of Petty Sessions.	G. F. Scott .....	18 June, 1863	Ditto .....	150 0 0	18 June, 1863.
Messenger (r) .....	.....	.....	.....	40 0 0	.....
Orange—					
Police Magistrate.....	John Tom Lane .....	1 Jan., 1867	Governor and Executive Council	450 0 0	1 Jan., 1867.
Clerk of Petty Sessions ...	William T. Evans .....	20 April, 1851	Governor .....	175 0 0	20 April, 1851.
Assistant Clerk of Petty Sessions.	N. O. Lane .....	7 June, 1875	Governor and Executive Council	75 0 0	7 June, 1875.
Parramatta—					
Clerk of Petty Sessions ...	George Langley, J.P. ....	6 Mar., 1860	Ditto .....	175 0 0	1 Aug., 1837.
Assistant Clerk of Petty Sessions.	William A. Brodie <sup>2</sup> .....	1 May, 1874	Ditto .....	100 0 0	1 May, 1874.
	succeeded by				
	F. G. Adrain .....	19 Sept., 1877	Ditto .....	100 0 0	19 Sept., 1877.
Paterson—					
Clerk of Petty Sessions ...	Robert Studdert .....	12 June, 1840	Governor .....	175 0 0	12 June, 1840.
Patrick's Plains (Singleton)					
Police Magistrate.....	James N. Brooks.....	1 May, 1875	Governor and Executive Council	450 0 0	1 June, 1853.
Clerk of Petty Sessions ...	William Dudding .....	23 Sept., 1854	Ditto .....	175 0 0	4 April, 1847.
Penrith—					
Clerk of Petty Sessions ...	John Kingdon Cleeve .....	13 Jan., 1868	Ditto .....	175 0 0	3 July, 1865.
Port Macquarie—					
Clerk of Petty Sessions ...	Robert Isell Perrott .....	29 Sept., 1873	Ditto .....	175 0 0	1 Aug., 1859.
Parkes—					
Clerk of Petty Sessions ...	Alexander Boswell Armstrong.	1 July, 1874	Ditto .....	175 0 0	1 Jan., 1867.
Queanbeyan—					
Police Magistrate .....	Frederick Brown Russell...	1 June, 1869	Ditto .....	450 0 0	3 Aug., 1864.
Clerk of Petty Sessions ...	Obadiah Willans .....	14 Nov., 1864	Ditto .....	175 0 0	14 Nov., 1864.
Raymond Terrace—					
Police Magistrate and Clerk of Petty Sessions.	C. R. Middleton .....	11 Oct., 1875	Ditto .....	275 0 0	11 Oct., 1875.
Ryde—					
Clerk of Petty Sessions ...	George M. Pope .....	18 June, 1863	Ditto .....	175 0 0	30 Mar., 1857.
Rylstone—					
Clerk of Petty Sessions ...	William W. Armstrong ...	1 July, 1854	Ditto .....	175 0 0	1 July, 1854.
Score—					
Police Magistrate.....	John Garrett .....	1 June, 1869	Ditto .....	450 0 0	4 Jan., 1860.
Clerk of Petty Sessions ...	James Thompson Wilshire	15 April, 1872	Administrator of the Government and Executive Council.	175 0 0	1 Sept., 1862.
Sofala—					
Police Magistrate and Clerk of Petty Sessions.	Hugh Bridson <sup>3</sup> .....	1 July, 1866 1 July, 1871	Governor and Executive Council	350 0 0	13 June, 1856.

<sup>1</sup> Allowed £50 per annum for forage.<sup>2</sup> To 17 September.<sup>3</sup> To 20 December.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—PETTY SESSIONS—continued.</b>					
<b>POLICE MAGISTRATES, CLERKS OF PETTY SESSIONS, &amp;c.—continued.</b>					
Shoalhaven— Clerk of Petty Sessions ...	William Lovegrove .....	1 Jan., 1857	Governor and Executive Council	175 0 0	1 Jan., 1857.
Stroud— Clerk of Petty Sessions ...	Thomas Laman .....	13 April, 1859	Ditto .....	175 0 0	13 April, 1859.
Trunkey Creek and Tuena— Police Magistrate .....	Thomas Arkell Smith .....	1 Aug., 1871	Ditto .....	275 0 0	1 Aug., 1871.
Tenterfield— Police Magistrate .....	James Brisbane Graham .....	14 June, 1875	Ditto .....	450 0 0	1 Mar., 1859.
Clerk of Petty Sessions ...	John Simons .....	1 Sept., 1875	Ditto .....	175 0 0	1 Sept., 1875.
Tabulam—(Casino)— Police Magistrate .....	Henry S. Elliott .....	1 Sept., 1875	Ditto .....	450 0 0	1 Aug., 1857.
Clerk of Petty Sessions ...	Malcolm M'Intyre .....	1 April, 1875	Ditto .....	175 0 0	1 April, 1875.
Tamworth— Police Magistrate .....	Campbell. D. Williamson Irving .....	1 Oct., 1863	Ditto .....	450 0 0	24 June, 1861.
Clerk of Petty Sessions ...	John M'Donald .....	1 Sept., 1858	Ditto .....	175 0 0	6 Feb., 1851.
Tumut— Police Magistrate and Clerk of Petty Sessions.	Frederick W. Vynner .....	1 July, 1871	Ditto .....	450 0 0	1 Jan., 1865.
Tumberumba— Clerk of Petty Sessions ...	Michael John Sheahan ...	5 Sept., 1876	Ditto .....	175 0 0	5 Sept., 1876.
Ulladulla— Clerk of Petty Sessions ...	John Valentine Warcham .....	19 Mar., 1863	Ditto .....	175 0 0	19 Mar., 1863.
Urana— Clerk of Petty Sessions ...	Charles L. C. Badham .....	1 Jan., 1876	Ditto .....	100 0 0	19 Aug., 1870.
Vegetable Creek— Clerk of Petty Sessions ...	G. H. Gower .....	17 July, 1877	Ditto .....	75 0 0	
Walgett— Police Magistrate and Clerk of Petty Sessions.	Frederick Barnwell Hales .....	11 Oct., 1875	Ditto .....	350 0 0	1 April, 1861.
Wagga Wagga— Police Magistrate .....	Henry Baylis .....	28 July, 1862	Ditto .....	450 0 0	9 Aug., 1852.
Clerk of Petty Sessions ...	Edwin H. Tompson .....	29 Jan., 1864	Ditto .....	175 0 0	29 Jan., 1864.
Wentworth— Police Magistrate and Clerk of Petty Sessions.	William Lyle Richardson .....	8 Feb., 1871	Ditto .....	400 0 0	11 Nov., 1862.
Waratah— Police Magistrate .....	Alfred Atkinson Patrick Tighe.	1 Aug., 1874	Ditto .....	325 0 0	29 Sept., 1868*
Warialda— Police Magistrate .....	Francis Townsend Rusden .....	1 Sept., 1875	Ditto .....	400 0 0	1 Sept., 1875.
Clerk of Petty Sessions ...	Frederick Cameron Macarthur.	1 Jan., 1877	Ditto .....	175 0 0	1 July, 1873.
Wollombi— Police Magistrate and Clerk of Petty Sessions.	Henry Gordon .....	1 Sept., 1875	Ditto .....	300 0 0	1 May, 1859.
Wellington— Police Magistrate .....	Henry M. Keightley .....	1 June, 1869	Ditto .....	450 0 0	10 July, 1854.
Clerk of Petty Sessions ...	Frederick Marsh .....	1 May, 1862	Ditto .....	175 0 0	8 April, 1852.
Walcha— Clerk of Petty Sessions ...	C. B. Airey <sup>1</sup> .....	5 Sept., 1876	Ditto .....	175 0 0	5 Sept., 1876.
	succeeded by Milton S. Love .....	1 June, 1877	Ditto .....	175 0 0	1 May, 1868.
Windsor— Clerk of Petty Sessions ...	Wm. Henry Hughes Becke .....	1 April, 1874	Ditto .....	175 0 0	8 June, 1853.
Wilcannia— Police Magistrate and Clerk of Petty Sessions.	Rudolph Roxburgh Morisset.	1 Feb., 1875	Ditto .....	350 0 0	1 Feb., 1875.
Wingham— Clerk of Petty Sessions ...	Jasper Albert Creagh <sup>2</sup> .....	1 April, 1875	Ditto .....	175 0 0	1 Feb., 1875.
Wollongong— Police Magistrate and Clerk of Petty Sessions.	Alfred A. Turner .....	1 Jan., 1853	Ditto .....	175 0 0	23 May, 1848.
Yass— Police Magistrate and Clerk of Petty Sessions.	Leopold Yates .....	1 June, 1870	Ditto .....	175 0 0	10 July, 1862.
Young— Police Magistrate .....	Samuel Robinson .....	1 Aug., 1876	Ditto .....	500 0 0	15 April, 1872.
Clerk of Petty Sessions ...	James Richard Edwards .....	14 Mar., 1862	Ditto .....	175 0 0	14 Mar., 1862.

<sup>1</sup> To 31 May.<sup>2</sup> Allowed £30 for travelling.<sup>3</sup> Services not continuous.

NOTE.—The Police Magistrates receive 20s. with, and 25s. without, forage, per diem, as travelling allowances. All the Clerks of Petty Sessions give security for the due performance of their duties.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.						
				£	s.	d.							
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—PETTY SESSIONS—continued.</b>													
<i>POLICE MAGISTRATES, CLERKS OF PETTY SESSIONS, &amp;c.—continued.</i>													
Acting Clerks of Petty Sessions													
Districts—													
Menindie .....	(2) .....	.....	Governor and Executive Council	15	0	0	each.						
Louth .....		.....											
Adelong .....		.....											
Bateman's Bay .....		.....											
Binalong .....		.....											
Blayney .....		.....											
Bundarra .....		.....											
Buckley's Crossing .....		.....											
Ballina .....		.....											
Barraba .....		.....											
Boggabri .....		.....											
Brewarrina .....		.....											
Clarence Town .....		.....											
Camden Haven .....		.....											
Coolah .....		.....											
Canonbar .....		.....											
Cootamundry .....		.....											
Cessnock .....		.....											
Denison .....		.....											
Euabalong .....		.....											
Euston .....		.....											
Goodoga .....	.....												
Hargraves .....	.....												
Jerilderie .....	.....												
Liverpool .....	.....												
Lithgow .....	.....												
Lawrence .....	(50) .....	.....	Ditto .....	10	0	0	„						
Lismore .....		.....											
Merriwa .....		.....											
Moulamein .....		.....											
Maclean .....		.....											
Mossgiel .....		.....											
Momangarell .....		.....											
Nambuccra .....		.....											
Nerrigundah .....		.....											
Nandic .....		.....											
Oberon .....		.....											
Obley .....		.....											
Pilliga .....		.....											
Pooncaira .....		.....											
Quirindi .....		.....											
Rockley .....		.....											
Rydal .....		.....											
Stoney Creek .....		.....											
Trunkey Creek .....		.....											
Tuena .....		.....											
Ten-mile Creek .....		.....											
Toogong .....	.....												
Vegetable Creek .....	.....												
Wallerawang .....	.....												
Wilson's Downfall .....	.....												
Warren .....	.....												
Booligal .....	.....												
Broughton Creek .....	.....												
Bungendore .....	.....												
Forster .....	.....												
Howlong .....	.....												
Gladstone .....	.....												
Gundaroo .....	.....												
Mulwala .....	.....												
Michelago .....	.....												
Moree .....	(21) .....	.....	Ditto .....	7	10	0	„						
Nelligen .....		.....											
Nimitybelle .....		.....											
Panbula .....		.....											
Seymour .....		.....											
St. Albans .....		.....											
Tocumwall .....		.....											
Tingha .....		.....											
Wallabadah .....		.....											
Wee Wee .....		.....											
Woodburn .....		.....											
Wollar .....		.....											
Ashford .....		.....											
Binda .....		.....											
Cooranbong .....		.....											
Condobolin .....		(8) .....						.....	Ditto .....	5	0	0	„
Drake .....								.....					
Dandaloo .....								.....					
Gongolgan .....								.....					
Yetman .....								.....					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—continued.</b>					
<b>COUNCIL OF EDUCATION.</b>					
Members .....(President)	John Smith, M.D., C.M.G. <sup>1</sup>	Re-appointed, 1 Jan., 1875 Re-elected, 3 Jan., 1877 (as President.)	Governor and Executive Council Members of the Council of Education (as President).		
	Sir Alfred Stephen, C.B., K.C.M.G. <sup>2</sup>	Re-appointed, 1 Jan., 1875	Governor and Executive Council	Nil.	30 April, 1839.
	William Augustine Duncan	Re-appointed, 1 Jan., 1875	Ditto .....		14 May, 1846.
	Sir George Wigram Allen, K.C.M.G. <sup>3</sup>	Re-appointed, 1 Jan., 1877	Ditto .....		9 Dec., 1873.*
	Sir John Robertson, K.C.M.G. <sup>4</sup>	1 Jan., 1877	Ditto .....		13 Jan., 1858.*
Secretary.....	William Wilkins .....	1 Jan., 1867	Council of Education .....	850 0 0	23 Jan., 1851.
Chief Clerk.....	George Miller .....	18 Jan., 1875	Ditto .....	525 0 0	1 Feb., 1860.
First Clerk, in charge of matters relating to Train- ing and Appointments of Teachers, &c.	David John Cooper .....	18 Jan., 1875	Ditto .....	450 0 0	22 Feb., 1869.
Minute Clerk.....	Thomas William Morgan Richards.	1 Feb., 1867	Ditto .....	275 0 0	20 Mar., 1865.
Clerk in charge of Miscel- laneous Branch.	John Booth .....	16 Aug., 1867	Ditto .....	275 0 0	16 Aug., 1867.
Clerk in charge of Records..	Edward Lytton Hitchins..	1 Aug., 1873	Ditto .....	275 0 0	1 Aug., 1873.
Clerk in charge of Buildings, Sites, &c.	Hugh Alexander Scott ...	9 Mar., 1874	Ditto .....	250 0 0	9 Mar., 1874.
Despatch Clerk .....	Frederick O'Dell Monckton	17 Oct., 1872	Ditto .....	250 0 0	1 Dec., 1867.
Clerks .....	John Turner Caldwell.....	1 July, 1875	Ditto .....	180 0 0	29 May, 1868.*
	Charles Chatfield.....	1 Jan., 1872	Ditto .....	165 0 0	1 Jan., 1872.
	Thomas George West.....	1 Sept., 1871	Ditto .....	150 0 0	1 Sept., 1871.
Junior Clerks.....	William Lake M'Cann ...	1 Sept., 1871	Ditto .....	150 0 0	1 Sept., 1871.
	George Kilminster .....	1 Sept., 1871	Ditto .....	150 0 0	1 Sept., 1871.
	William Duffield Cansdell.	1 July, 1872	Ditto .....	135 0 0	1 July, 1872.
	Alfred Kimber Wilkins ...	1 April, 1875	Ditto .....	120 0 0	1 July, 1873.
	Joseph Hamilton Strong...	1 July, 1874	Ditto .....	95 0 0	1 July, 1874.
Cadets .....	John Henry Marshall Drake	27 April, 1875	Ditto .....	60 0 0	27 April, 1875.
	Charles Alfred Hall.....	13 Dec., 1875	Ditto .....	60 0 0	13 Dec., 1875.
	Charles John Alderdice ...	10 Dec., 1875	Ditto .....	48 0 0	10 Dec., 1875.
	David Hislop Murray.....	3 Dec., 1875	Ditto .....	48 0 0	3 Dec., 1875.
	Frederick Albert Coghlan..	11 Nov., 1875	Ditto .....	36 0 0	11 Nov., 1875.
				to 30 June. 48 0 0	
				from 1 July.	
	William Henry Rogers ...	1 May, 1877	Ditto .....	24 0 0	1 May, 1877.
	Henry Edmunds .....	28 May, 1877	Ditto .....	24 0 0	28 May, 1877.
Accountant.....	John Manifold Gibson <sup>5</sup> ...	1 Feb., 1870	Ditto .....	450 0 0	1 Feb., 1870.
Assistant do .....	Frederick Grönvald .....	19 April, 1869	Ditto .....	250 0 0	19 April, 1869.
Clerk .....	Robert Munro .....	1 Jan., 1869	Ditto .....	250 0 0	1 Jan., 1869.
Cadets.....	Frederic William Allpass..	1 Aug., 1875	Ditto .....	60 0 0	1 Aug., 1875.
	Michael Joseph M'Guanne	7 Dec., 1875	Ditto .....	48 0 0	7 Dec., 1875.
Cashier .....	Andrew Fairfax <sup>6</sup> .....	1 June, 1868	Ditto .....	450 0 0	16 July, 1861.
Cadet .....	Thomas Kinninmont .....	21 May, 1877	Ditto .....	24 0 0	21 May, 1877.
Architect.....	George Allen Mansfield <sup>7</sup> ..	1 Feb., 1867	Ditto .....	350 0 0	1 Feb., 1867.
Examiner .....	John Gardiner.....	1 Sept., 1867	Ditto .....	650 0 0	31 Dec., 1851.
„ Assistant .....	Alexander Leith Forbes ...	1 Oct., 1872	Ditto .....	575 0 0	1 Nov., 1853.

<sup>1</sup> Professor, Sydney University, and Member of the Legislative Council.<sup>2</sup> Member of the Legislative Council.<sup>3</sup> Speaker of the Legislative Assembly.<sup>4</sup> Member of the Legislative Assembly.<sup>5</sup> Gives security to the amount of £500.<sup>6</sup> Gives security to the amount of £1,000.<sup>7</sup> Allowed office rent £30 per annum; for clerks £550 per annum, commission and travelling expenses.<sup>8</sup> Services not continuous.



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—COUNCIL OF EDUCATION—continued.</b>					
<i>Inspectoral Staff.</i>					
Albury District	Charles Hookins <sup>1</sup>	1 June, 1876	Council of Education	425 0 0	1 Dec., 1854.
Armidale	John Dallison Bradley <sup>2</sup>	1 April, 1871	Ditto	525 0 0	1 Jan., 1853.
Bathurst	James Webber Allpass <sup>2</sup>	1 Sept., 1876	Ditto	525 0 0	20 June, 1855.
Braidwood	John Charles Maynard <sup>3</sup>	1 Jan., 1872	Ditto	500 0 0	1 Aug., 1868.
Camden	William M'Intyre <sup>4</sup>	1 April, 1868	Ditto	525 0 0	15 Dec., 1855.
Cumberland	John M'Creddie <sup>4</sup>	1 Jan., 1867	Ditto	525 0 0	1 Jan., 1859.
Goulburn	David Seth Hicks <sup>5</sup>	1 Oct., 1872	Ditto	500 0 0	1 April, 1860.
Grafton	Timothy Dwyer <sup>5</sup>	1 April, 1875	Ditto	450 0 0	1 July, 1863.
Maitland	John Saunders Jones <sup>5</sup>	1 April, 1868	Ditto	525 0 0	12 Jan., 1857.
Mudgee	Gerald O'Byrne <sup>6</sup>	1 Jan., 1872	Ditto	475 0 0	1 Feb., 1859.
Newcastle	William Dwyer <sup>5</sup>	1 April, 1871	Ditto	525 0 0	29 Oct., 1855.
Sydney	Edwin Johnson <sup>7</sup>	1 Jan., 1867	Ditto	600 0 0	23 Jan., 1855.
" (Assistant)	Frederick Bridges <sup>7</sup>	1 June, 1876	Ditto	475 0 0	1 July, 1852.
Yags	John Henry Murray <sup>8</sup>	1 April, 1875	Ditto	450 0 0	6 Aug., 1855.
Supernumerary Inspector	John Huffer	13 Mar., 1877	Ditto	£1 per diem, to 21 May.	1 Jan., 1858.
				400 0 0 from 22 May to 30 June.	
				450 0 0 from 1 July.	
<i>Training Department.</i>					
Training Master	John Wright <sup>5</sup>	1 April, 1870	Ditto	475 0 0	1 Mar., 1856.
" Assistant	John William Kevin	1 April, 1875	Ditto	300 0 0	4 April, 1862.
Messenger (3)			Ditto	1 at 140 0 0 1 at 130 0 0 1 at 85 0 0	
Officekeepers (2) <sup>10</sup>			Ditto	1 at 72 0 0 1 at 96 0 0	

<sup>1</sup> Allowed 25s. per diem, 27s. 6d. on table-land for travelling expenses. <sup>2</sup> Allowed 25s. per diem travelling expenses, £20 per annum forage allowance, and £10 per annum for office rent. <sup>3</sup> Allowed 22s. 6d. per diem, 25s. on table-land, travelling expenses, £20 per annum forage allowance, and £10 per annum for office rent. <sup>4</sup> Allowed 22s. 6d. per diem; travelling expenses, and £20 per annum forage allowance; office provided. <sup>5</sup> Allowed 22s. 6d. per diem travelling expenses, £20 per annum forage allowance, and £10 per annum for office rent. <sup>6</sup> Allowed 25s. per diem on table-land, and 27s. 6d. other parts, for travelling expenses, £20 per annum forage allowance, and £10 per annum for office rent. <sup>7</sup> Allowed £20 per annum forage allowance; office provided. <sup>8</sup> Allowed a house. <sup>9</sup> Allowed quarters. <sup>10</sup> Allowed quarters, fuel, and light.

### PROTESTANT ORPHAN SCHOOL.

Matron	Annie Oakes Pringle <sup>1</sup>	16 Mar., 1875	Governor and Executive Council	164 0 0	16 Mar., 1875.
Master	Arthur Whiting <sup>2</sup>	17 Feb., 1873	Ditto	120 0 0	24 April, 1869. <sup>3</sup>
Surgeon <sup>4</sup>					
Schoolmaster	Edward Robert Hinder <sup>4</sup>	1 Feb., 1874	Ditto	120 0 0	1 Feb., 1874.
First Teacher	Margaret Fairbairn <sup>5</sup>	1 June, 1869	Ditto	70 0 0	1 June, 1869.
Infant Teacher	Maria Morrow <sup>6</sup>	16 Feb., 1864	Ditto	50 0 0	16 Feb., 1864.
Sub-Matron	Mary Jowett <sup>6</sup>	1 Jan., 1871	Ditto	60 0 0	1 Oct., 1863.
Drillmaster	Richard M'Namara <sup>6</sup>	1 Jan., 1863	Ditto	80 0 0	1 Jan., 1863.
Male Attendants (4)			Matron	1 at £60 1 at 45 2 at 40	each.
Female Attendants (10) <sup>8</sup>			Ditto	30 0 0	"

<sup>1</sup> Allowed quarters; also a ration of provisions, fuel, and light. The Matron's children allowed half a ration of provisions each. <sup>2</sup> Allowed £25 per annum in lieu of quarters; also a ration of provisions, fuel, and light. The Master's children allowed half a ration of provisions each. <sup>3</sup> See page 32. <sup>4</sup> Allowed £35 per annum in lieu of quarters, and £45 per annum in lieu of rations. <sup>5</sup> Allowed £35 per annum in lieu of quarters and rations. <sup>6</sup> Allowed quarters, rations of provisions, fuel, and light. <sup>7</sup> Allowed £10 per annum in lieu of quarters. <sup>8</sup> Allowed quarters, rations of provisions, fuel, and light. <sup>9</sup> Allowed quarters. <sup>10</sup> Services not continuous.

### ROMAN CATHOLIC ORPHAN SCHOOL.

Matron	Margaret Mary Gertrude Byrne.	1 Oct., 1876	Governor and Executive Council	164 0 0	1 Feb., 1859.
Surgeon	See p. 32.				
Sub-Matron	Catherine Woodbury	1 Aug., 1875	Ditto	70 0 0	1 Aug., 1875.
Teachers	Girls	Alice M'Closky	Ditto	60 0 0	1 Oct., 1876.
	Infants	Mary P. Kelleher	Ditto	50 0 0	1 Feb., 1875.
	Boys	Michael O'Grady	Ditto	146 0 0	1 Aug., 1872.
Drillmaster	Michael O'Shea	1 Nov., 1871	Ditto	70 0 0	1 Nov., 1871.
Attendants (15)			Matron	2 at £60 2 at 35 1 at 30 8 at 25 2 at 20	each.
Clerk to Committee	Thomas Cooper Makinson.	1 Aug., 1856	Governor and Executive Council	80 0 0	1 Aug., 1856.

NOTE.—All allowed quarters and rations, except the Clerk to Committee.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>MINISTER OF JUSTICE AND PUBLIC INSTRUCTION—continued.</b>					
<b>AUSTRALIAN MUSEUM.</b>					
Official Trustees.....	His Honor the Chief Justice;..... The Honble. the Colonial Secretary..... The Honble. the Colonial Treasurer..... The Honble. the Attorney General..... The President of the Medical Board..... The Surveyor General..... The Auditor General..... The Colonial Architect..... The Collector of Customs.....		Under the provisions of the Act 27 Vic. No. 2.		
Crown Trustee .....	The Honble. Sir Edward Deas-Thomson, C.B., K.C.M.G.				
Elective Trustees .....	Edward S. Hill, C.M.Z.S. James C. Cox, M.D., F.L.S., C.M.Z.S. A. W. Scott, M.A. Capt. Arthur Onslow, R.N., M.P. John Belisario, D.D.S. Archibald Liversidge. Alfred Roberts, M.R.C.S. James Norton. Patrick Mackay. H. C. Russell, B.A. Thomas Stackhouse, R.N. C. W. Morgan, M.D.				
Curator <sup>1</sup> .....	Edward P. Ramsay, F.L.S.	22 Sept., 1874	Trustees .....	500 0 0	
Secretary.....	Charles Robinson .....	7 July, 1874	Ditto .....	109 4 0	
Articulator of Skeletons (1)	.....	.....	Ditto .....	150 0 0	
Taxidermist (1).....	.....	.....	Ditto .....	150 0 0	
Assistant Taxidermist and Carpenter (1).....	.....	.....	Ditto .....	120 0 0	
Messenger and Porter (1).....	.....	.....	Ditto .....	120 0 0	
Attendant (1) .....	.....	.....	Ditto .....	52 0 0	
<sup>1</sup> Resides on the premises.					
<b>FREE PUBLIC LIBRARY.</b>					
Trustees .....	Rev. Charles Badham, D.D. Rev. William Branwhite Clarke, M.A., F.R.S. The Honble. William Bede Dalley. William Augustine Duncan Rev. John Dunmore Lang, D.D. The Honble. Sir William Macarthur, Knt. William Macleay..... The Honble. Robert Owen, M.L.C. John Stewart .....	10 Mar., 1870	Governor and Executive Council	Nil.	26 May, 1839. 15 Nov., 1858.* 14 May, 1846.
Principal Librarian .....	Wm. John Stephens, M.A.	19 April, 1870	Ditto .....	Nil.	
Assistant Librarian and Compiler.	Robert Cooper Walker <sup>1</sup> Doctor Richard Hawley...	1 Oct., 1869	Ditto .....	400 0 0 200 0 0	1 April, 1855.* 1 Oct., 1869.
Attendants—Day (2) { (1) .....	.....	.....	Colonial Secretary .....	104 0 0	
{ (1) .....	.....	.....	Librarian .....	40 0 0	
{ (1) .....	.....	.....	Colonial Secretary .....	104 0 0	
Attendants—Night (2) { (1) .....	.....	.....	Librarian .....	130 0 0	
{ (1) .....	.....	.....	Colonial Secretary .....	112 0 0	
Messenger and Cleaner (1) Lending Branch—	.....	.....	Librarian .....	50 0 0	
Librarian .....	Edward Gillett Worcester Palmer.	1 Nov., 1877	Governor and Executive Council	350 0 0	1 Nov., 1877.
Assistant Librarian .....	Edward O'Brien .....	1 Oct., 1869	Ditto .....	200 0 0	1 Oct., 1869.
Entry Clerk .....	John Quodling.....	1 Dec., 1877	Ditto .....	180 0 0	1 Dec., 1877.
Attendant (1) .....	.....	.....	Librarian .....	40 0 0	
<sup>1</sup> Resides on the premises; allowed fuel and light. Gives security to the amount of £300. * Services not continuous.					
<b>OBSERVATORY.</b>					
Government Astronomer .....	Henry Chamberlaine Russell <sup>1</sup>	12 July, 1870	Governor and Executive Council	600 0 0	1 Jan., 1859.
Astronomical Assistant.....	Henry Alfred Lenehan <sup>2</sup>	9 Aug., 1870	Ditto .....	300 0 0	9 Aug., 1870.
Meteorological Assistant .....	Edwin George Savage.....	13 Sept., 1869	Ditto .....	200 0 0	13 Sept., 1869.
Meteorological Observer .....	Frank Murrcott Bladen .....	8 Mar., 1875	Minister of Justice, &c.....	100 0 0	8 Mar., 1875.
Instrument-maker .....	Thomas Edward Hewitt.....	1 May, 1876	.....	200 0 0	16 April, 1866.
Messenger (1) <sup>3</sup> .....	.....	.....	Astronomer .....	100 0 0	
<sup>1</sup> Allowed a house. Gives security to the amount of £200. <sup>2</sup> Allowed £50 in lieu of house. <sup>3</sup> Allowed a house.					

## ATTORNEY GENERAL.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£. s. d.	
<b>ATTORNEY GENERAL.</b>					
Attorney General .....	William Bede Dalley .....	9 Feb., 1875	Governor, by Commission .....	1,500 0 0	15 Nov., 1858.*
	succeeded by William Charles Windeyer .....	22 Mar., 1877	Ditto .....	1,500 0 0	20 Jan., 1859.*
	succeeded by William Bede Dalley .....	17 Aug., 1877	Ditto .....	1,500 0 0	15 Nov., 1858.*
	succeeded by William John Foster .....	18 Dec., 1877	Ditto .....	1,500 0 0	11 July, 1859.
Secretary .....	Alexander Greville .....	1 Jan., 1875	Governor and Executive Council	500 0 0	1 Jan., 1848.*
Clerk .....	John Henry Williams .....	21 July, 1876	Ditto .....	156 0 0	1 Jan., 1872.*
Messenger (1) .....	.....	.....	Attorney General .....	104 0 0	.....

\* Services not continuous.

## CROWN SOLICITOR.

Crown Solicitor .....	John Williams .....	1 June, 1859	Governor and Executive Council, by Commission.	1,000 0 0	1 June, 1859.
1st Clerk .....	John Benyon Jackson .....	22 Mar., 1857	Governor and Executive Council	500 0 0	19 May, 1855.
2nd Clerk .....	John James Lee .....	15 July, 1872	Ditto .....	350 0 0	15 Feb., 1845.
3rd Clerk .....	Michael Sheridan Harte .....	15 July, 1872	Ditto .....	300 0 0	20 July, 1859.
4th Clerk .....	Charles Richard Walsh .....	15 July, 1872	Ditto .....	200 0 0	15 July, 1872.
5th Clerk .....	William George Wilson .....	11 Sept., 1876	Ditto .....	200 0 0	11 Sept., 1876.
6th Clerk .....	James Herbert Smith .....	11 Sept., 1876	Ditto .....	125 0 0	1 Aug., 1875.
Messenger (1) .....	.....	.....	Attorney General .....	114 0 0	.....

## QUARTER SESSIONS.

Chairmen <sup>1</sup> :—					
Metropolitan and Coast District.	James Sheen Dowling .....	1 Oct., 1861	Governor and Executive Council, by Commission.	}	1 Jan., 1851.
	William Huttam Wilkinson .....	21 July, 1874	Ditto .....		22 Feb., 1860.
Southern District .....	Alfred M'Farland .....	7 Nov., 1868	Ditto .....		30 May, 1861.
South-western District .....	David Grant Forbes .....	8 June, 1875	Ditto .....		1 Jan., 1851.
Western District .....	Joshua Frey Josephson .....	10 Sept., 1869	Ditto .....		27 Oct., 1868.
Northern District .....	Frederick William Meymott .....	14 Dec., 1865	Ditto .....		28 Aug., 1856.
Crown Prosecutors <sup>2</sup> :—					
Sydney .....	William John Foster <sup>3</sup> .....	8 Dec., 1869	Ditto .....	500 0 0	11 July, 1859.
	succeeded by Francis Edward Rogers .....	21 Dec., 1877	Ditto .....	500 0 0	28 Jan., 1869.
Metropolitan and Coast District (other places than Sydney)	Francis Edward Rogers <sup>4</sup> .....	1 Nov., 1874	Ditto .....	500 0 0	28 Jan., 1869.
Southern District .....	Edward Lee <sup>5</sup> .....	1 Sept., 1869	Ditto .....	500 0 0	1 Jan., 1858.
South-western District .....	Charles Edward Robertson Murray .....	8 June, 1875	Ditto .....	500 0 0	1 Aug., 1864.*
Western District .....	John Jeremiah Teece .....	1 Feb., 1876	Ditto .....	500 0 0	1 Feb., 1876.
Northern District .....	Ernest Brougham Docker .....	8 June, 1875	Ditto .....	500 0 0	1 Nov., 1871.
Departmental :—					
Clerk of the Peace for the Colony.	Archibald Colquhoun Fraser <sup>6</sup> .....	1 Jan., 1870	Ditto .....	600 0 0	11 Dec., 1854.
1st Clerk .....	Henry William Forster .....	11 Sept., 1876	Governor and Executive Council	250 0 0	15 Dec., 1870.
2nd Clerk .....	William Richard Beaver .....	1 Jan., 1872	Ditto .....	175 0 0	1 Jan., 1872.
Assistant Clerk .....	Arthur Ethelbert Fitzgerald Canning <sup>7</sup> .....	9 Jan., 1877	Ditto .....	100 0 0	9 Jan., 1877.
3rd Clerk .....	George Gurney .....	11 Aug., 1877	Ditto .....	150 0 0	11 Aug., 1877.
Messenger (1) .....	.....	.....	.....	104 0 0	.....

<sup>1</sup> Also District Court Judges—Those for the Metropolitan and Coast District allowed 30s. the others £2 per diem, travelling expenses when absent on duty.  
<sup>2</sup> Each allowed 30s. per diem travelling expenses when absent on duty. <sup>3</sup> To 17 December—appointed Attorney General. <sup>4</sup> To 20 December.  
<sup>5</sup> Absent from 20 October to 31 December. <sup>6</sup> Allowed 30s. per diem travelling expenses when absent on duty. Gives security to the amount of £500.  
<sup>7</sup> To 21 June—appointed a Clerk in the Registrar General's Office. \* Services not continuous.

NOTE.—Mr. Arthur M. Ritchie acted as Crown Prosecutor for Metropolitan and Coast District from 7 to 17 February. Mr. Edmund Barton acted as Crown Prosecutor for Southern District from 22 November to 13 December. The Crown Prosecutors are allowed to practise their profession privately.

PART VI.

Treasurer and Secretary for Finance and Trade,

AND THE

DEPARTMENTS UNDER HIS SUPERVISION AND CONTROL.

SUMMARY.

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COLONIAL TREASURER.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>TREASURY.</b>							
Treasurer and Secretary for Finance and Trade.	Alexander Stuart .....	8 Feb., 1876	Governor, by Commission.....	1,500	0	0	8 Feb., 1876.
	succeeded by William Richman Piddington .....	22 Mar., 1877	Ditto .....	1,500	0	0	1 Sept., 1859 <sup>5</sup>
	succeeded by William Alexander Long .....	18 Aug., 1877	Ditto .....	1,500	0	0	18 Aug., 1877.
Under Secretary for Finance and Trade.	Henry Emanuel Cohen .....	18 Dec., 1877	Ditto .....	1,500	0	0	18 Dec., 1877.
	Geoffrey Egar .....	1 Feb., 1872	Governor and Executive Council, by Commission.	800	0	0	27 Oct., 1859.*
Chief Inspector of Public Revenue Collectors' Accounts.	James Thomson <sup>1</sup> .....	1 Feb., 1872	Governor and Executive Council	650	0	0	17 May, 1855.
Inspectors of Public Revenue Collectors' Accounts.	John James Eaton .....	1 May, 1873	Ditto .....	550	0	0	8 Mar., 1854.
	Francis Kirkpatrick.....	1 Sept., 1876	Ditto .....	550	0	0	10 Nov., 1858.
Accountant .....	James Pearson .....	1 Sept., 1876	Ditto .....	500	0	0	4 Jan., 1859.
Sub-Accountant and Transfer Clerk.	James N. Oatley .....	1 Sept., 1876	Ditto .....	350	0	0	1 June, 1862.
	Thomas Brennan .....	1 Sept., 1876	Ditto .....	300	0	0	28 June, 1857.
Principal Bookkeeper .....	Edwin Ernest Allen Oatley <sup>2</sup> .....	1 Sept., 1876	Ditto .....	225	0	0	4 Dec., 1868.
Clerks .....	succeeded by James J. Hinchy .....	8 Oct., 1877	Ditto .....	225	0	0	8 July, 1864.
	James J. Hinchy <sup>3</sup> .....	1 Jan., 1865	Ditto .....	200	0	0	8 July, 1864.
	Carlton G. L. Boyce .....	1 Aug., 1874	Ditto .....	200	0	0	1 Aug., 1874.
	James W. Meikle .....	1 Jan., 1873	Ditto .....	190	0	0	— Dec., 1870.
				to 7 Oct.			
				200 0 0			from 8 Oct.
	Nathaniel Neale .....	1 Jan., 1874	Ditto .....	190	0	0	16 Sept., 1872.
	Edward Cleland .....	1 Sept., 1875	Ditto .....	150	0	0	1 Mar., 1875.
				to 7 Oct.			
				165 0 0			from 8 Oct.
	Robert Rutherford .....	1 Sept., 1875	Ditto .....	100	0	0	15 Feb., 1875.
			to 7 Oct.				
			120 0 0			from 8 Oct.	
Extra Clerks .....	Thomas Gainford .....	16 Dec., 1875	Ditto .....	100	0	0	16 Dec., 1875.
	W. A. Lesley .....	13 Dec., 1877	Ditto .....	100	0	0	13 Dec., 1877.
	Henry Reilly .....	2 Oct., 1877	Ditto .....	150	0	0	2 Oct., 1877.
	William Paige .....	3 Oct., 1877	Ditto .....	50	0	0	3 Oct., 1877.
	William Newcombe.....	20 Dec., 1864	Ditto .....	500	0	0	1 Feb., 1849.
	Richard Augustus Canter..	9 June, 1873	Ditto .....	350	0	0	13 Feb., 1862.
	Thomas Bain .....	9 June, 1860	Ditto .....	275	0	0	9 June, 1860.
	Victor Cohen .....	1 July, 1867	Ditto .....	235	0	0	1 July, 1867.
	Philip Joseph Holdsworth	8 Mar., 1871	Ditto .....	200	0	0	12 May, 1868.
	W. H. Barraclough.....	3 Nov., 1873	Ditto .....	200	0	0	3 Nov., 1873.
Receiver .....	Nicholas Lockyer.....	1 Jan., 1870	Ditto .....	165	0	0	1 Jan., 1870.
				to 7 Oct.			
				190 0 0			from 8 Oct.
	Ernest Hanson.....	1 Jan., 1873	Ditto .....	165	0	0	19 Aug., 1872.
	Percy E. Williams .....	1 Nov., 1874	Ditto .....	150	0	0	1 Oct., 1872.
	Hubert Dillon <sup>4</sup> .....	1 Jan., 1874	Ditto .....	100	0	0	1 Jan., 1873.
	G. E. Brodie .....	1 July, 1874	Ditto .....	100	0	0	1 Jan., 1870.
	B. M'Gibbon .....	1 Jan., 1876	Ditto .....	75	0	0	1 Jan., 1876.
				to 30 June.			
				100 0 0			from 1 July.
Collector and Depositor of Public Moneys.	Charles M'Kern .....	4 Dec., 1877	Ditto .....	100	0	0	7 May, 1875.
	W. Husband .....	15 Oct., 1877	Ditto .....	75	0	0	15 Oct., 1877.
	Michael Bennis .....	1 July, 1864	Colonial Treasurer .....	200	0	0	1 Dec., 1856.
Paymaster .....	James Daniel Cronin .....	1 Aug., 1865	Governor and Executive Council	500	0	0	18 Feb., 1854.
First Clerk .....	Thomas W. Nicholl.....	12 Oct., 1875	Ditto .....	300	0	0	16 July, 1866.
Clerks .....	Robert Mander Ross .....	28 Aug., 1876	Ditto .....	250	0	0	1 April, 1873.*
	F. C. Rooke .....	1 Dec., 1875	Ditto .....	200	0	0	1 Aug., 1870.
	Sydney Richard Corkhill..	16 Dec., 1875	Ditto .....	175	0	0	— April, 1871.
				to 30 June.			
				200 0 0			from 1 July.
	Joseph S. Walford .....	1 Jan., 1871	Ditto .....	125	0	0	26 Aug., 1867.
				to 30 June.			
				175 0 0			from 1 July.
Examiner of Accounts .....	Charles Hart Townley .....	1 May, 1873	Ditto .....	400	0	0	7 Jan., 1862.
Assistant Examiner .....	Pinhey.						
	William Wells <sup>5</sup> .....	1 Sept., 1876	Ditto .....	250	0	0	— Jan., 1842.*
	succeeded by Charles Napier.....	13 June, 1877	Ditto .....	250	0	0	1 May, 1875.

<sup>1</sup> Allowed £25 per annum for Special Services.

<sup>2</sup> To 7 October—resigned.

<sup>3</sup> Promoted.

<sup>4</sup> To 31 July.

<sup>5</sup> To 12 June—see next page.

\* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL TREASURER—TREASURY—continued.</b>					
Clerk of Correspondence	George Houston Reid.....	1 Sept., 1869	Governor and Executive Council	400 0 0	18 July, 1864.
Clerk	Charles Napier <sup>1</sup> .....	1 Jan., 1876	Ditto .....	250 0 0	1 Jan., 1876.
	William Wells .....	13 June, 1877	Ditto .....	250 0 0	— Jan., 1842. <sup>2</sup>
	R. T. Sparks .....	15 Oct., 1877	Ditto .....	100 0 0	15 Oct., 1877.
Registrar	Arthur Wellesley Monday <sup>2</sup>	12 April, 1856	Governor .....	400 0 0	8 April, 1856.
Clerks	Alfred Essex Evans.....	1 April, 1868	Governor and Executive Council	175 0 0	7 Jan., 1867.
	William Pownall.....	9 Feb., 1874	Ditto .....	125 0 0	9 Feb., 1874.
Miscellaneous Clerk	Henry Jenkins Stanley Bowdler.	27 Sept., 1864	Ditto .....	275 0 0	20 Feb., 1854.
Messengers (2) <sup>3</sup>			Treasurer.....	150 0 0	each.
Boy Messenger (1)			Ditto .....	50 0 0	
Housekeepers (2) <sup>4</sup>			Ditto .....	75 0 0	
			{ 1 at	50 0 0	
			{ 1 at	50 0 0	
<sup>1</sup> To 12 June—see previous page. <sup>2</sup> Allowed £50 per annum for special services. <sup>3</sup> One allowed quarters, fuel, and light. <sup>4</sup> Each allowed quarters, and one allowed £25 per annum for additional work.    * Services not continuous.					
<b>NOTE.</b> —The following officers give security:—Under Secretary, £5,000; Receiver and Paymaster, £4,000 each; First Clerk, Receiver's Branch, £1,000; First Clerk, Pay Branch, £3,000; Clerks, viz:—Mr. Rooke, £500; Messrs. Bain and Cohen, each £400; Messrs. Holdsworth, Barraclough, and Corkhill, each £200; Messrs. Lockyer and Hanson, each £150; Messrs. Williams and Brodie, each £100; and Collector and Depositor of Public Moneys, £1,500.					
<b>STAMP DUTIES.</b>					
Commissioners	Geoffrey Eagar (Honorary)	1 Feb., 1872	Governor and Executive Council, by Commission.	(see p. 62)...	27 Oct., 1859. <sup>2</sup>
	William Hemming <sup>1</sup> .....	16 April, 1866	Ditto .....	250 0 0	1 May, 1865.
Accountant	David Hill <sup>2</sup> .....	1 April, 1873	Governor and Executive Council	125 0 0	14 April, 1862.
Stamper and Messenger	William Foskett <sup>3</sup> .....	1 June, 1870	Ditto .....	60 0 0	24 Jan., 1865.
Officekeeper (1) <sup>3</sup>			Treasurer.....	22 10 0	
<sup>1</sup> Security given for £1,000 to 1 July. <sup>2</sup> To 30 June. <sup>3</sup> Allowed quarters, fuel, and light—To 30 November.    * Services not continuous.					
<b>CUSTOMS.</b>					
Collector of Customs	William Augustine Duncan <sup>1</sup>	29 April, 1859	Governor and Executive Council	1,000 0 0	14 May, 1846.
Acting ditto	Augustus Berney .....	26 Nov., 1877	Ditto .....	620 0 0	5 Feb., 1855.
Chief Clerk	William Norman Llewellyn	1 Jan., 1855	Governor .....	530 0 0	6 Jan., 1842.
2nd Clerk and Cashier	John Halford Maddocks...	1 Jan., 1855	Ditto .....	530 0 0	15 Feb., 1843.
3rd Clerk	Henry John Rucker .....	1 Jan., 1855	Ditto .....	375 0 0	16 Jan., 1849.
4th ditto	Richard Kelly .....	1 Jan., 1870	Governor and Executive Council	400 0 0	17 Jan., 1854.
5th ditto	Robert Small .....	1 Jan., 1870	Ditto .....	375 0 0	3 Aug., 1861.
6th ditto	Charles Chatfield Pope .....	8 Jan., 1873	Ditto .....	250 0 0	19 Feb., 1864.
7th ditto	Louis Buchanan .....	8 Jan., 1873	Ditto .....	225 0 0	1 Jan., 1867.
8th ditto	Michael D'Arcy .....	8 Jan., 1873	Ditto .....	205 0 0	29 April, 1861.
9th ditto	Frank Alexander Eagar .....	1 Sept., 1874	Ditto .....	200 0 0	30 April, 1868.
10th ditto	William Henry Burton .....	1 Sept., 1874	Ditto .....	200 0 0	13 April, 1870.
11th ditto	Stephen Rickard Burke .....	1 Sept., 1874	Ditto .....	175 0 0	18 Jan., 1863.
12th ditto	John Joseph Madden .....	1 Sept., 1874	Ditto .....	175 0 0	22 Feb., 1864.
13th ditto	John Mathias Walsho.....	1 Sept., 1874	Ditto .....	175 0 0	5 June, 1866.
14th ditto	Elijah Keating .....	25 Sept., 1876	Ditto .....	175 0 0	17 Jan., 1868.
15th ditto	James Jones .....	25 Sept., 1876	Ditto .....	175 0 0	1 Aug., 1859.
16th ditto	James Neathway Brown.....	1 Oct., 1876	Ditto .....	175 0 0	27 Dec., 1870.
17th ditto	William Bethune.....	30 May, 1877	Ditto .....	175 0 0	1 Feb., 1871.
18th ditto	John Joseph Hill.....	30 May, 1877	Ditto .....	175 0 0	1 Jan., 1864.
19th ditto	Charles Wesley Caldwell.....	30 May, 1877	Ditto .....	175 0 0	11 Feb., 1874.
1st Landing Surveyor	Augustus Berney <sup>2</sup> .....	21 Mar., 1866	Ditto .....	620 0 0	5 Feb., 1855.
Acting ditto	Edmund Jones.....	4 Jan., 1869	Ditto .....	500 0 0	1 April, 1850.
2nd Landing Surveyor	Edmund Jones.....	26 Nov., 1877	Ditto .....	500 0 0	1 April, 1850.
Acting ditto	Arthur Irwin Ormsby.....	1 April, 1866	Ditto .....	415 0 0	9 Feb., 1847.
1st Landing Waiter	Arthur Irwin Ormsby.....	1 April, 1866	Ditto .....	415 0 0	9 Feb., 1847.
2nd ditto	Thomas Godfrey .....	1 Sept., 1859	Ditto .....	415 0 0	8 Feb., 1858.
3rd ditto	William Richard Templeman Passmore.	1 July, 1869	Ditto .....	390 0 0	22 Aug., 1853.
4th ditto	John Delappe Lankester...	1 July, 1869	Ditto .....	365 0 0	25 Feb., 1859.
5th ditto	Thomas Thompson <sup>3</sup> .....	1 July, 1869	Ditto .....	365 0 0	13 May, 1853.
	succeeded by				
6th ditto	John Newman Stubbin .....	7 Feb., 1877	Ditto .....	365 0 0	22 Dec., 1853.
7th ditto	Samuel Levy.....	1 July, 1869	Ditto .....	365 0 0	5 Mar., 1860.
	George Lewis <sup>4</sup> .....	16 June, 1873	Ditto .....	157 10 0	2 Jan., 1857.
	succeeded by				
Acting 7th ditto	John Cunningham .....	4 Dec., 1877	Ditto .....	315 0 0	16 May, 1853.
	Hamilton L. Low <sup>5</sup> .....	25 May, 1876	Colonial Treasurer .....	157 10 0	2 Oct., 1872.
				to 14 Mar., half-pay.	
				315 0 0	
				to 14 May.	
				315 0 0	
8th Landing Waiter	John Newman Stubbin .....	16 June, 1873	Governor and Executive Council	315 0 0	22 Dec., 1853.
	succeeded by				
	John Cunningham .....	7 Feb., 1877	Ditto .....	315 0 0	16 May, 1853.
	succeeded by				
	Alexander Fraser.....	4 Dec., 1877	Ditto .....	315 0 0	22 July, 1853.
<sup>1</sup> Allowed twelve months leave of absence on full pay from 26 November. <sup>2</sup> Appointed Acting Collector of Customs. <sup>3</sup> To 6 February—deceased.					
<sup>4</sup> Absent on leave to 14 May on half-pay, and then to 14 November without pay—resigned. <sup>5</sup> To 14 November. <b>NOTE.</b> —The dates of first appointment of several of the officers have been altered.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>COLONIAL TREASURER—CUSTOMS—continued.</b>							
9th Landing Waiter .....	John Cunningham .....	16 June, 1873	Governor and Executive Council	315	0	0	16 May, 1853.
	succeeded by Alexander Fraser.....	7 Feb., 1877	Ditto .....	315	0	0	22 July, 1853.
	succeeded by Charles Duberly .....	4 Dec., 1877	Ditto .....	315	0	0	11 Feb., 1862.
10th ditto .....	Alexander Fraser.....	16 June, 1873	Ditto .....	315	0	0	22 July, 1853.
	succeeded by Charles Duberly .....	7 Feb., 1877	Ditto .....	315	0	0	11 Feb., 1862.
	succeeded by William Beck .....	4 Dec., 1877	Ditto .....	315	0	0	19 Nov., 1853.
11th ditto .....	Charles Duberly .....	16 June, 1873	Ditto .....	315	0	0	11 Feb., 1862.
	succeeded by William Beck .....	7 Feb., 1877	Ditto .....	315	0	0	19 Nov., 1853.
	succeeded by Charles St. Julian .....	4 Dec., 1877	Ditto .....	315	0	0	1 April, 1860.
12th ditto .....	William Beck .....	16 June, 1873	Ditto .....	315	0	0	19 Nov., 1853.
	succeeded by Charles St. Julian .....	7 Feb., 1877	Ditto .....	315	0	0	1 April, 1860.
	succeeded by Nathaniel Neale .....	4 Dec., 1877	Ditto .....	315	0	0	1 Aug., 1868.
13th ditto .....	Charles St. Julian .....	25 Sept., 1876	Ditto .....	315	0	0	1 April, 1860.
	succeeded by Nathaniel Neale .....	7 Feb., 1877	Ditto .....	315	0	0	1 Aug., 1868.
	succeeded by David Howell .....	4 Dec., 1877	Ditto .....	315	0	0	16 July, 1869.
14th ditto .....	Nathaniel Neale .....	25 Sept., 1876	Ditto .....	315	0	0	1 Aug., 1868.
	succeeded by David Howell .....	7 Feb., 1877	Ditto .....	315	0	0	16 July, 1869.
	succeeded by Alfred Green .....	4 Dec., 1877	Ditto .....	315	0	0	4 July, 1862.*
15th ditto .....	David Howell .....	25 Sept., 1876	Ditto .....	315	0	0	16 July, 1869.
	succeeded by Alfred Green .....	7 Feb., 1877	Ditto .....	315	0	0	4 July, 1862.*
	succeeded by Oscar Charles Otto Paschen .....	4 Dec., 1877	Ditto .....	315	0	0	7 April, 1869.*
16th ditto .....	Alfred Green .....	25 Sept., 1876	Ditto .....	315	0	0	4 July, 1862.*
	succeeded by Oscar Charles Otto Paschen .....	7 Feb., 1877	Ditto .....	315	0	0	7 April, 1869.*
	succeeded by Frederick William Twine..	4 Dec., 1877	Ditto .....	315	0	0	24 Feb., 1868.
17th ditto .....	Oscar Charles Otto Paschen .....	25 Sept., 1876	Ditto .....	315	0	0	7 April, 1869.*
	succeeded by Frederick William Twine..	7 Feb., 1877	Ditto .....	315	0	0	24 Feb., 1868.
	succeeded by Thomas M'Koy .....	4 Dec., 1877	Ditto .....	315	0	0	17 Jan., 1859.
18th ditto .....	Frederick William Twine..	25 Sept., 1876	Ditto .....	315	0	0	24 Feb., 1868.
	succeeded by Thomas M'Koy .....	7 Feb., 1877	Ditto .....	315	0	0	17 Jan., 1859.
	succeeded by Robert Christison .....	4 Dec., 1877	Ditto .....	315	0	0	12 April, 1866.
19th ditto .....	Thomas M'Koy .....	25 Sept., 1876	Ditto .....	315	0	0	17 Jan., 1859.
	succeeded by Robert Christison .....	7 Feb., 1877	Ditto .....	315	0	0	12 April, 1866.
	succeeded by John Borghurst Spencer...	4 Dec., 1877	Ditto .....	315	0	0	18 Dec., 1862.
20th ditto .....	John Borghurst Spencer...	1 Nov., 1877	Ditto .....	315	0	0	18 Dec., 1862.
	succeeded by Samuel Harper.....	4 Dec., 1877	Ditto .....	315	0	0	1 May, 1869.
21st ditto .....	Samuel Harper.....	1 Nov., 1877	Ditto .....	315	0	0	1 May, 1869.
	succeeded by John Baxter.....	4 Dec., 1877	Ditto .....	315	0	0	8 Feb., 1865.
1st Tide Surveyor .....	Robert Lawton Eames ..	25 Sept., 1876	Ditto .....	375	0	0	26 Aug., 1859.
2nd ditto.....	William Smyth .....	25 Sept., 1876	Ditto .....	375	0	0	7 Feb., 1864.
Warehouse Keeper .....	Thomas Fancourt.....	30 May, 1859	Ditto .....	450	0	0	20 Dec., 1847.
1st Locker .....	Robert Brock .....	1 July, 1874	Ditto .....	275	0	0	18 May, 1858.
2nd ditto.....	Charles Kelly .....	25 Sept., 1876	Ditto .....	275	0	0	18 Jan., 1856.
3rd ditto.....	Frederick Huntley <sup>1</sup> .....	25 Sept., 1876	Ditto .....	275	0	0	6 July, 1859.
	succeeded by William Robertson .....	21 Mar., 1877	Ditto .....	275	0	0	1 June, 1864.
4th ditto.....	William Robertson .....	25 Sept., 1876	Ditto .....	275	0	0	1 June, 1864.
	succeeded by Thomas Brooks .....	21 Mar., 1877	Ditto .....	275	0	0	16 July, 1862.
5th ditto.....	Thomas Brooks .....	25 Sept., 1876	Ditto .....	275	0	0	16 July, 1862.
	succeeded by Christopher Warburton ..	21 Mar., 1877	Ditto .....	275	0	0	30 Oct., 1859.
6th ditto.....	Robert Christison <sup>2</sup> .....	25 Sept., 1876	Ditto .....	250	0	0	12 April, 1866.
	succeeded by Christopher Warburton ..	7 Feb., 1877	Ditto .....	250	0	0	30 Oct., 1859.
	succeeded by Frederick Huntley .....	21 Mar., 1877	Ditto .....	250	0	0	6 July, 1859.
7th ditto.....	Christopher Warburton ..	25 Sept., 1876	Ditto .....	250	0	0	30 Oct., 1859.
	succeeded by Henry Ikin .....	7 Feb., 1877	Ditto .....	250	0	0	23 April, 1860.

<sup>1</sup> To 21 March—appointed 6th Locker.      <sup>2</sup> To 6 February—appointed 19th Landing Waiter.  
 Note—The dates of first appointment of several of the officers have been altered.      \* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL TREASURER—CUSTOMS—continued.</b>					
8th Locker .....	Henry Ikin .....	25 Sept., 1876	Governor and Executive Council	250 0 0	23 April, 1860.
	succeeded by John Baxter <sup>1</sup> .....	7 Feb., 1877	Ditto .....	250 0 0	8 Feb., 1865.
	succeeded by Samuel Matthew Beard .....	4 Dec., 1877	Ditto .....	250 0 0	26 Aug., 1868.
9th ditto .....	John Baxter .....	25 Sept., 1876	Ditto .....	250 0 0	8 Feb., 1865.
	succeeded by John Borghurst Spencer <sup>2</sup> .....	7 Feb., 1877	Ditto .....	250 0 0	18 Dec., 1862.
	succeeded by Samuel Matthew Beard .....	1 Nov., 1877	Ditto .....	250 0 0	26 Aug., 1868.
	succeeded by Anthony Charles Donelan .....	4 Dec., 1877	Ditto .....	250 0 0	1 Aug., 1861.
10th ditto .....	John Borghurst Spencer .....	25 Sept., 1876	Ditto .....	250 0 0	18 Dec., 1862.
	succeeded by Samuel Harper <sup>3</sup> .....	7 Feb., 1877	Ditto .....	250 0 0	1 May, 1869.
	succeeded by Anthony Charles Donelan .....	1 Nov., 1877	Ditto .....	250 0 0	1 Aug., 1861.
	succeeded by Michael Fay .....	4 Dec., 1877	Ditto .....	250 0 0	15 Oct., 1861.
11th ditto .....	Samuel Harper .....	25 Sept., 1876	Ditto .....	250 0 0	1 May, 1869.
	succeeded by Samuel Matthew Beard .....	7 Feb., 1877	Ditto .....	250 0 0	26 Aug., 1868.
	succeeded by Michael Fay .....	1 Nov., 1877	Ditto .....	250 0 0	15 Oct., 1861.
	succeeded by Edward Chapman .....	4 Dec., 1877	Ditto .....	250 0 0	23 May, 1873.
12th ditto .....	Samuel Matthew Beard .....	25 Sept., 1876	Ditto .....	250 0 0	26 Aug., 1868.
	succeeded by Anthony Charles Donelan .....	7 Feb., 1877	Ditto .....	250 0 0	1 Aug., 1861.
	succeeded by Edward Chapman .....	1 Nov., 1877	Ditto .....	250 0 0	23 May, 1873.
	succeeded by Arthur Tidman Lloyd .....	4 Dec., 1877	Ditto .....	250 0 0	27 July, 1874.
13th ditto .....	Anthony Charles Donelan .....	25 Sept., 1876	Ditto .....	250 0 0	1 Aug., 1861.
	succeeded by Michael Fay .....	7 Feb., 1877	Ditto .....	250 0 0	15 Oct., 1861.
	succeeded by Arthur Tidman Lloyd .....	1 Nov., 1877	Ditto .....	250 0 0	27 July, 1874.
	succeeded by Robert John Curran .....	4 Dec., 1877	Ditto .....	250 0 0	9 May, 1867.
14th ditto .....	Michael Fay .....	25 Sept., 1876	Ditto .....	250 0 0	15 Oct., 1861.
	succeeded by Edward Chapman .....	7 Feb., 1877	Ditto .....	250 0 0	23 May, 1873.
	succeeded by Robert John Curran .....	1 Nov., 1877	Ditto .....	250 0 0	9 May, 1867.
	succeeded by Albany Clement Doutty .....	4 Dec., 1877	Ditto .....	250 0 0	29 Dec., 1870.
15th ditto .....	Edward Chapman .....	25 Sept., 1876	Ditto .....	250 0 0	23 May, 1873.
	succeeded by Arthur Tidman Lloyd .....	7 Feb., 1877	Ditto .....	250 0 0	27 July, 1874.
	succeeded by Albany Clement Doutty .....	1 Nov., 1877	Ditto .....	250 0 0	29 Dec., 1870.
	succeeded by Robert Cattle Maddocks .....	4 Dec., 1877	Ditto .....	250 0 0	12 Sep., 1860.
16th ditto .....	Arthur Tidman Lloyd .....	25 Sept., 1876	Ditto .....	250 0 0	27 July, 1874.
	succeeded by Robert John Curran .....	7 Feb., 1877	Ditto .....	250 0 0	9 May, 1867.
	succeeded by Robert Cattle Maddocks .....	1 Nov., 1877	Ditto .....	250 0 0	12 Sept., 1860.
	succeeded by Dalway Bell .....	4 Dec., 1877	Ditto .....	250 0 0	1 June, 1867.
17th ditto .....	Robert John Curran .....	25 Sept., 1876	Ditto .....	250 0 0	9 May, 1867.
	succeeded by Albany Clement Doutty .....	7 Feb., 1877	Ditto .....	250 0 0	29 Dec., 1870.
	succeeded by Dalway Bell .....	1 Nov., 1877	Ditto .....	250 0 0	1 June, 1867.
	succeeded by Hamilton L. Low .....	4 Dec., 1877	Ditto .....	250 0 0	2 Oct., 1872.
Locker, Queen's Warehouse	John Halloran .....	7 Sept., 1876	Ditto .....	225 0 0	17 Nov., 1865.
Collector's Messenger <sup>4</sup> (1) .....			Collector of Customs .....	150 0 0	
Long Room ditto (1) .....			Ditto .....	135 0 0	
Warrant Officers (3) .....			Ditto .....	130 0 0	each.
Boy Messengers (5) .....			Ditto .....	75 0 0	
Coxswains (2) .....			Ditto .....	50 0 0	"
Boatmen (6) .....			Colonial Treasurer .....	120 0 0	"
Housekeeper (1) <sup>4</sup> .....			Ditto .....	108 0 0	"
Watchman (1) .....			Collector of Customs .....	60 0 0	
			Colonial Treasurer .....	114 0 0	

<sup>1</sup> To 3 December—appointed 21st Landing Waiter.<sup>2</sup> To 31 October—appointed 20th Landing Waiter.<sup>3</sup> To 31 October—appointed 21st Landing Waiter.<sup>4</sup> Allowed quarters, fuel, and light.

Note.—The dates of first appointment of several of the officers have been altered.



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL TREASURER—CUSTOMS—continued.</b>					
<b>OUT-PORT BRANCH.</b>					
<b>BOTANY BAY.</b>					
Coast Waiter .....	Michael M'Dermott <sup>1</sup> .....	19 May, 1868	Governor and Executive Council	250 0 0	6 June, 1854.
Boatmen (4) .....	.....	.....	Coast Waiter .....	108 0 0	each.
<b>BROKEN BAY.</b>					
Coast Waiter .....	Albert Thomas Black <sup>1</sup> .....	1 Oct., 1868	Governor and Executive Council	250 0 0	2 April, 1867.
Boatmen (4) .....	.....	.....	Coast Waiter .....	108 0 0	each.
<b>NEWCASTLE.</b>					
Sub-Collector .....	William R. Logan <sup>2</sup> .....	1 April, 1870	Governor and Executive Council	450 0 0	22 Feb., 1848.
Landing Waiter .....	James Edward Hannell .....	1 July, 1874	Ditto .....	275 0 0	1 Jan., 1867.
Tide Surveyor .....	William James Brown .....	20 May, 1873	Ditto .....	300 0 0	18 Aug., 1864.
Locker .....	John Halbert .....	9 July, 1874	Ditto .....	250 0 0	14 Dec., 1870.
Clerks .....	William Henry Whyte .....	1 July, 1874	Ditto .....	250 0 0	19 Jan., 1869.
.....	William Clay Rush .....	9 July, 1874	Ditto .....	200 0 0	24 Oct., 1871.
Warrant Officer (1) .....	.....	.....	Colonial Treasurer .....	170 0 0	.....
Messenger and Officekeeper (1) .....	.....	.....	Ditto .....	108 0 0	.....
Coxswain (1) .....	.....	.....	Governor .....	144 0 0	.....
Boatmen (3) .....	.....	.....	Sub-Collector .....	108 0 0	each.
<b>MORPETH.</b>					
Sub-Collector .....	Thomas Trimble <sup>3</sup> .....	24 Mar., 1876	Governor and Executive Council	300 0 0	18 Oct., 1859.
Assistant Officer .....	Thomas Bartle .....	14 June, 1873	Colonial Treasurer .....	75 0 0	14 June, 1873.
<b>GRAYTON.</b>					
Sub-Collector .....	Charles Travers Grant <sup>2</sup> .....	1 Dec., 1864	Governor and Executive Council	275 0 0	10 Jan., 1859.
Landing Waiter (Clarence Heads) .....	Arthur Hood Pegus <sup>4</sup> .....	6 April, 1870	Ditto .....	200 0 0	3 May, 1864.
Boatmen (2) .....	.....	.....	Sub-Collector .....	108 0 0	each.
Messenger (1) .....	.....	.....	Ditto .....	65 0 0	.....
<b>EDEN.</b>					
Sub-Collector .....	George Plunkett Keon <sup>1</sup> .....	20 Sept., 1856	Governor and Executive Council	300 0 0	28 Dec., 1845.
Coxswain (1) .....	.....	.....	Governor .....	132 0 0	.....
<b>RICHMOND RIVER.</b>					
Sub-Collector .....	William Cabill <sup>1</sup> .....	2 Aug., 1876	Governor and Executive Council	200 0 0	1 Aug., 1862.
Boatmen (2) .....	.....	.....	Sub-Collector .....	108 0 0	each.
<b>TWEED RIVER.</b>					
Sub-Collector .....	Thomas Carrick <sup>5</sup> .....	1 Jan., 1871	Governor and Executive Council	250 0 0	4 Mar., 1865.
<b>OFFICERS OF CUSTOMS.</b>					
Wollongong .....	Frederick Reynolds Cole .....	1 Sept., 1865	Ditto .....	52 0 0	1 Sept., 1865.
Kiama .....	Henry Connell, jun. .....	11 July, 1864	Ditto .....	52 0 0	21 Aug., 1844.
Shoalhaven .....	William Lovegrove .....	1 Jan., 1873	Ditto .....	52 0 0	1 Jan., 1857.
Macleay River .....	John Bartholomew Casey .....	25 May, 1864	Ditto .....	25 0 0	21 April, 1853.
Port Stephens .....	Thomas Laman .....	1 Sept., 1876	Ditto .....	52 0 0	13 April, 1859.
Bateman's Bay .....	James M'Carthy .....	16 Feb., 1877	Ditto .....	52 0 0	16 Feb., 1877.
<b>BORDER BRANCH.</b>					
<b>MURRAY RIVER.</b>					
<b>Moama.</b>					
Sub-Collector .....	Charles Edward Gordon <sup>6</sup> .....	1 May, 1864	Governor and Executive Council	450 0 0	4 May, 1853.
Assistant Officers of Customs .....	James Boyd <sup>7</sup> .....	5 Feb., 1874	Ditto .....	250 0 0	21 May, 1866.
.....	John Kennedy <sup>7</sup> .....	5 Feb., 1874	Ditto .....	250 0 0	24 Dec., 1870.
Clerk .....	John M. Duncan .....	1 Aug., 1875	Ditto .....	175 0 0	1 Aug., 1875.
Messenger (1) .....	.....	.....	Sub-Collector .....	96 0 0	.....
<b>Albury.</b>					
Sub-Collector .....	John Swyny <sup>8</sup> .....	4 July, 1868	Governor and Executive Council	350 0 0	18 Jan., 1859.
Clerk .....	Patrick Joyce <sup>8</sup> .....	1 Feb., 1872	Ditto .....	250 0 0	1 Feb., 1872.
Assistant Officer of Customs .....	William Whitehand <sup>8</sup> .....	26 June, 1876	Ditto .....	200 0 0	26 June, 1876.
Acting Officer of Customs, Upper Murray .....	Gordon Bruce .....	1 Jan., 1875	Ditto .....	25 0 0	17 July, 1866.
Watchman (1) .....	.....	.....	Sub-Collector .....	96 0 0	.....
<b>Howlong.</b>					
Officer of Customs .....	William Augustus Hunt <sup>9</sup> .....	1 Feb., 1873	Governor and Executive Council	200 0 0	12 July, 1852.*
<b>Wentworth.</b>					
Sub-Collector .....	Daniel Joseph M'Kenry <sup>8</sup> .....	1 Sept., 1875	Ditto .....	300 0 0	3 Nov., 1864.
Assistant Officer of Customs .....	Mark King .....	20 Oct., 1876	Ditto .....	175 0 0	30 April, 1866.
Messenger (1) .....	.....	.....	Colonial Treasurer .....	96 0 0	.....
<b>Swan Hill.</b>					
Sub-Collector .....	John Wyse <sup>10</sup> .....	18 Aug., 1864	Governor and Executive Council	250 0 0	1 Aug., 1862.
<b>Euston.</b>					
Sub-Collector .....	John O'Donnell <sup>10</sup> .....	18 Aug., 1864	Ditto .....	250 0 0	17 April, 1862.

<sup>1</sup> Allowed quarters. <sup>2</sup> Allowed £50 per annum in lieu of quarters. <sup>3</sup> Allowed £20 per annum for office rent. <sup>4</sup> Allowed £50 per annum in lieu of quarters. <sup>5</sup> Allowed £36 per annum in lieu of quarters. <sup>6</sup> Allowed quarters, and £50 per annum for forage. <sup>7</sup> Allowed £25 per annum in lieu of quarters. <sup>8</sup> Allowed £25 per annum in lieu of quarters and £50 for forage. <sup>9</sup> Allowed £20 per annum for office rent, £25 per annum in lieu of quarters, £50 per annum for forage, and £25 per annum for travelling expenses. <sup>10</sup> Allowed £20 per annum for office rent, and £50 per annum for forage. \* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL TREASURER—CUSTOMS—continued.</b>					
<b>BORDER BRANCH—continued.</b>					
<i>Corowa.</i>					
Sub-Collector .....	Pierce Nihill <sup>1</sup> .....	20 May, 1873	Governor and Executive Council	300 0 0	11 July, 1861.
Assistant Officer of Customs	Thomas Tayton Faris <sup>2</sup> .....	1 Jan., 1875	Ditto .....	200 0 0	1 Jan., 1875.
Bridge Keeper (1) .....	.....	.....	Colonial Treasurer .....	104 0 0	.....
<i>Tocumwal.</i>					
Sub-Collector .....	John Bruton <sup>3</sup> .....	1 Feb., 1872	Governor and Executive Council	250 0 0	23 Aug., 1864.
<i>Queensland Border.</i>					
<b>MARYLAND.</b>					
Sub-Collector .....	George Lynch Hill <sup>4</sup> .....	1 Jan., 1871	Ditto .....	250 0 0	13 April, 1869.
<b>BOGABILLA.</b>					
Sub-Collector .....	Howard T. Capper <sup>5</sup> .....	8 June, 1876	Ditto .....	225 0 0	8 June, 1876.
<b>INLAND BONDED WAREHOUSES.</b>					
<b>WAGGA WAGGA.</b>					
Locker .....	John Green <sup>2</sup> .....	1 Aug., 1868	Governor and Executive Council	250 0 0	1 July, 1857.
Acting Customs Officer .....	Henry Baylis .....	1 Jan., 1875	Ditto .....	52 0 0	9 Aug., 1852.
<b>BOURKE.</b>					
Locker .....	Malcolm Scrymgeour <sup>2</sup> .....	15 July, 1875	Ditto .....	250 0 0	15 July, 1875.
Acting Sub-Collector .....	Alexander Ogilvie Grant .....	1 Jan., 1873	Ditto .....	52 0 0	27 Jan., 1846.*
<b>DENILQUIN.</b>					
Locker .....	James Johnstone <sup>2</sup> .....	26 June, 1876	Ditto .....	250 0 0	3 June, 1867.
Assistant Officer of Customs <sup>2</sup>	Edward A. Haynes <sup>5</sup> .....	20 Dec., 1876	Ditto .....	200 0 0	26 June, 1873.
	succeeded by				
	James R. R. Miles .....	14 Dec., 1877	Ditto .....	200 0 0	1 July, 1875.
<b>WILCANNIA.</b>					
Locker .....	Michael John D'Arcy <sup>6</sup> .....	4 July, 1876	Ditto .....	250 0 0	10 Dec., 1875.
<b>BREWARRINA.</b>					
Locker .....	John Swift <sup>7</sup> .....	1 May, 1877	Ditto .....	250 0 0	15 June, 1870.
<b>HAY.</b>					
Sub-Collector .....	Lion Hy. Walford <sup>2</sup> .....	17 April, 1877	Ditto .....	250 0 0	19 Aug., 1870.
Locker <sup>2</sup> .....	Lion Hy. Walford <sup>9</sup> .....	14 Oct., 1876	Ditto .....	250 0 0	19 Aug., 1870.
Assistant Locker .....	Thomas H. Dawson <sup>2</sup> .....	23 Nov., 1877	Ditto .....	200 0 0	16 Feb., 1874.

<sup>1</sup> Allowed £20 per annum for office rent, £50 per annum in lieu of quarters, and £50 per annum for forage. <sup>2</sup> Allowed £50 per annum in lieu of quarters.  
<sup>3</sup> Allowed £25 per annum in lieu of quarters, and £50 per annum for forage. <sup>4</sup> Allowed £78 per annum in lieu of quarters, and £50 per annum for forage.  
<sup>5</sup> To 13 December. <sup>6</sup> Allowed £50 per annum in lieu of quarters, and £25 per annum in lieu of forage. <sup>7</sup> Allowed £52 per annum in lieu of quarters.  
<sup>8</sup> Appointed Sub-Collector. \* Services not continuous.

NOTE.—The following officers give security:—Collector of Customs, £6,000; Sub-Collector, Newcastle, £1,000; Clerk and Cashier, Landing Surveyors, Landing Waiters (Landing Waiter, Clarence Heads, £200), Tide Surveyors, Warehouse Keeper, Coast Waiters, Lockers, at Wagga Wagga, Bourke, Deniliquin, Wilcannia, Brewarrina, and Hay, and Sub-Collectors at Morpeth, Grafton, Eden, Tweed River, Maryland, Moama, Tocumwal, Wentworth, and Euston, each £500; Sub-Collector, Bogabilla, £300; Sub-Collectors at Corowa, Swan Hill, Albury, and Richmond River, and Officer of Customs at Howlong, each £200; Chief Clerk, Clerks, Lockers, and Assistant Lockers, and Assistant Officers of Customs, each £200.

### COLONIAL DISTILLERIES AND SUGAR REFINERIES.

Chief Inspector of Distilleries and Sugar Refineries .....	Henry Lumsdaine .....	1 Dec., 1859	Governor and Executive Council, by Commission.	650 0 0	1 Dec., 1845.
Senior Inspectors of Distilleries <sup>1</sup> .....	Robert Blake .....	1 May, 1863	Governor, by Commission .....	450 0 0	1 Feb., 1840.
	George H. Barney .....	1 Jan., 1851	Governor and Executive Council, by Commission.	450 0 0	14 April, 1855.
	.....	5 Oct., 1858	Ditto .....	400 0 0	9 June, 1863.
Inspector of Distilleries <sup>1</sup> .....	John Wye Weekes .....	1 Aug., 1868	Governor and Executive Council	350 0 0	29 Aug., 1859.
	Clunes Gordon Reid .....	9 June, 1873	Ditto .....	325 0 0	19 Jan., 1857.
Senior Inspector of Sugar Refineries.	Henry R. Smith .....	9 June, 1863	Ditto .....	300 0 0	15 July, 1846.*
Inspector of Sugar Refineries.	Thomas Cains Jamison .....	1 Aug., 1868	Ditto .....	300 0 0	15 July, 1846.*
Clerk .....	David Murdoch .....	23 Nov., 1875	Colonial Treasurer .....	100 0 0	23 Nov., 1875.
Watchman (1) .....	.....	.....	Ditto .....	100 0 0	.....
Gatekeeper (1) .....	.....	.....	Chief Inspector of Distilleries, &c.	100 0 0	.....
Messenger (1) .....	.....	.....	Ditto .....	70 0 0	.....
Boatmen for Harwood Island	.....	.....	Colonial Treasurer .....	108 0 0	.....

<sup>1</sup> Allowed £50 per annum for quarters while stationed at the Harwood Island, Clarence River. \* Services not continuous.

NOTE.—The following Officers give security for the amounts set opposite their respective names:—Chief Inspector, £1,000; Inspectors, £300 each.

### STORE BRANCH OF THE TREASURY.

Superintendent of Stores .....	Lancelot Iredale Brennand <sup>1</sup> .....	1 July, 1864	Governor and Executive Council	400 0 0	8 Jan., 1855.
First Clerk .....	James M'Veigh .....	1 Mar., 1875	Ditto .....	175 0 0	4 July, 1873.
Accountant .....	William Hemming .....	21 Aug., 1877	Colonial Treasurer .....	300 0 0	1 May, 1865.
Clerk .....	George O'Donnell .....	29 April, 1869	Governor and Executive Council	150 0 0	29 April, 1869.
Assistant Clerk .....	John Richard Evans .....	12 July, 1875	Ditto .....	150 0 0	12 July, 1875.
Foreman (1) .....	.....	.....	.....	125 0 0	.....
Stationer (1) .....	.....	.....	.....	110 0 0	.....
Messenger (1) .....	.....	.....	.....	110 0 0	.....
Carter (1) .....	.....	.....	.....	104 0 0	.....
Laborers (3) .....	.....	.....	.....	110 0 0	each.

<sup>1</sup> Allowed a house.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL TREASURER—continued.</b>					
<b>PRINTING, BOOKBINDING, STAMPS, AND RAILWAY TICKETS.</b>					
Government Printer, and Inspector of Postage Stamps Superintendent.....	Thomas Richards <sup>1</sup> .....	1 June, 1859	Governor and Executive Council, by Commission	600 0 0	7 Feb., 1845.
Chief Clerk and Cashier.....	Charles Potter <sup>2</sup> .....	17 June, 1859	Governor and Executive Council	450 0 0	22 Dec., 1851.
Accountant.....	George Kellick <sup>3</sup> .....	9 Feb., 1860	Ditto	275 0 0	1 April, 1851.
Overseers.....	John Steel.....	18 Nov., 1875	Ditto	250 0 0	11 April, 1872.
	Geo. Stephen Chapman <sup>4</sup> .....	7 Dec., 1874	Ditto	300 0 0	12 Jan., 1852.
Foreman of Bookbinding Branch.	Walter D'Arrietta.....	1 Mar., 1874	Ditto	300 0 0	1 July, 1847.
	Augustus Fredk. Furber.....	1 Mar., 1874	Ditto	300 0 0	5 Nov., 1860.
Foreman of Press Branch	George Alfred Thrum.....	15 Nov., 1860	Ditto	275 0 0	— Nov., 1843.
Sub-overseers.....	Peter Buchanan.....	1 Mar., 1874	Ditto	240 0 0	25 Feb., 1852.
	Charles Griffiths.....	1 Oct., 1863	Ditto	240 0 0	7 Jan., 1852.
	John Waterman.....	1 Mar., 1874	Ditto	240 0 0	2 July, 1859.
	John Mercer.....	1 Jan., 1869	Ditto	230 0 0	7 May, 1855.
		27 Nov., 1876	Colonial Treasurer	200 0 0	to 30 Sept. 250 0 0 from 1 Oct.
Publisher.....	John Stephen Lynch <sup>5</sup> .....	1 Jan., 1863	Governor and Executive Council	240 0 0	25 July, 1851.
Assistant Publisher.....	Michael Cullen.....	4 May, 1875	Colonial Treasurer	175 0 0	12 Jan., 1863.
Clerks..... (Sale)	Charles Sydney Ormiston.....	2 May, 1873	Governor and Executive Council	200 0 0	1 Oct., 1856.
	Gilbert Johnston.....	1 June, 1870	Ditto	200 0 0	1 June, 1870.
	Frederick Clinton Levinge.....	24 Dec., 1868	Ditto	150 0 0	1 July, 1864.
	Charles W. Bloomfield.....	1 Mar., 1874	Ditto	200 0 0	— June, 1854.
Computer.....	Frederick Hosier.....	8 Oct., 1861	Ditto	245 0 0	4 May, 1853.
Readers.....	Frederick James Ironside.....	25 Nov., 1861	Ditto	240 0 0	— Aug., 1847.
	Joseph John Spruson.....	12 Aug., 1864	Ditto	235 0 0	12 Aug., 1864.
				240 0 0 from 1 July.	
	William M'Kern.....	1 Dec., 1875	Colonial Treasurer	175 0 0	9 Nov., 1857.
				200 0 0 from 1 July.	
	Nathan Hollingworth.....	1 Oct., 1876	Ditto	175 0 0	5 Dec., 1859.
				200 0 0 from 1 July.	
Reviser.....	Edward Dowling.....	11 Nov., 1872	Governor and Executive Council	200 0 0	4 Aug., 1856.
				to 30 June. 225 0 0 from 1 July.	
Entry Clerk and Store-keeper.	James Dutton.....	8 Feb., 1877	Colonial Treasurer	200 0 0	— July, 1854.
				to 30 Sept. 225 0 0 from 1 Oct.	
Compositors, Machinists, Pressmen, Bookbinders, Assistants, and others.....	(92).....		Ditto	At rates varying from £275 a year to 4s. per diem.	
Improvers, Apprentices, Folders and Sewers, and others.....	(76).....		Ditto	At rates varying from 1s. to 7s. per diem, according to length of service.	
<b>STAMP BRANCH.</b>					
Foreman.....	Abraham Western Chapman.....	1 Jan., 1857	Governor and Executive Council	300 0 0	1 Jan., 1857.
Printer.....	Allan Robertson.....	1 Jan., 1873	Colonial Treasurer	160 0 0	29 Oct., 1867.
Second Printer.....	Edwin H. Reeve.....	6 April, 1869	Ditto	150 0 0	31 Aug., 1863.
Assistants.....	Simeon Atkinson.....	1 Jan., 1857	Governor and Executive Council	150 0 0	18 Aug., 1856.
".....(2)			Colonial Treasurer	{ 1 at 0 9 0 per diem. 1 at 0 7 0 "	
<b>TICKET PRINTING.</b>					
Foreman.....	James Ball.....	15 June, 1857	Commissioners under Railway Act	275 0 0	15 June, 1857.
Printer.....	James Huthnance.....	1 Jan., 1865	Governor and Executive Council	150 0 0	1 Jan., 1865.
<b>PHOTO-LITHOGRAPHY AND LITHOGRAPHIC PRINTING.</b>					
Photo-lithographer and Lithographic Printer.	John Sharkey.....	1 Jan., 1869	Colonial Treasurer	300 0 0	17 Aug., 1863.
Draftsman.....	Stephen Mallarky.....	1 April, 1870	Ditto	250 0 0	1 Nov., 1864.
Photographer.....(1)			Ditto	250 0 0	
Assistant do.....(1)			Ditto	150 0 0	
Lithographic Printers.....(2)			Ditto	0 9 0	per diem, each.
Assistants.....(2)			Ditto	{ 1 at 0 7 0 " 1 at 0 6 0 "	

<sup>1</sup> Gives security as Inspector of Postage Stamps—Inspector £500, with two sureties, each £250—On leave to 25 November. <sup>2</sup> Acting Government Printer and Inspector of Postage Stamps, to 25 November. <sup>3</sup> Finds security to the amount of £500. <sup>4</sup> Acting Superintendent to 25 November. <sup>5</sup> On leave to 1 February.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL TREASURER—continued.</b>					
<b>ORDNANCE AND BARRACK DEPARTMENT.</b>					
Ordnance Storekeeper and Barrack Master.	Julien Thomas Blanchard <sup>1</sup>	10 Sept., 1875	Governor and Executive Council	300 0 0	15 Dec., 1862.
Assistant Ordnance Storekeeper.	Edwin Cyril Haviland.....	1 Oct., 1875	Ditto .....	225 0 0	1 Oct., 1875.
Visiting Surgeon .....	Owen Spencer Evans .....	1 April, 1871	Ditto .....	50 0 0	21 Mar., 1861.
Inspector of Magazines.....	Thomas Rodgers <sup>2</sup> .....	1 Oct., 1876	Ditto .....	200 0 0	30 Sept., 1868.
Clerks .....	William David May .....	1 April, 1871	Ditto .....	150 0 0	27 Sept., 1870.
(Temporary).....	Vivian William Williams	1 Dec., 1876	Colonial Treasurer .....	100 0 0	1 Dec., 1876.
Foreman of Magazine .....	Thomas James Brady <sup>3</sup> .....	1 April, 1871	Governor and Executive Council	175 0 0	1 April, 1871.
Acting Foreman ditto.....	Patrick M'Bride <sup>3</sup> .....	1 Oct., 1876	Ditto .....	145 0 0	— Aug., 1872.
Foreman, Ordnance Stores.	Edward Newman <sup>3</sup> .....	1 April, 1871	Ditto .....	140 0 0	1 Nov., 1870.
Foreman, Magazine, Gulgong	James Sellman .....	9 Jan., 1875	Colonial Treasurer .....	8s. 6d. per diem.	9 Jan., 1875.
Master of Steam-launch, "Sea Breeze."	Samuel Small <sup>1</sup> .....	1 Oct., 1876	Governor and Executive Council	150 0 0	— 1866.
Engineer, ditto .....	Thomas Crowley <sup>5</sup> .....	28 Sep., 1876	Ditto .....	150 0 0	28 Sept., 1876.
Cooper (1) <sup>3</sup> .....	.....	.....	Ditto .....	0 7 0	per diem.
Magazine Labourers (9) <sup>3</sup> .....	.....	.....	.....	0 6 0	" each.
Magazine Labourers, { (1) <sup>6</sup> .....	.....	.....	.....	0 6 0	"
Newcastle .....	.....	.....	.....	0 6 0	"
Magazine Labourer, Gulgong. (1)	.....	.....	Colonial Treasurer .....	0 6 0	"
Ordnance and Barrack Store Labourers (9). <sup>7</sup>	.....	.....	Ditto .....	0 6 0	" "
Boatmen, Sydney (2) .....	.....	.....	Ditto .....	0 7 0	" "
" Newcastle (2) .....	.....	.....	Ditto .....	0 1 0	" "
Messenger (1) .....	.....	8 June, 1874	Ditto .....	45 0 0	" "
Lamplighter (1).....	.....	1 Jan., 1876	Ditto .....	0 1 0	"

<sup>1</sup> Allowed a house, fuel, and light, and 3s. 6d. per diem in lieu of forage, and £50 per annum for extra duties. <sup>2</sup> Allowed £50 per annum in lieu of quarters. <sup>3</sup> Allowed quarters, fuel, and light, and 1s. per diem in lieu of rations. <sup>4</sup> Allowed fuel and light, and 1s. per diem in lieu of rations. <sup>5</sup> Allowed quarters, fuel, and light. <sup>6</sup> Allowed fuel, light, and a ration of provisions and £25 per annum for clerical duties. <sup>7</sup> Allowed fuel and light. NOTE.—The floating Magazine at Newcastle is placed under Captain Allan, Harbour Master, who receives £50 per annum for supervision.

**HEALTH OFFICERS, &c.**

HEALTH OFFICER AND PORT JACKSON	EMIGRATION OFFICER.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
Port Jackson .....	Haynes Gibbes Alleyne ...	20 July, 1852	Governor .....	600 0 0	11 May, 1848, to 14 Sept., 1849*
Clerk .....	Michael Farrelly .....	26 Mar., 1863	Governor and Executive Council	175 0 0	1 July, 1855*
Health Officer, Newcastle	Richard Harris <sup>1</sup> .....	23 Aug., 1875	Ditto .....	50 0 0	23 Aug., 1875.
Do. Twofold Bay	George Plunkett Keon ...	4 Aug., 1863	Ditto .....	Nil.	28 Dec., 1845.

<sup>1</sup> Allowed fees and boat-hire for boarding vessels. <sup>2</sup> Services not continuous.

**QUARANTINE.**

Overseer of Stores, and Superintendent of Quarantine, Spring Cove, Sydney Harbour.	John Carroll <sup>1</sup> .....	16 Nov., 1841	Governor .....	150 0 0	16 Nov., 1841.
Boatmen (2) <sup>1</sup> .....	.....	.....	Colonial Treasurer .....	108 0 0	each.

<sup>1</sup> Allowed a house; also an allowance at the rate of 2s. 6d. per diem for serving out provisions during detention of vessels in quarantine; allowed 30s. per week as caretaker of hospital bulk. <sup>2</sup> Allowed quarters.

**SHIPPING MASTERS.**

SYDNEY.					
Shipping Master .....	William Edgar Shorter <sup>1</sup> ...	25 May, 1866	Governor and Executive Council	400 0 0	15 Nov., 1855.
Chief Clerk and Deputy Shipping Master.	James Flanagan <sup>1</sup> .....	23 April, 1868	Ditto .....	350 0 0	1 Jan., 1854.
First Clerk .....	John Parker .....	1 June, 1862	Ditto .....	175 0 0	1 June, 1862.
Clerks .....	James Thorpe .....	25 Mar., 1867	Ditto .....	150 0 0	25 Mar., 1867.
	Henry Edward Maxted <sup>2</sup> .....	1 Jan., 1875	Ditto .....	150 0 0	30 Mar., 1874.
	succeeded by				
	William Foskett .....	2 July, 1877	Ditto .....	150 0 0	24 Jan., 1865.
	Samuel Cameron Reid .....	27 July, 1875	Ditto .....	100 0 0	27 July, 1875.
(assistant).....	John H. K. Brown .....	1 Jan., 1877	Ditto .....	150 0 0	8 Feb., 1853.
Director of Seamen (1) <sup>3</sup> .....	.....	.....	Governor .....	150 0 0	
Messenger (1) .....	.....	.....	Colonial Treasurer.....	150 0 0	
Officekeeper (1) <sup>4</sup> .....	.....	.....	Shipping Master .....	30 0 0	
SHIPPING MASTER, NEWCASTLE.					
Shipping Master .....	Clarence H. Hannell .....	10 Mar., 1863	Governor and Executive Council	300 0 0	10 Mar., 1863.
Clerk .....	Jeremiah J. Mason .....	1 Aug., 1872	Ditto .....	150 0 0	1 Aug., 1865.
Boy Messenger (1).....	.....	.....	.....	50 0 0	

<sup>1</sup> Gives security—himself in £200, and two sureties in £100 each. <sup>2</sup> To 30 June—appointed to the Insolvency Court. <sup>3</sup> To 26 March—deceased. <sup>4</sup> Allowed quarters and fuel.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL TREASURER—continued.</b>					
<b>MARINE BOARD OF NEW SOUTH WALES.</b>					
President .....	Francis Hixson <sup>1</sup> .....	2 April, 1872	Administrator of Government and Executive Council.	650 0 0	1 Jan., 1863.
Members .....	Archibald McLean .....	8 Oct., 1873	Elected by Shipowners .....	109 4	8 Oct., 1873.
	John Broomfield .....	2 April, 1872	Ditto .....	109 4	2 April, 1872.
	Hugh Fairclough .....	2 April, 1872	Ditto .....	109 4	2 April, 1872.
	John Brown Watt (Vice-President).	2 April, 1872	Administrator of Government and Executive Council.	.....	2 April, 1872.
	Thomas Watson .....	2 April, 1872	Ditto .....	109 4	..... 1821.
	Henry T. Fox .....	15 Jan., 1875	Governor and Executive Council	109 4	23 Feb., 1859.
Secretary .....	George S. Lindeman .....	1 Mar., 1875	Ditto .....	400 0 0	26 April, 1872.
Engineer Surveyor, Inspector, and Examiner.	Henry Broderick .....	15 April, 1872	Administrator of Government and Executive Council.	500 0 0	10 Feb., 1853.
Assistant do. ....	William Cruickshank .....	13 May, 1874	Governor and Executive Council	250 0 0	13 May, 1874.
Shipwright Surveyor and Inspector.	Richard Johnson .....	8 May, 1872	Administrator of Government and Executive Council.	300 0 0	11 Feb., 1862.
Examiner in Navigation and Pilotage.	John Limmex .....	20 June, 1876	Governor and Executive Council	200 0 0	20 June, 1876.
Examiner in Seamanship and Pilotage.	Thomas Birkenshaw .....	15 April, 1872	Administrator of Government and Executive Council.	175 0 0	15 April, 1872.
Inspector .....	Alexander Bell .....	2 April, 1872	Ditto .....	50 0 0	20 Oct., 1859.
Water Bailiff and Inspector	Isaac Lee .....	1 Feb., 1875	Governor and Executive Council	200 0 0	1 Mar., 1859.
Messenger (1) .....	.....	2 April, 1872	Administrator of Government and Executive Council.	100 0 0	.....
<b>CLARENCE RIVER.</b>					
Engineer Surveyor .....	Patrick L. Fraser .....	2 April, 1872	Administrator of Government and Executive Council.	18 18 0	30 June, 1866.
Shipwright do. ....	J. N. Schwomberg .....	18 Aug., 1875	Governor and Executive Council	10 10 0	18 Aug., 1875.
<b>MACLEAY RIVER.</b>					
Engineer Surveyor .....	J. Rorison .....	1 April, 1874	Ditto .....	4 4 0	1 May, 1870.
Shipwright do. ....	A. Cockran .....	30 June, 1865	Ditto .....	1 10 0	30 June, 1865.
<b>NEWCASTLE.</b>					
Engineer Surveyor .....	D. S. Kirkwood .....	28 Aug., 1875	Ditto .....	55 15 0	1 Nov., 1864.
Shipwright do. ....	Thomas Brooks .....	18 Feb., 1871	Ditto .....	40 3 0	18 Feb., 1871.
<b>SHOALHAVEN.</b>					
Engineer Surveyor .....	Alexander Hackett .....	28 Aug., 1875	Ditto .....	.....	28 Aug., 1875.
Shipwright do. ....	J. Johnson .....	23 Jan., 1866	Ditto .....	.....	23 Jan., 1866.
<b>PORT MACQUARIE.</b>					
Engineer Surveyor .....	P. Fairweather .....	16 July, 1870	Ditto .....	.....	16 July, 1870.
Shipwright do. ....	E. Kingsford .....	25 Oct., 1869	Ditto .....	.....	26 June, 1858.
<b>MANNING RIVER.</b>					
Engineer Surveyor .....	J. Kennedy .....	29 Mar., 1877	Ditto .....	2 2 0	29 Mar., 1877.
Shipwright do. ....	J. McDonald .....	26 Nov., 1873	Ditto .....	1 10 0	26 Nov., 1873.
<b>CLYDE RIVER.</b>					
Engineer Surveyor .....	James Kempt .....	22 July, 1876	Ditto .....	.....	22 July, 1876.
Shipwright do. ....	W. T. Piggott .....	22 July, 1876	Ditto .....	.....	22 July, 1876.
<b>RICHMOND RIVER.</b>					
Engineer Surveyor .....	J. McGee .....	1 Feb., 1877	Ditto .....	6 6 0	1 Feb., 1877.
Shipwright do. ....	R. Grant .....	1 Feb., 1877	Ditto .....	4 10 0	1 Feb., 1877.
<b>LOCAL MARINE BOARD, NEWCASTLE.</b>					
Harbour Master and Chairman.	David Tait Allan <sup>2</sup> .....	1 Sept., 1858	Ditto .....	450 0 0	1 Sept., 1858.
Members .....	R. B. Wallace .....	1 July, 1873	Ditto .....	54 12 0	4 July, 1873.
	Herbert Cross .....	4 July, 1873	Ditto .....	54 12 0	4 July, 1873.
	C. F. Stokes .....	5 Feb., 1875	Ditto .....	54 12 0	18 Dec., 1873.
	E. A. White .....	5 Feb., 1875	Ditto .....	31 10 0	5 Feb., 1875.
Secretary and Inspector	W. F. Wetherill .....	18 July, 1873	Ditto .....	250 0 0	18 July, 1873.
Inspector .....	Alexander Collins <sup>3</sup> .....	18 July, 1873	Ditto .....	50 0 0	17 Mar., 1864.
Inspector and Surveyor	A. Bertram .....	1 Oct., 1877	Ditto .....	200 0 0	1 Oct., 1877.
Boatman for ditto (1) .....	.....	.....	President .....	108 0 0	.....
<b>SYDNEY.</b>					
Harbour Master .....	John Richardson Myhill .....	1 July, 1864	Governor and Executive Council	350 0 0	24 Jan., 1854.
Assistant Harbour Masters	Charles Harold <sup>4</sup> .....	10 Jan., 1859	Ditto .....	250 0 0	10 Jan., 1859.
	..... succeeded by	.....	Ditto .....	250 0 0	1 June, 1877.
	Henry Pettit .....	1 June, 1877	Ditto .....	250 0 0	20 Oct., 1859.
	Alexander Bell .....	20 Oct., 1859	Ditto .....	250 0 0	20 Oct., 1859.
Clerk and Accountant .....	Alfred Hinton .....	20 Oct., 1864	Ditto .....	200 0 0	21 Oct., 1864.
Clerk to Harbour Master .....	John Lawrence .....	21 Oct., 1864	Ditto .....	200 0 0	21 Oct., 1864.
Boatswain (1) .....	.....	.....	Colonial Treasurer .....	150 0 0	.....
Boatmen (18) .....	.....	.....	Superintendent .....	120 0 0	.....
LIGHT-HOUSE, SOUTH HEAD.	.....	.....	.....	108 0 0	.....
Superintendent .....	Joseph Siddins <sup>5</sup> .....	1 Jan., 1846	Governor .....	180 0 0	1 Jan., 1846.
Assistant Lightkeepers (2) <sup>6</sup>	.....	.....	Colonial Treasurer .....	96 0 0	each.

<sup>2</sup> Allowed quarters, fuel, and light.

<sup>1</sup> Gives security—himself in £1,000, and two sureties in £500 each.

<sup>3</sup> Allowed quarters.

<sup>4</sup> To 31 May.

<sup>5</sup> Allowed quarters, fuel, and light, and forage for a horse.

NEW SOUTH WALES—1877.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL TREASURER—MARINE BOARD OF NEW SOUTH WALES—continued.</b>					
<b>HORNBY LIGHT-HOUSE.</b>					
Superintendent .....	William May <sup>1</sup> .....	1 Feb., 1875	Governor and Executive Council	180 0 0	12 May, 1874.
Lightkeepers (2) <sup>1</sup> .....	.....	.....	Colonial Treasurer .....	96 0 0	each.
<b>LIGHT-SHIP "BRAMBLE."</b>					
Superintendent <sup>1</sup> .....	John Robson <sup>2</sup> .....	1 Sept., 1863	Governor and Executive Council	180 0 0	21 Oct., 1850.
.....	succeeded by	.....	Ditto .....	180 0 0	1 Oct., 1859.
Lightkeepers (4) <sup>1</sup> .....	Robert Lambert .....	24 May, 1877	Colonial Treasurer .....	96 0 0	each.
<b>LIGHT-HOUSE, CAPE ST. GEORGE.</b>					
Superintendent .....	Henry Gibson <sup>3</sup> .....	18 Sept., 1873	Governor and Executive Council	180 0 0	8 May, 1858.
Lightkeepers (2) <sup>1</sup> .....	.....	.....	Colonial Treasurer .....	96 0 0	each.
<b>LIGHT-HOUSE, PORT STEPHENS.</b>					
Superintendent .....	James Priest <sup>3</sup> .....	1 Sept., 1875	Governor and Executive Council	180 0 0	13 Feb., 1862.
Lightkeepers (2) <sup>1</sup> .....	.....	.....	Colonial Treasurer .....	96 0 0	each.
<b>LIGHT-HOUSE, NEWCASTLE.</b>					
Superintendent .....	Jesse Hannell <sup>1</sup> .....	1 Jan., 1858	Governor and Executive Council	180 0 0	1 Jan., 1858.
Lightkeepers (2) <sup>1</sup> .....	.....	.....	Colonial Treasurer .....	96 0 0	each.
<b>FORT DENISON LIGHT.</b>					
Lightkeeper (1) <sup>1</sup> .....	.....	.....	Ditto .....	96 0 0	.....
<b>BARRENJUEY.</b>					
Lightkeeper .....	George Mulhall <sup>1</sup> .....	9 July, 1868	Ditto .....	144 0 0	9 July, 1868.
Assistant ditto (1) <sup>4</sup> .....	.....	.....	Ditto .....	96 0 0	.....
<b>WOLLONGONG.</b>					
Lightkeepers (2) .....	.....	.....	Ditto .....	96 0 0	each.
<b>ULLADULLA.</b>					
Lightkeeper .....	William Gambell <sup>1</sup> .....	1 Mar., 1872	Administrator of Government and Executive Council.	144 0 0	1 Mar., 1872.
<b>NELSON'S BAY.</b>					
Lightkeeper (1) <sup>3</sup> .....	.....	.....	Colonial Treasurer .....	96 0 0	.....
<b>LIGHT-HOUSE, SEAL ROCKS.</b>					
Superintendent .....	Henry Hoadley <sup>3</sup> .....	1 Sept., 1875	Governor and Executive Council	180 0 0	1 Mar., 1859.
Lightkeepers (2) <sup>4</sup> .....	.....	.....	Colonial Treasurer .....	96 0 0	each.
<b>SYDNEY.</b>					
Sea Pilots .....	Robert Cork .....	16 Aug., 1867	Governor and Executive Council	350 0 0	16 Aug., 1867.
.....	Alexander Counts .....	16 Aug., 1867	Ditto .....	350 0 0	16 Aug., 1867.
.....	David Christison .....	1 Feb., 1868	Ditto .....	350 0 0	1 Feb., 1868.
.....	Andrew William Jack .....	20 Aug., 1870	Ditto .....	350 0 0	20 Aug., 1870.
.....	Joseph Creer .....	1 Nov., 1873	Ditto .....	350 0 0	1 Nov., 1873.
<b>PILOT STEAMER "CAPTAIN COOK."</b>					
Master .....	Charles Smith <sup>1</sup> .....	17 Nov., 1875	Ditto .....	400 0 0	17 Nov., 1875.
Mate .....	William Firth <sup>1</sup> .....	24 June, 1876	Ditto .....	200 0 0	24 June, 1876.
2nd Mate .....	E. D. Maides <sup>1</sup> .....	1 Nov., 1876	Ditto .....	150 0 0	1 Nov., 1876.
1st Engineer <sup>1</sup> .....	James Blackadder <sup>5</sup> .....	16 Nov., 1875	Ditto .....	240 0 0	16 Nov., 1875.
.....	succeeded by	.....	.....	.....	.....
2nd Engineer <sup>1</sup> .....	E. Broderick .....	1 Feb., 1877	Ditto .....	240 0 0	1 Feb., 1877.
.....	John Dowdell <sup>5</sup> .....	16 Nov., 1875	Ditto .....	168 0 0	16 Nov., 1875.
.....	succeeded by	.....	.....	.....	.....
.....	W. Williams .....	1 Feb., 1877	Ditto .....	168 0 0	1 Feb., 1877.
Firemen (4) <sup>4</sup> .....	.....	.....	President .....	132 0 0	each.
Boatmen (10) <sup>4</sup> .....	.....	.....	Ditto .....	108 0 0	"
Lookout-men (2) <sup>4</sup> .....	.....	.....	Ditto .....	108 0 0	"
Cook and Provodore (1) <sup>4</sup> .....	.....	.....	Ditto .....	108 0 0	"
Apprentice (1) <sup>4</sup> .....	.....	.....	Ditto .....	52 0 0	"
<b>TWOFOLD BAY.</b>					
Harbour Master .....	Bourne Russell, junior <sup>1</sup> .....	1 Aug., 1860	Governor and Executive Council	250 0 0	1 Aug., 1860.
Boatmen (4) <sup>4</sup> .....	.....	.....	Superintendent .....	108 0 0	each.
<b>NEWCASTLE.</b>					
Assistant Harbour Master .....	Alexander Collins <sup>4</sup> .....	1 Jan., 1869	Governor and Executive Council	250 0 0	17 Mar., 1864.
Clerk to Harbour Master .....	Clarence H. Hannell .....	10 Mar., 1863	Ditto .....	150 0 0	10 Mar., 1863.
Pilots <sup>4</sup> .....	James Taylor .....	9 Sept., 1858	Ditto .....	250 0 0	9 Sept., 1858.
.....	G. Melville .....	1 Aug., 1873	Ditto .....	250 0 0	1 Aug., 1873.
.....	Joseph H. Dagwell .....	21 Mar., 1864	Ditto .....	250 0 0	20 Oct., 1863.
.....	David Powell .....	1 Oct., 1873	Ditto .....	250 0 0	10 July, 1859.
.....	J. Bain .....	12 May, 1873	Ditto .....	250 0 0	12 May, 1873.
.....	Henry Newton .....	1 Oct., 1873	Ditto .....	250 0 0	1 Oct., 1873.
Carpenter (1) <sup>6</sup> .....	.....	.....	Colonial Treasurer .....	140 0 0	.....
Boatmen (20) <sup>6</sup> .....	.....	.....	Superintendent .....	108 0 0	each.

<sup>1</sup> Allowed quarters, fuel, and light. <sup>2</sup> To 14 May. <sup>3</sup> Allowed quarters, fuel, and light and forage for a horse. <sup>4</sup> Allowed quarters and light. <sup>5</sup> To 31 January. <sup>6</sup> Allowed quarters.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COLONIAL TREASURER—MARINE BOARD OF NEW SOUTH WALES—continued.</b>					
Pilot, Richmond River	George R. Easton <sup>1</sup>	1 April, 1855	Governor	175 0 0	1 April, 1855.
Boatmen (6) <sup>1</sup>			Superintendent { 1 at 5 at	120 0 0 108 0 0	each.
Pilot, Clarence River	Francis Freeburn <sup>1</sup>	10 Jan., 1854	Governor	175 0 0	10 Jan., 1854.
Boatmen (5) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Macleay River	John Burrows Garrard <sup>1</sup>	3 Aug., 1861	Governor and Executive Council	175 0 0	12 Nov., 1862.
Boatmen (4) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Manning River	John Muir <sup>1</sup>	16 April, 1875	Governor and Executive Council	175 0 0	16 April, 1875.
Boatmen (4) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Port Macquarie	Edward St. A. Kingsford <sup>1</sup>	26 June, 1858	Governor and Executive Council	175 0 0	26 June, 1858.
Boatmen (4) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Moruya	Robert Mossman Tranent <sup>1</sup>	1 April, 1871	Governor and Executive Council	175 0 0	1 April, 1871.
Boatmen (2) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Belinger River	Thomas Stewart <sup>1</sup>	23 July, 1868	Governor and Executive Council	175 0 0	23 July, 1868.
Boatmen (4) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Tweed River	William M'Gregor <sup>1</sup>	17 June, 1870	Governor and Executive Council	175 0 0	17 June, 1870.
Boatmen (4) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Wollongong	Robert Houslar <sup>1</sup>	2 July, 1867	Governor and Executive Council	175 0 0	2 July, 1867.
Pilot, Shoalhaven	John Craig <sup>1</sup>	10 Oct., 1872	Ditto	175 0 0	10 Oct., 1872.
Boatmen (4) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot, Nambucca	W. J. Whaites <sup>1</sup>	13 May, 1874	Governor and Executive Council	175 0 0	13 May, 1874.
Boatmen (2) <sup>1</sup>			Superintendent	108 0 0	each.
Pilot in charge of Moorings, Kiama.	T. Tullock	1 Sept., 1872	Governor and Executive Council	25 0 0	1 Sept., 1872.
Pilot in charge of Moorings, Gerringong.	H. Tidmarsh	1 Mar., 1875	Ditto	15 0 0	1 Mar., 1875.
Pilot in charge of Moorings, Shellharbour.	T. D. Hoy	1 Nov., 1876	Ditto	25 0 0	1 Nov., 1876.
Signal Stations—					
Signal Master, Fort Phillip	George J. Moffitt <sup>2</sup>	1 Jan., 1863	Ditto	200 0 0	8 May, 1858.
Assistant	Charles Hanson <sup>1</sup>	1 Jan., 1865	Colonial Treasurer	96 0 0	1 Mar., 1863.
Signal Master, South Head	James Graham <sup>2</sup>	10 Feb., 1852	Governor	180 0 0	15 Oct., 1847.
Junior Operator	Sydney L. Moffitt <sup>2</sup>	18 Sept., 1873	Colonial Treasurer	100 0 0	18 Sept., 1873.
Telegraph Operators—					
Port Stephens	J. Priest <sup>1</sup>	1 Sept., 1875	Ditto	26 0 0	13 Sept., 1862.
Nelson's Bay	William Glover <sup>1</sup>	21 Oct., 1869	Ditto	52 0 0	21 Oct., 1869.
Port Office	John Lawrence	1 Jan., 1870	Ditto	26 0 0	21 Oct., 1864.
Signal Master, Cape Hawke	J. Pennington <sup>2</sup>	1 June, 1874	Ditto	100 0 0	1 June, 1874.
Assistant Signal Master, Newcastle.	J. Oldfield <sup>1</sup>	1 Aug., 1876	Ditto	96 0 0	1 Aug., 1876.

<sup>1</sup> Allowed quarters.<sup>2</sup> Allowed quarters, fuel, and light.**GLEBE ISLAND ABATTOIR.**

Inspector	Frederick Outley <sup>1</sup>	27 Aug., 1860	Governor and Executive Council	300 0 0	21 June, 1849.
Assistant Inspector	Joseph Jager <sup>2</sup>	8 April, 1867	Ditto	150 0 0	8 April, 1867.
Engine Driver (1) <sup>2</sup>			Minister for Works	120 0 0	
Labourers (3)			Colonial Treasurer { 1 at 2 at	100 0 0 80 0 0	
Jobbing Carpenter (1)			Ditto	110 0 0	

<sup>1</sup> Allowed forage for a horse. Gives security for £1,000.<sup>2</sup> Allowed a house.**BOARD FOR INSPECTING AND MAINTAINING THE SUPPLY OF COLONIAL WARLIKE STORES.**

President	Colonel John Soame Richardson	1 Jan., 1870	Governor and Executive Council		17 Feb., 1865.
Members	Colonel Charles F. Roberts	1 Dec., 1876	Ditto	Nil	1 Jan., 1873.
	Captain Francis Hixson	1 Jan., 1870	Ditto		1 Jan., 1863.
	Edward Orpen Moriarty	1 Jan., 1870	Ditto		1 May, 1849.
	Major George John Airey	24 Jan., 1872	Ditto		1 Aug., 1871.
	Julien Thomas Blanchard	20 July, 1876	Ditto		15 Dec., 1862.
Secretary	Edwin Cyril Haviland	20 July, 1876	Ditto		1 Oct., 1875.

**IMPERIAL PENSION OFFICE.**

Paymaster	George Evans Labertouche <sup>1</sup>	1 Oct., 1872	Governor and Executive Council	300 0 0	1 Oct., 1872.
Clerk	Thomas Godbolt	1 Oct., 1877	The Colonial Treasurer	75 0 0	10 July, 1870.

<sup>1</sup> Gives security to the amount of £1,000.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>COLONIAL TREASURER—continued.</b>					
<b>BOARD OF PHARMACY.</b>					
President .....	Haynes Gibbes Alleyne, M.D.	19 Sept., 1876	Governor and Executive Council	Nil	11 May, 1848, to 14 Sept., 1849. 19 Sept., 1876. 19 Sept., 1876. 19 Sept., 1876. 19 Sept., 1876. 19 Sept., 1876. 2 Oct., 1877. 19 Sept., 1876. 19 Sept., 1876. 13 June, 1877. 19 Sept., 1876. 2 Oct., 1876.
Members .....	William Townley Pinhey..	19 Sept., 1876	Ditto .....		
	John Watson .....	19 Sept., 1876	Ditto .....		
	Alfred Joseph Watt .....	19 Sept., 1876	Ditto .....		
	Frederick Evans Sloper ..	19 Sept., 1876	Ditto .....		
	succeeded by				
	John Hamilton .....	2 Oct., 1877	Ditto .....		
	Frank Senior .....	19 Sept., 1876	Ditto .....		
	Bozon Frederick Bozon ...	19 Sept., 1876	Ditto .....		
	succeeded by				
	William Felmingham .....	13 June, 1877	Ditto .....		
	Mark Henry Long .....	19 Sept., 1876	Ditto .....		
Secretary.....	William Gritton .....	2 Oct., 1876	Ditto .....		
<b>HOSPITAL VESSEL "FARAWAY."</b>					
Caretaker .....	John Carroll.....	12 May, 1877	Colonial Treasurer.....	78 0 0	16 Nov., 1841.





PART VII.

Secretary for Lands,

AND THE

DEPARTMENTS UNDER HIS SUPERVISION AND CONTROL.

SUMMARY.

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## SECRETARY FOR LANDS.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>LANDS.</b>					
Secretary for Lands .....	Thomas Garrett .....	10 Feb., 1875	Governor and Executive Council, by Commission.	1,500 0 0	8 Mar., 1865.*
	succeeded by Ezekiel A. Baker.....	6 Feb., 1877	Ditto .....	1,500 0 0	6 Feb., 1877.
	succeeded by Richard Driver.....	22 Mar., 1877	Ditto .....	1,500 0 0	8 Nov., 1872.*
	succeeded by Thomas Garrett .....	17 Aug., 1877	Ditto .....	1,500 0 0	8 Mar., 1865.*
	succeeded by Ezekiel A. Baker .....	20 Nov., 1877	Ditto .....	1,500 0 0	6 Feb., 1877*
	succeeded by James Squire Farnell .....	18 Dec., 1877	Ditto .....	1,500 0 0	14 May, 1872.*
Under Secretary.....	William Wilberforce Stephen.	1 Oct., 1870	Ditto .....	800 0 0	1 July, 1852.
Chief Commissioner of Conditional Sales. Clerks .....	Abram Orpen Moriarty ...	11 Aug., 1875	Governor and Executive Council	600 0 0	10 Jan., 1846.*
	William Blackman .....	14 June, 1859	Ditto .....	450 0 0	14 June, 1859.
	Henry Ludlow Osborne Rich.	9 Oct., 1856	Ditto .....	400 0 0	25 Oct., 1851.
	Lindsay George Thompson	1 Jan., 1867	Ditto .....	400 0 0	8 Feb., 1853.
	Charles Alton Thurlow ...	1 Jan., 1867	Ditto .....	350 0 0	9 July, 1857.
	Charles Edward Neate ...	1 Jan., 1867	Ditto .....	350 0 0	1 Jan., 1859.
	Thomas Hector Johnson...	25 Mar., 1862	Ditto .....	350 0 0	25 Mar., 1862.
	Charles A. Brown .....	13 Oct., 1862	Ditto .....	350 0 0	13 Oct., 1862.
	William Conway Edwards	1 Jan., 1867	Ditto .....	300 0 0	1 Oct., 1865.
	Charles Edward Phillips...	1 Jan., 1868	Ditto .....	150 0 0	10 Jan., 1859.
				to 31 Mar. 300 0 0 from 1 April.	
	Faithful William Croft ...	1 Jan., 1867	Ditto .....	300 0 0	23 Feb., 1863.
	Henry Stephen Harpur ...	1 Jan., 1867	Ditto .....	300 0 0	2 Oct., 1863.
	John Wiseman.....	1 Jan., 1867	Ditto .....	300 0 0	8 April, 1863.
	Charles N. J. Oliver <sup>1</sup> .....	1 Oct., 1873	Ditto .....	300 0 0	27 Mar., 1866.
	Edward Patterson .....	1 Jan., 1867	Ditto .....	250 0 0	1 Jan., 1866.
	Henry A. Fitzpatrick .....	18 July, 1870	Ditto .....	250 0 0	15 Oct., 1866.
				to 31 Mar. 300 0 0 from 1 April.	
	Frederick Williams .....	1 Jan., 1867	Ditto .....	250 0 0	15 Jan., 1865.
	Frank Williams .....	1 Jan., 1867	Ditto .....	250 0 0	1 Jan., 1866.
	Thomas P. Banks.....	11 Feb., 1867	Ditto .....	250 0 0	11 Feb., 1867.
	Edmund Bell .....	1 Mar., 1871	Ditto .....	250 0 0	21 Aug., 1868.
				to 30 June. 300 0 0 from 1 July.	
	Robert Henry Ormiston ...	1 Aug., 1871	Ditto .....	250 0 0	18 Jan., 1871.
	John Edwards .....	1 May, 1872	Ditto .....	250 0 0	1 May, 1872.
	Thomas E. L. Newman ...	1 July, 1869	Ditto .....	250 0 0	1 July, 1869.
	Harry Oswald Robertson <sup>2</sup> ...	1 July, 1869	Ditto .....	250 0 0	1 July, 1869.
	John G. Blaxland .....	1 Mar., 1871	Ditto .....	250 0 0	1 July, 1869.
	Theodore Horton.....	1 Sept., 1873	Ditto .....	250 0 0	14 Aug., 1871.
	Harris Curry .....	14 Nov., 1871	Ditto .....	200 0 0	14 Nov., 1871.
				to 18 Mar. 250 0 0 from 19 Mar.	
	William M'Donald .....	23 Nov., 1871	Ditto .....	200 0 0	23 Nov., 1871.
				to 30 June. 250 0 0 from 1 July.	
	William Henry Tunks.....	1 Oct., 1872	Ditto .....	200 0 0	29 Aug., 1872.
	Nathaniel Wallis .....	12 Oct., 1872	Ditto .....	200 0 0	12 Oct., 1872.
	Claude Arnold .....	1 Nov., 1873	Ditto .....	200 0 0	1 Nov., 1873.
	Edye H. Stobo.....	10 Nov., 1874	Ditto .....	200 0 0	15 July, 1872.
	Hubert P. Rich .....	24 July, 1871	Ditto .....	200 0 0	24 July, 1871.
	Joseph D. Donovan.....	29 Aug., 1872	Ditto .....	200 0 0	29 Aug., 1872.
	Charles Cope .....	1 Oct., 1872	Ditto .....	200 0 0	1 Oct., 1872.
	Edward Rebello <sup>3</sup> .....	27 Sept., 1876	Ditto .....	200 0 0	27 Sept., 1872.
	William H. Capper.....	1 Jan., 1874	Ditto .....	200 0 0	1 Jan., 1874.
	Major Lackey .....	1 Dec., 1873	Ditto .....	200 0 0	1 Dec., 1873.
	Alfred Salwey .....	1 July, 1875	Ditto .....	200 0 0	1 July, 1875.
	J. R. Macdonald .....	1 Feb., 1873	Ditto .....	150 0 0	1 Feb., 1873.
				to 30 June. 200 0 0 from 1 July.	
	L. H. L. Evans <sup>4</sup> .....	15 Aug., 1875	Ditto .....	150 0 0	15 Aug., 1875.
	John T. Locke .....	20 Sept., 1875	Ditto .....	200 0 0	20 Sept., 1875.
	H. Dillon .....	1 July, 1877	Ditto .....	200 0 0	1 July, 1877.
	James P. Croft.....	1 Oct., 1875	Ditto .....	150 0 0	1 Oct., 1875.
				to 12 Oct. 200 0 0 from 13 Oct.	

<sup>1</sup> Appointed Inspector of Land Offices.<sup>2</sup> To 18 Mar.<sup>3</sup> To 11 Oct.<sup>4</sup> To 23 Nov.

\* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR LANDS—continued.</b>					
Clerks—continued .....	W. Ardill .....	5 May, 1871	Governor and Executive Council	150 0 0	5 May, 1871.
	John G. Neale .....	7 July, 1874	Ditto .....	150 0 0	7 July, 1874.
	James Bailie .....	12 Nov., 1874	Ditto .....	150 0 0	12 Nov., 1874.
	S. F. F. Milford .....	15 April, 1875	Ditto .....	150 0 0	15 April, 1875.
	Thomas Ward .....	22 Aug., 1876	Ditto .....	150 0 0	19 April, 1875.
	Frederick Bremer .....	22 Aug., 1876	Ditto .....	150 0 0	12 Nov., 1874.
	James R. R. Miles .....	22 Aug., 1876	Ditto .....	150 0 0	1 July, 1875.
	H. R. Hore .....	13 Sept., 1876	Ditto .....	150 0 0	15 July, 1875.
	A. B. Crew .....	1 Oct., 1876	Ditto .....	150 0 0	3 Sept., 1875.
	O. A. C. Boot .....	22 Aug., 1876	Ditto .....	150 0 0	15 June, 1876.
	James T. Evans .....	22 Aug., 1876	Ditto .....	150 0 0	9 Sept., 1875.
	James M'Guinn .....	22 Aug., 1876	Ditto .....	150 0 0	3 June, 1876.
	Prosper de Mestre .....	22 Aug., 1876	Ditto .....	150 0 0	4 July, 1876.
	A. W. Kennedy <sup>1</sup> .....	1 July, 1877	Ditto .....	150 0 0	4 July, 1876.
	W. H. Adams .....	19 Mar., 1877	Ditto .....	150 0 0	1 Jan., 1876.
	John W. Pidgeon .....	25 Sept., 1876	Ditto .....	150 0 0	25 Sept., 1876.
	J. P. McGuanne .....	1 Jan., 1877	Ditto .....	150 0 0	7 April, 1876.
	J. R. Yorke .....	1 Jan., 1877	Ditto .....	150 0 0	18 May, 1876.
	F. Smith .....	1 Jan., 1877	Ditto .....	150 0 0	1 April, 1876.
	G. H. Gibson .....	1 Jan., 1877	Ditto .....	150 0 0	26 June, 1876.
	J. N. Devlin .....	1 Jan., 1877	Ditto .....	150 0 0	1 Jan., 1874.
	G. J. Neale .....	22 Aug., 1876	Ditto .....	100 0 0	9 Sept., 1875.
	C. Dillon .....	1 Jan., 1877	Ditto .....	100 0 0	14 Sept., 1876.
	F. M. Harpur .....	1 Jan., 1877	Ditto .....	100 0 0	7 April, 1876.
	C. B. Johnson .....	1 Jan., 1877	Ditto .....	100 0 0	11 Sept., 1876.
	C. Helm .....	1 Jan., 1877	Ditto .....	100 0 0	25 Sept., 1876.
	G. S. Ridley .....	1 Jan., 1877	Ditto .....	100 0 0	25 Sept., 1876.
				1 at 150 0 0	
				1 at 125 0 0	
Messengers (6) .....				1 at 115 0 0	each.
				2 at 100 0 0	
				1 at 90 0 0	
Office Keepers (3) .....				1 at 75 0 0	"
				2 at 40 0 0	
Watchman (1) .....				110 0 0	
Temporary Clerks .....	P. F. Richardson .....	15 May, 1876	Minister for Lands .....	per diem: 10/ to 31 Jan., 15/11½ d. from 1 Feb.,	15 May, 1876.
	Harold Stephen .....	16 Oct., 1876	Ditto .....	10 to 31 July, 15/11½ d. from 1 Aug.	16 Oct., 1876.
	J. G. Hay .....	1 Mar., 1876	Ditto .....	do ...	1 Mar., 1876.
	F. H. Wilson .....	4 Oct., 1876	Ditto .....	10/ to 31 Aug. 15/11½ d. from 1 Sept.	18 Mar., 1862.*
	J. S. Unwin <sup>2</sup> .....	1 July, 1875	Ditto .....	10/ to 31 Aug. 12/6 fr. 1 Sept.	1 Aug., 1857.*
	Walter D. Higgins .....	1 Nov., 1875	Ditto .....	do ...	1 Nov., 1875.
	J. H. Louche .....	12 Aug., 1876	Ditto .....	do ...	12 Aug., 1876.
	W. H. Howard .....	1 Dec., 1875	Ditto .....	do ...	1 Dec., 1875.
	J. B. Craig .....	18 Sept., 1876	Ditto .....	do ...	18 Sept., 1876.
	F. McKern .....	24 Jan., 1876	Ditto .....	do ...	24 Jan., 1876.
	T. X. Connihan .....	6 Aug., 1877	Ditto .....	0 10 6	6 Aug., 1877.
	J. H. Wallis <sup>3</sup> .....	6 Nov., 1876	Ditto .....	0 10 0	6 Nov., 1876.
	W. Byrnes .....	15 Dec., 1875	Ditto .....	0 10 0	1 Sept., 1868.
	George Yeomans .....	24 Jan., 1877	Ditto .....	7/6 to 31 Mar. 10/ fr. 1 April.	24 Jan., 1877.
	C. Mitchell .....	1 Feb., 1877	Ditto .....	do ...	28 June, 1876.
	W. Jamieson .....	2 Feb., 1877	Ditto .....	7/6 to 31 May. 10/ fr. 1 June.	2 Feb., 1877.
	J. W. Hutchinson <sup>4</sup> .....	5 Feb., 1877	Ditto .....	do ...	5 Feb., 1877.
	Henry Inder .....	15 June, 1877	Ditto .....	0 10 0	15 June, 1877.
	R. Maunsell .....	1 Feb., 1877	Ditto .....	7/6 to 31 July. 10/ fr. 1 Aug.	1 Feb., 1877.
	A. C. Thomson .....	8 Mar., 1876	Ditto .....	8/6 to 31 Aug. 10/ fr. 1 Sept.	1 July, 1868.
	J. J. Russell .....	3 Feb., 1876	Ditto .....	do ...	3 Feb., 1876.
	H. Wilkinson .....	14 June, 1876	Ditto .....	7/6 to 31 Aug. 10/ fr. 1 Sept.	14 June, 1876.
	A. Benest .....	18 Sept., 1876	Ditto .....	do ...	18 Sept., 1876.
	C. Russell .....	25 Sept., 1876	Ditto .....	do ...	25 Sept., 1876.
	H. R. Sanders .....	27 Sept., 1876	Ditto .....	do ...	27 Sept., 1876.
	D. A. McLeod .....	1 July, 1876	Ditto .....	7/6 per diem to 31 Aug. 10/ per diem from 1 Sept.	1 July, 1876.
	H. J. Foster <sup>5</sup> .....	1 Jan., 1877	Ditto .....	do ...	1 Jan., 1877.
	J. R. Chambers .....	19 Feb., 1877	Ditto .....	do ...	19 Feb., 1877.
	A. V. Nathan .....	5 Mar., 1877	Ditto .....	do ...	5 Mar., 1877.
	Joseph J. Harpur .....	10 Sept., 1877	Ditto .....	10/ per diem	10 Sept., 1877.

<sup>1</sup> To 30 Sept.—appointed Land Agent, Bathurst.

<sup>2</sup> To 31 Oct.—deceased.

<sup>3</sup> To 31 Aug.

<sup>4</sup> To 30 June—resigned.

To 30 October (See Stock Branch.)

\* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—continued.</b>					
Temporary Clerks— <i>contd.</i>	A. W. Farnsworth .....	1 Feb., 1877	Minister for Lands .....	6/ per diem to 31 Mar.	1 Feb., 1877.
	Henry Bennett .....	4 July, 1877	Ditto .....	7/6 per diem from 1 April to 30 September 10/ per diem from 1 Oct.	4 July, 1877.
	Henry Edwards .....	22 Oct., 1877	Ditto .....	7/6 per diem to 30 Sept.	22 Oct., 1877.
	R. De Low .....	1 Nov., 1877	Ditto .....	10/ per diem from 1 Oct.	1 Nov., 1877.
	M. J. Doherty <sup>1</sup> .....	23 Oct., 1876	Ditto .....	150 0 0	23 Oct., 1876.
	J. H. L. Scott <sup>2</sup> .....	23 Feb., 1876	Ditto .....	8/6 per diem from 1 Sept.	20 Nov., 1858.*
	J. B. Meyer .....	19 Mar., 1877	Ditto .....	7/6 per diem to 31 Aug.	19 Mar., 1877.
	A. W. Kennedy <sup>3</sup> .....	4 July, 1876	Ditto .....	8/6 per diem from 1 Sept.	4 July, 1876.
	George Sharp <sup>4</sup> .....	17 May, 1875	Ditto .....	7/6 per diem	17 May, 1875.
	R. Spalding .....	11 Jan., 1877	Ditto .....	7/6 "	11 Jan., 1877.
	W. Moses .....	1 Jan., 1877	Ditto .....	75 0 0 to 31 Mar.	1 Jan., 1877.
	Henry Evans .....	8 May, 1877	Ditto .....	7/6 per diem from 1 April	8 May, 1877.
	J. B. Toohar .....	6 Aug., 1877	Ditto .....	7/6 "	6 Aug., 1877.
	H. T. J. Oliver <sup>5</sup> .....	10 Sept., 1877	Ditto .....	7/6 "	8 Nov., 1871.
	Charles W. Penny .....	6 April, 1876	Ditto .....	75 0 0 to 31 Aug.	6 April, 1876.
	George H. Parker .....	8 June, 1876	Ditto .....	7/6 per diem from 1 Sept.	8 June, 1876.
	W. G. Brett .....	23 Oct., 1876	Ditto .....	do ...	23 Oct., 1876.
	E. Elliott .....	21 Sept., 1877	Ditto .....	50 0 0 to 31 Aug.	21 Sept., 1877.
	J. R. Ferris .....	15 Oct., 1877	Ditto .....	7/6 per diem from 1 Sept.	15 Oct., 1877.
	W. Keele .....	15 Oct., 1877	Ditto .....	7/6 "	15 Oct., 1877.
	J. Dalton .....	1 Dec., 1877	Ditto .....	7/6 "	1 Dec., 1877.
	J. Walker .....	18 Dec., 1877	Ditto .....	7/6 "	18 Dec., 1877.
	Dr. Barsante .....	31 Dec., 1877	Ditto .....	7/6 "	31 Dec., 1877.
	M. A. O'Brien .....	27 Sept., 1877	Ditto .....	6/4 <sup>1</sup> d. "	27 Sept., 1877.
	W. H. Adams <sup>6</sup> .....	1 Jan., 1876	Ditto .....	100 0 0	1 Jan., 1876.
	W. E. Tindale .....	21 Aug., 1877	Ditto .....	5/ per diem to 20 Aug.	1 Aug., 1875.
	F. Haines <sup>7</sup> .....	17 Aug., 1876	Ditto .....	6/ per diem from 21 Aug.	17 Aug., 1876.
	W. H. Charker .....	8 Oct., 1877	Ditto .....	5/ per diem	8 Oct., 1877.
	E. Kippax .....	21 Sept., 1876	Ditto .....	5/ "	21 Sept., 1876.
	E. W. Sturrock .....	21 Sept., 1876	Ditto .....	50 0 0 to 31 Aug.	21 Sept., 1876.
	Abram Orpen Moriarty .....	11 Aug., 1875	Governor and Executive Council	75 0 0 from 1 Sept.	11 Aug., 1875.
	Whittingdale Johnson .....			do ...	10 Jan., 1846.*
	George O'Malley Clarke .....			1/8 per diem	10 July, 1849.
	Henry Burne .....			100 0 0	10 Jan., 1854.
	Thomas J. Hawkins .....			Each.	25 May, 1847.
	Henry J. Bolding .....	1 Sept., 1875	Ditto .....	500 0 0	18 May, 1871.
	Johnson G. King .....				22 Feb., 1866.
	Alfred C. S. Rose .....				24 Nov., 1861.
	John Delaney .....				12 Aug., 1855.
	Sydney Blythe .....	17 Sept., 1875	Ditto .....		1 Sept., 1875.
Joseph C. Page .....	17 Sept., 1875	Ditto .....	500 0 0	21 Oct., 1858.	
Philip W. Street .....	15 April, 1874	Ditto .....	350 0 0	17 Sept., 1875.	
John Higgins <sup>8</sup> .....	17 Sept., 1875	Ditto .....	350 0 0	15 April, 1874.	
W. Harpur .....	17 Mar., 1877	Ditto .....	350 0 0	17 Sept., 1875.	
R. C. Franks .....	9 Mar., 1875	Ditto .....	350 0 0	17 Mar., 1877.	
Thomas Argent .....	16 April, 1874	Ditto .....	350 0 0	9 Mar., 1875.	
John Wild .....	17 Sept., 1875	Ditto .....	350 0 0	16 April, 1874.	
Dudley Keele .....	1 Sept., 1875	Ditto .....	350 0 0	13 Oct., 1873.	
Harry V. Geary .....	11 Oct., 1875	Ditto .....	350 0 0	1 Sept., 1875.	
Robert C. Lord .....	1 Sept., 1875	Ditto .....	350 0 0	11 Oct., 1875.	
George Smith .....	11 Oct., 1875	Ditto .....	200 0 0 to 30 Sept.	1 Sept., 1875.	
			350 0 0 from 1 Oct.	11 Oct., 1875.	

<sup>1</sup> On leave without pay from 12 April to 31 May.

<sup>2</sup> To 6 August.

<sup>3</sup> To 30 June.

<sup>4</sup> Removed from 4 August—re-appointed 13 September.

<sup>5</sup> To 3 October—resigned.

<sup>6</sup> To 18 March.

<sup>7</sup> To 28 February.

<sup>8</sup> To 16 March.

<sup>\*</sup> Services not continuous.

N.B.—The Commissioners and Inspectors of Conditional Purchases allowed 25s. per diem each for travelling expenses, when on duty.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR LANDS—continued.</b>					
Inspectors of Conditional Purchases— <i>continued.</i>	Edwin Evans	1 Sept., 1876	Governor and Executive Council	350 0 0	2 May, 1876.
	Charles Cropper	1 Sept., 1876	Ditto	350 0 0	25 Feb., 1876.
	Frederick Trollope	1 Sept., 1876	Ditto	350 0 0	1 Sept., 1876.
	E. C. Smith <sup>1</sup>	1 Sept., 1876	Ditto	350 0 0	1 Sept., 1876.
	succeeded by				
Appraisers under the Crown Lands Regulations of 21 Sept., 1876.	J. M'Phillamy	1 Nov., 1877	Ditto	350 0 0	1 Nov., 1877.
	James Downes Wood	11 Oct., 1876	Minister for Lands	150 0 0	11 Oct., 1876.
	Joseph Rebello	11 Oct., 1876	Ditto	150 0 0	11 Oct., 1876.
	Morris Asher	11 Oct., 1876	Ditto	150 0 0	11 Oct., 1876.
	John Rowlandson	11 Oct., 1876	Ditto	150 0 0	11 Oct., 1876.

<sup>1</sup>To 31 October.  
NOTE.—The Appraisers are allowed £150 per annum each for travelling expenses.

**SURVEY OF LANDS.**

Surveyor General	Philip Francis Adams <sup>1</sup>	17 Mar., 1868	Governor and Executive Council	1,000 0 0	19 Sept., 1857.	
Deputy Surveyor General	Robert David Fitzgerald	1 Jan., 1873	Ditto	800 0 0	1 Aug., 1856.	
District Surveyors	Edward Fisher <sup>2</sup>	1 Jan., 1863	Ditto	730 0 0	1 Feb., 1858.	
	Edward Twynam	1 Jan., 1863	Ditto	730 0 0	24 Nov., 1855.	
	William Albert Braylesford Greaves <sup>2</sup>	25 May, 1863	Ditto	730 0 0	15 Feb., 1853.	
	James Holbrook Wood <sup>2</sup>	1 Aug., 1866	Ditto	730 0 0	1 Dec., 1860.	
	Thomas Evans	1 Dec., 1871	Ditto	730 0 0	1 July, 1860.	
	Arthur Dewhurst <sup>4</sup>	1 Jan., 1875	Ditto	730 0 0	8 June, 1858.	
	Constantine Francis Bolton	1 Jan., 1875	Ditto	730 0 0	10 April, 1860.	
	Edward Henry Arnheim <sup>2</sup>	7 June, 1875	Ditto	730 0 0	24 July, 1864.	
	James Campsie Dalglish	7 June, 1875	Ditto	730 0 0	5 June, 1867.	
	Arthur Charles Betts <sup>2</sup>	7 June, 1875	Ditto	730 0 0	1 May, 1868.	
	Patrick Riddle Donaldson <sup>2</sup>	1 Jan., 1876	Ditto	730 0 0	1 Dec., 1864.	
	Francis Benson William Woolrych.	1 Oct., 1877	Ditto	730 0 0	1 June, 1855.*	
1st Class Surveyors	Henry Vansittart Evans	1 Jan., 1874	Ditto	630 0 0	1 May, 1868.	
	Francis Benson William Woolrych. <sup>5</sup>	1 Jan., 1875	Ditto	630 0 0	1 June, 1855.*	
	Joseph Wilter Allworth <sup>2</sup>	1 Jan., 1875	Ditto	630 0 0	1 Aug., 1863.	
	Francis George Finley <sup>2</sup>	1 Jan., 1875	Ditto	630 0 0	29 Jan., 1874.	
	Henry Augustus Crouch <sup>2</sup>	1 Jan., 1875	Ditto	630 0 0	1 Feb., 1874.	
	Robert John Campbell <sup>2</sup>	1 Jan., 1875	Ditto	630 0 0	14 Oct., 1863.	
	John Williams Deering	1 Aug., 1866	Ditto	630 0 0	18 Feb., 1863.	
	Thomas Henry Smith <sup>4</sup>	22 Aug., 1876	Ditto	630 0 0	1 Sept., 1864.	
	Thomas James Chamberlain	1 Oct., 1877	Ditto	630 0 0	19 Jan., 1872.	
	Adelbert Schleicher	1 Oct., 1877	Ditto	630 0 0	23 Jan., 1873.	
	Charles Howard Wansbrough.	1 Oct., 1877	Ditto	630 0 0	1 Aug., 1875.	
	2nd Class Surveyors	Thomas James Chamberlain <sup>6</sup>	1 Jan., 1875	Ditto	530 0 0	19 Jan., 1872.
		Adelbert Schleicher <sup>7</sup>	1 May, 1875	Ditto	530 0 0	23 Jan., 1873.
		Charles Howard Wansbrough. <sup>5</sup>	1 Aug., 1875	Ditto	530 0 0	1 Aug., 1875.
		Thomas Charles M'Cord <sup>4</sup>	24 Sept., 1875	Ditto	530 0 0	3 Feb., 1874.
Robert M'Donald <sup>4</sup>		22 Nov., 1875	Ditto	530 0 0	22 July, 1870.	
James Thomas Atchison <sup>3</sup>		22 Dec., 1875	Ditto	530 0 0	1 April, 1867.	
Colin James M'Master <sup>2</sup>		1 Oct., 1876	Ditto	530 0 0	1 Oct., 1876.	
Cunningham Archibald Atchison. <sup>3</sup>		22 Aug., 1876	Ditto	530 0 0	22 Aug., 1876.	
Edward MacFarlane		1 Oct., 1877	Ditto	530 0 0	22 Nov., 1865.	
William Henry O'Malley Wood.		1 Oct., 1877	Ditto	530 0 0	1 Oct., 1877.	
Surveyors for alignment of streets.	C. J. Metcalfe <sup>8</sup>		Ditto	530 0 0		
	William Henry Binsted	17 Jan., 1876	Ditto	530 0 0	25 Oct., 1867.	
	George Caleb Hodgeland.	1 Jan., 1876	Ditto	530 0 0	14 July, 1871.	
Chief Draftsman	Robert Hancock	1 April, 1876	Ditto	530 0 0	6 Aug., 1869.	
	John Wolston Ellis	14 Mar., 1876	Ditto	600 0 0	28 Sept., 1853.	
1st Class Draftsmen	Thomas Harvie Lewis	13 Aug., 1859	Ditto	500 0 0 to 30 Sept. 550 0 0 from 1 Oct.	1 Feb., 1849.	
	James Alexander Collin Willis.	1 Jan., 1865	Ditto	450 0 0 to 30 Sept. 500 0 0 from 1 Oct.	18 Feb., 1854.	
	John Sangster	6 Aug., 1867	Ditto	450 0 0	1 Oct., 1857.	
	Charles Edward Finch	1 Jan., 1873	Ditto	400 0 0 to 30 Sept. 450 0 0 from 1 Oct.	1 July, 1860.	
	Alexander Johnson <sup>9</sup>	1 Jan., 1873	Ditto	400 0 0	5 July, 1858.	

<sup>1</sup> Allowed £50 per annum in lieu of forage for a horse. Gives security to the amount of £200. <sup>2</sup> Allowed £50 per annum in lieu of forage for a horse. <sup>3</sup> Allowed £25 per annum in lieu of forage. <sup>4</sup> Allowed £37 10s. for forage. <sup>5</sup> Allowed £20 16s. 8d. for forage. To 30 September—promoted. <sup>6</sup> Promoted. <sup>7</sup> Allowed £25 for forage. To 30 September—promoted. <sup>8</sup> Appointment to date from time of commencing work. <sup>9</sup> Absent 6 months on sick leave. <sup>\*</sup> Services not continuous.

NOTE.—The amount shown as salary against each of the Staff Surveyors includes a sum of £230 for equipment allowance, out of which the Surveyor provides himself with every requisite for field duty and means of ordinary transport. Each Surveyor is also allowed four men, who are paid, on an average, at the rate of 4s. each per diem, including rations, and one Overseer or Assistant at 6s. per diem.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR LANDS—continued.</b>					
1st Class Draftsmen—contd.	Frederick William Rutter.	14 Mar., 1876	Governor and Executive Council	350 0 0 to 30 Sept. 400 0 0 from 1 Oct.	1 Aug., 1860.
	Arthur James Stopps .....	1 Oct., 1877	Ditto .....	400 0 0	1 Jan., 1864.
	Thomas Stevens .....	1 Oct., 1877	Ditto .....	400 0 0	1 Jan., 1864.
	John Frederick Goggin .....	1 Oct., 1877	Ditto .....	400 0 0	17 Aug., 1863.
	George Lewis .....	1 Oct., 1877	Ditto .....	400 0 0	1 Oct., 1862.
	William Dickinson Armstrong.	1 Oct., 1877	Ditto .....	400 0 0	19 Jan., 1863.
	William Freeman .....	1 Oct., 1877	Ditto .....	400 0 0	1 Oct., 1862.
	John Stack .....	1 Jan., 1875	Ditto .....	350 0 0	4 June, 1860.
	Edward Maber Spark Gerard.	1 Oct., 1877	Ditto .....	350 0 0	8 June, 1864.
	Frederick William Watt .....	1 Oct., 1877	Ditto .....	350 0 0	15 June, 1863.
	Daniel Henry Chisholm .....	1 Oct., 1877	Ditto .....	350 0 0	20 July, 1864.
	Theodore Elwin .....	1 Oct., 1877	Ditto .....	350 0 0	5 Oct., 1865.
	Thomas Felician Callachor .....	1 Oct., 1877	Ditto .....	350 0 0	1 Jan., 1865.
	Henry Wickham .....	1 Oct., 1877	Ditto .....	350 0 0	1 June, 1865.
	William Houston .....	1 Oct., 1877	Ditto .....	350 0 0	1 Mar., 1864.
	Goodwin Robert Packer .....	1 Oct., 1877	Ditto .....	350 0 0	19 Nov., 1868.
	Stanley Lees Peyton .....	1 Oct., 1877	Ditto .....	350 0 0	19 Nov., 1868.
	John James Walters .....	1 Oct., 1877	Ditto .....	350 0 0	1 May, 1868.
2nd Class Draftsmen .....	Arthur James Stopps <sup>1</sup> .....	1 Jan., 1864	Ditto .....	300 0 0	1 Jan., 1864.
	Thomas Stevens <sup>1</sup> .....	1 Jan., 1864	Ditto .....	300 0 0	1 Jan., 1864.
	John Frederick Goggin <sup>1</sup> .....	1 Jan., 1867	Ditto .....	300 0 0	17 Aug., 1863.
	George Lewis <sup>1</sup> .....	1 Mar., 1867	Ditto .....	300 0 0	1 Oct., 1862.
	William Dickinson Armstrong <sup>1</sup> .....	6 Aug., 1867	Ditto .....	300 0 0	19 Jan., 1863.
	William Freeman <sup>1</sup> .....	16 May, 1870	Ditto .....	300 0 0	1 Oct., 1862.
	Edwd. Maber Spark Gerard <sup>1</sup> .....	1 Jan., 1871	Ditto .....	300 0 0	8 June, 1864.
	George Long .....	7 Nov., 1868	Ditto .....	300 0 0	27 April, 1864.
	Frederick William Watt <sup>1</sup> .....	1 July, 1872	Ditto .....	300 0 0	15 June, 1863.
	Daniel Henry Chisholm <sup>1</sup> .....	1 July, 1872	Ditto .....	300 0 0	20 July, 1864.
	Theodore Elwin <sup>1</sup> .....	1 Jan., 1873	Ditto .....	300 0 0	5 Oct., 1865.
	Thomas Felician Callachor <sup>1</sup> .....	1 Jan., 1873	Ditto .....	300 0 0	1 Jan., 1865.
	Henry Alexander Allan <sup>2</sup> .....	1 Jan., 1873	Ditto .....	300 0 0 to 18 Feb. 250 0 0 from 19 Feb.	1 May, 1864.
	Henry Wickham <sup>1</sup> .....	1 Jan., 1873	Ditto .....	300 0 0	1 June, 1865.
	William Houston <sup>1</sup> .....	1 Jan., 1874	Ditto .....	300 0 0	1 Mar., 1864.
	Nicholas Trengrouse .....	1 Jan., 1874	Ditto .....	300 0 0	16 Sept., 1855.*
	William Baker .....	19 Oct., 1874	Ditto .....	300 0 0	1 Jan., 1870.
	Thomas Hesley .....	22 Nov., 1870	Ditto .....	250 0 0	8 Dec., 1862.
	Goodwin Robert Packer <sup>1</sup> .....	1 Jan., 1875	Ditto .....	250 0 0 to 18 Feb. 300 0 0 from 19 Feb.	19 Nov., 1868.
	Stanley Lees Peyton <sup>1</sup> .....	1 Jan., 1875	Ditto .....	250 0 0	19 Nov., 1868.
	John James Walters <sup>1</sup> .....	1 Jan., 1875	Ditto .....	250 0 0	1 May, 1868.
	Maurice O'Connor Blake .....	1 Jan., 1875	Ditto .....	250 0 0	1 June, 1869.
	Michael Canty .....	1 Jan., 1875	Ditto .....	250 0 0	1 Jan., 1870.
	Harry Hare .....	7 Jan., 1875	Ditto .....	250 0 0	1 May, 1870.
	Patrick Joseph Hogan .....	1 Jan., 1876	Ditto .....	250 0 0	1 Mar., 1858.
	Arthur John Burnell .....	14 Mar., 1876	Ditto .....	250 0 0	1 July, 1869.
	Louis George Julien Bennett.	22 Aug., 1876	Ditto .....	250 0 0	29 June, 1863.
	Albert Richard Gall .....	22 Aug., 1876	Ditto .....	250 0 0	1 June, 1871.
	William Henry Hall .....	22 Aug., 1876	Ditto .....	250 0 0	1 Jan., 1872.
	George John Day .....	1 Oct., 1877	Ditto .....	250 0 0	1 Jan., 1872.
	Charles Edward Rennie .....	1 Oct., 1877	Ditto .....	250 0 0	17 Sept., 1872.
	Gordon Gillhome Martin Cansdell.	1 Oct., 1877	Ditto .....	250 0 0	18 Sept., 1872.
	Arthur John Hare .....	1 Oct., 1877	Ditto .....	250 0 0	24 Sept., 1872.
	Robert William Langstaff .....	1 Oct., 1877	Ditto .....	250 0 0	16 Nov., 1873.
	Reginald George Spencer Bransby.	1 Oct., 1877	Ditto .....	250 0 0	1 Sept., 1869.
	James David Reece .....	1 Oct., 1877	Ditto .....	250 0 0	1 Aug., 1875.
	Woolfgang Muller .....	1 Oct., 1877	Ditto .....	250 0 0	1 Aug., 1875.
3rd Class Draftsmen .....	Horace Plunkett Rich .....	1 Sept., 1872	Ditto .....	200 0 0	1 July, 1869.
	George John Day <sup>1</sup> .....	1 Jan., 1873	Ditto .....	200 0 0	1 Jan., 1872.
	Charles Edward Rennie <sup>1</sup> .....	16 Nov., 1873	Ditto .....	200 0 0	17 Sept., 1872.
	Gordon Gillhome Martin Cansdell <sup>1</sup> .....	16 Nov., 1873	Ditto .....	200 0 0	18 Sept., 1872.
	Arthur John Hare <sup>1</sup> .....	16 Nov., 1873	Ditto .....	200 0 0	24 Sept., 1872.
	Robert William Langstaff .....	1 Jan., 1874	Ditto .....	200 0 0	16 Nov., 1873.
	Reginald George Spencer Bransby <sup>1</sup> .....	1 Jan., 1875	Ditto .....	200 0 0	1 Sept., 1869.
	James David Reece <sup>1</sup> .....	1 Aug., 1875	Ditto .....	200 0 0	1 Aug., 1875.
	Woolfgang Muller <sup>1</sup> .....	1 Aug., 1875	Ditto .....	200 0 0	1 Aug., 1875.
	George Cayley Robinson .....	1 Aug., 1875	Ditto .....	200 0 0	1 Aug., 1875.
	Charles James Saunders .....	19 Dec., 1874	Ditto .....	200 0 0	1 Feb., 1874.
	John Thomas Keating .....	19 Dec., 1874	Ditto .....	200 0 0	1 May, 1873.
	James Burt .....	19 Dec., 1874	Ditto .....	200 0 0	17 Feb., 1874.

<sup>1</sup> Promoted. <sup>2</sup> Employed in District Office, Albury, at reduced salary, by request.

† Receives only £300 of this salary.

\* Services not continuous.

## NEW SOUTH WALES—1877.

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Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>SECRETARY FOR LANDS—SURVEY OF LANDS—continued.</b>							
3rd Class Draftsmen—contd.	John Joseph Casimir Callschor.	19 Dec., 1874	Governor and Executive Council	200	0	0	16 Nov., 1873.
	John Thomas Small	8 Mar., 1876	Ditto	200	0	0	19 Dec., 1874.
	Mordaunt Allister Maclean	22 Aug., 1876	Ditto	200	0	0	18 July, 1870.
	Herbert Mandeville Nash <sup>1</sup>	1 Sept., 1876	Ditto	200	0	0	1 Sept., 1876.
	Charles George Ireland	1 Sept., 1876	Ditto	200	0	0	1 Sept., 1876.
	Charles Owen	1 Sept., 1876	Ditto	200	0	0	1 Sept., 1876.
	John James Richardson	1 Sept., 1876	Ditto	200	0	0	1 Sept., 1856.
	Walter Collis	1 April, 1876	Ditto	150	0	0	1 June, 1871.*
				to 21 Mar.			
				200 0 0			
				from 22 Mar.			
	J. J. Quinn <sup>2</sup>	1 Jan., 1877	Ditto	150	0	0	1 Sept., 1875.
				to 30 Sept.			
				200 0 0			
				from 1 Oct.			
	Thomas Thompson Ewing <sup>3</sup>	17 Feb., 1877	Ditto	150	0	0	19 Dec., 1874.
	Thomas Henry Loxton <sup>4</sup>	1 Jan., 1877	Ditto	75	0	0	1 Jan., 1877.
				to 18 May.			
				150 0 0			
				from 19 May.			
	William Frederick Day	19 May, 1877	Ditto	150	0	0	19 Dec., 1874.
				to 30 Sept.			
				200 0 0			
				from 1 Oct.			
	John Garvin	19 May, 1877	Ditto	150	0	0	1 Feb., 1874.
				to 30 Sept.			
				200 0 0			
				from 1 Oct.			
Supernumerary Draftsmen.	Robert Shelton	19 Dec., 1874	Ditto	75	0	0	19 Dec., 1874.
	Edwin Hill Johnson <sup>5</sup>	19 Dec., 1874	Ditto	75	0	0	19 Dec., 1874.
	William Frederick Day <sup>2</sup>	19 Dec., 1874	Ditto	75	0	0	19 Dec., 1874.
	Thomas Campbell <sup>6</sup>	19 Dec., 1874	Ditto	75	0	0	19 Dec., 1874.
	Charles Throsby Arnheim <sup>5</sup>	19 Dec., 1874	Ditto	75	0	0	19 Dec., 1874.
	John Garvin <sup>2</sup>	1 Mar., 1876	Ditto	75	0	0	1 Feb., 1874.
	Edward William Fewings	1 Jan., 1877	Ditto	75	0	0	1 Jan., 1877.
	S. E. Perdriau <sup>5</sup>	1 Jan., 1877	Ditto	75	0	0	1 Jan., 1877.
	Sydney James Pennington	19 May, 1877	Ditto	75	0	0	19 May, 1877.
	Joseph Raworth Bradley	18 Jan., 1877	Ditto	75	0	0	18 Jan., 1877.
	John Pool	18 Jan., 1877	Ditto	75	0	0	18 Jan., 1877.
	Peter John Dowling	18 Jan., 1877	Ditto	75	0	0	18 Jan., 1877.
	James Anderson	30 Jan., 1877	Ditto	75	0	0	30 Jan., 1877.
	Joseph George Richard Fewings.	19 Jan., 1877	Ditto	75	0	0	19 Jan., 1877.
1st Class Draftsman, Lithographic Branch.	Spencer Clay Burnell	19 Jan., 1877	Ditto	75	0	0	19 Jan., 1877.
Lithographic Draftsmen	Josiah Taylor	1 Jan., 1875	Ditto	350	0	0	1 Jan., 1864.
	John James Slade	1 Sept., 1876	Ditto	235	0	0	1 Jan., 1865.
				to 30 Sept.			
				250 0 0			
				from 1 Oct.			
Lithographic Engraver	John Edmund Miller Russell	1 Oct., 1877	Ditto	250	0	0	1 Oct., 1877.
Assistant do	George William Sharp	1 Jan., 1869	Ditto	300	0	0	1 Oct., 1866.
	Neil Macdonald	1 Jan., 1871	Ditto	150	0	0	1 Jan., 1871.
				to 30 Sept.			
				200 0 0			
				from 1 Oct.			
Description Writers	Richard George Underwood	12 Jan., 1867	Ditto	220	0	0	1 Oct., 1860.
				to 30 Sept.			
				300 0 0			
				from 1 Oct.			
	William Henry Aylmer	25 Jan., 1875	Ditto	200	0	0	24 July, 1874.
	Samuel Robinson	30 Dec., 1874	Ditto	100	0	0	30 Dec., 1874.
				to 30 Sept.			
				150 0 0			
				from 1 Oct.			
Examiner of Diagrams on Crown Grants.	William James Neill	1 Oct., 1877	Ditto	100	0	0	1 Oct., 1877.
Lithographic Printers	William Webster	1 Jan., 1876	Ditto	250	0	0	1 Jan., 1876.
	John Eccles <sup>7</sup>	1 Jan., 1865	Ditto	285	0	0	1 Jan., 1865.
	James Tweedie Inglis	1 Sept., 1876	Ditto	200	0	0	1 Sept., 1876.
				to 30 Sept.			
				235 0 0			
				from 1 Oct.			
	Peter Ford	17 Oct., 1871	Ditto	175	0	0	17 Oct., 1871.
	John Bernauer	1 Jan., 1874	Ditto	100	0	0	1 Jan., 1874.
				to 30 Sept.			
				125 0 0			
				from 1 Oct.			
Plan Moulder	William Henry Walker	1 Jan., 1864	Ditto	200	0	0	1 Jan., 1864.
Custodian of Plans	Clement Tremaine Rodd	1 Oct., 1873	Ditto	200	0	0	6 Mar., 1867.
Exhibitor and Salesman of Public Maps.	Robert Smith	16 June, 1873	Ditto	200	0	0	1 Jan., 1865.

<sup>1</sup> To 21 March—appointed as Licensed Surveyor. <sup>2</sup> Promoted. <sup>3</sup> To 15 March—appointed a Licensed Surveyor. <sup>4</sup> To 17 October—appointed Field Assistant. <sup>5</sup> To 18 May—appointed Field Assistant. <sup>6</sup> To 31 January—appointed Field Assistant. <sup>7</sup> Allowed £50 for use of his patent printing press.

\*Services not continuous.



Office.	Name.	Date of Appointment.	By whom appointed and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—SURVEY OF LANDS—continued.</b>					
Clerk in Charting Branch...	Edward Stack .....	1 Jan., 1869	Governor and Executive Council	200 0 0	1 Jan., 1869.
Assistant Clerk in Charting Branch	Robert McClelland .....	13 April, 1877	Ditto .....	150 0 0	13 April, 1877.
Draftsman for Preparing County References.	Thomas Cunningham Lewis Symonds.	1 Aug., 1874	Ditto .....	150 0 0	1 Aug., 1874.
Assistant Lithographers ...	Jonathan Blenman Cobham	1 Jan., 1875	Ditto .....	150 0 0 to 30 Sept. from 1 Oct.	1 Jan., 1875.
	Charles Stewart Christie ...	1 Jan., 1875	Ditto .....	100 0 0 to 30 Sept. 125 0 0 from 1 Oct.	1 Jan., 1875.
Chief Clerk and Accountant.	John Frederick Landers <sup>1</sup>	1 Jan., 1872	Ditto .....	450 0 0	13 Feb., 1855.
Clerks .....	John Davidson .....	19 May, 1856	Governor .....	400 0 0	19 May, 1856.
	Thomas Evans <sup>2</sup> .....	1 July, 1865	Governor and Executive Council	400 0 0	28 Sept., 1863.
	Frederick Evans Barnes ...	5 May, 1866	Ditto .....	300 0 0	5 May, 1866.
	Henry Percy Baly .....	1 Jan., 1872	Ditto .....	300 0 0	1 July, 1869.
	Frank George Hack .....	24 Mar., 1873	Ditto .....	200 0 0	24 Mar., 1873.
	Thomas Alphen .....	1 Mar., 1875	Ditto .....	200 0 0	1 Mar., 1875.
	David Miller .....	1 June, 1875	Ditto .....	150 0 0 to 30 Sept. 200 0 0 from 1 Oct.	1 June, 1875.
	Alfred Fletcher Twyne ...	1 Jan., 1876	Ditto .....	100 0 0 to 16 July. 150 0 0 from 17 July to 30 Sept. 175 0 0 from 1 Oct.	1 Jan., 1876.
	William Wiley .....	1 Oct., 1877	Ditto .....	175 0 0	1 Oct., 1877.
	John Joseph Sheahan .....	1 Oct., 1877	Ditto .....	175 0 0	1 Oct., 1877.
	Edward James Briscoe ...	1 Jan., 1876	Ditto .....	100 0 0 to 30 Sept. 150 0 0 from 1 Oct.	1 Jan., 1876.
	Mathew M'Mahon .....	1 Oct., 1877	Ditto .....	150 0 0	1 Oct., 1877.
	John Gordon Biggar .....	1 Oct., 1877	Ditto .....	150 0 0	1 Oct., 1877.
	Philip Eld Eldershaw .....	1 Jan., 1876	Ditto .....	110 0 0	1 Jan., 1876.
	George Thomas Arthur Teece <sup>3</sup>	1 Sept., 1875	Ditto .....	150 0 0 to 16 July. 100 0 0 from 17 July.	1 Sept., 1875.
	Rowland Baldwin .....	1 Oct., 1877	Ditto .....	100 0 0	1 Oct., 1877.
Messengers (5) .....				1 at 125 0 0 2 at 110 0 0 1 at 50 0 0 1 at 40 0 0	each.
Housekeepers (3) .....				2 at 46 0 0 1 at 26 0 0	"
<i>Triangulation Staff.</i>					
Surveyors .....	John Sofala Chard .....	13 Oct., 1874	Governor and Executive Council	630 0 0	1 Oct., 1867.
	William Jacomb Conder...	1 Jan., 1876	Ditto .....	630 0 0 to 30 Sept. 730 0 0 from 1 Oct.	18 Jan., 1865.
Assistant Draftsman and Computer.	Leonard Abingdon Vessey <sup>4</sup>	1 July, 1874	Ditto .....	300 0 0	1 July, 1874.
Computer and Draftsman	Leonard Abingdon Vessey	1 Oct., 1877	Ditto .....	500 0 0	1 July 1874.
Ditto 2nd Class .....	Thomas Samuel Parrott ...	1 Jan., 1875	Ditto .....	250 0 0	20 Aug., 1874. <sup>5</sup>
Computer .....	Henry Spendlove Hawkins	1 Oct., 1877	Ditto .....	300 0 0	1 Oct., 1877.
Draftsman and Computer...	Thomas F. Furber .....	1 Oct., 1877	Ditto .....	400 0 0	1 Oct., 1877.
Draftsman .....	James Monsell Spry .....	1 Oct., 1877	Ditto .....	300 0 0	1 Oct., 1877.
Assistant Computer .....	Charles Robert Scrivener <sup>6</sup>	11 Dec., 1876	Ditto .....	150 0 0	11 Dec., 1876.
Draftsman .....	Robert Joseph Malcolm ...	1 Feb., 1877	Ditto .....	200 0 0	1 Feb., 1877.

<sup>1</sup> Gives security to the amount of £300.<sup>2</sup> Gives security to the amount of £100.<sup>3</sup> Disrated from 17 July.<sup>4</sup> To 30 September (see below.)<sup>5</sup> Appointed Alignment Surveyor.<sup>6</sup> To 13 October—resigned.<sup>7</sup> Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR LANDS—SURVEY OF LANDS—continued.</b>					
LICENSED SURVEYORS.				Fees:—	
Licensed Surveyors .....	*John Armstrong .....	22 Sept., 1859	Minister for Lands .....	509 4 0	
	*Henry Curzon Allport .....	3 Feb., 1871	Ditto .....	149 6 3	
	*William Anderson .....	13 Sept., 1864	Ditto .....	1,140 12 9	
	George Arthur .....	6 Feb., 1875	Ditto .....	988 16 3	
	Ralph Arderne .....	3 Aug., 1875	Ditto .....	1,257 8 8	
	*James Howard Burnside... ..	3 May, 1854	Governor .....	455 19 10	
	*John Barling .....	13 June, 1865	Minister for Lands .....	968 19 4	
	*Richard Barling .....	16 April, 1869	Ditto .....	1,021 2 11	
	*William Edmund Bennett.. ..	7 Aug., 1868	Ditto .....	1,475 4 2	
	*Henry Berry .....	7 Aug., 1868	Ditto .....	784 17 10	
	John Hope Balmain .....	12 July, 1872	Ditto .....	407 11 8	
	*Edward Hugh Barton .....	12 July, 1872	Ditto .....	1,351 4 0	
	Charles Cyrus Bullock .....	29 June, 1877	Ditto .....	277 19 1	
	Joseph Brooks .....	31 July, 1877	Ditto .....	286 14 5	
	*Robert Brock .....	15 Oct., 1872	Ditto .....	1,612 12 7	
	Edward James Burgess .....	25 July, 1873	Ditto .....	1,648 16 1	
	William Berthon .....	25 July, 1873	Ditto .....	621 19 5	
	*Frank Langham Burdett.. ..	3 Feb., 1874	Ditto .....	483 13 6	
	Tom Brown .....	3 Feb., 1874	Ditto .....	942 6 1	
	Tarburton Bossley .....	3 Nov., 1874	Ditto .....	1,510 17 1	
	William T. Burrowes .....	6 Feb., 1875	Ditto .....	1,000 4 10	
	Jasper William Blair .....	3 Aug., 1875	Ditto .....	573 15 4	
	Thomas Henry Bell .....	15 Feb., 1876	Ditto .....	1,039 17 6	
	Thomas Lindon Biddulph .....	27 June, 1876	Ditto .....	1,022 15 1	
	Edward Charles Bannister .....	27 June, 1876	Ditto .....	551 3 5	
	Arthur Hulance Bray .....	12 Jan., 1877	Ditto .....	252 11 4	
	*George William Commins .....	21 May, 1862	Ditto .....	1,649 7 3	
	*William Herbert Christia.. ..	9 Nov., 1863	Ditto .....	842 13 7	
	*William Christie .....	14 July, 1871	Ditto .....	853 4 5	
	*Ingham Suttor Clements... ..	25 May, 1866	Ditto .....	1,830 6 6	
	*Josiah Brunel Combes .....	31 Dec., 1863	Ditto .....	536 18 4	
	*James Frederick Capper... ..	16 April, 1869	Ditto .....	1,322 12 10	
	*Thomas Willans Conolly... ..	22 July, 1870	Ditto .....	776 19 10	
	William Creed .....	15 Oct., 1872	Ditto .....	1,460 8 9	
	*William Cowley .....	29 Jan., 1873	Ditto .....	1,332 7 0	
	*Frank Cowley .....	29 Jan., 1873	Ditto .....	810 2 11	
	Charles James Clarke .....	3 Feb., 1874	Ditto .....	303 3 0	
	*James M'Dowall Conroy... ..	6 Feb., 1875	Ditto .....	1,129 11 10	
	John Alexander Dalrymple Campbell.	6 Feb., 1875	Ditto .....	504 18 10	
	John Cameron .....	3 Aug., 1875	Ditto .....	57 4 6	
	*G. B. Carter .....	15 Feb., 1876	Ditto .....	1,065 18 7	
	M. J. Callaghan .....	15 Feb., 1876	Ditto .....	424 11 3	
	Archibald Wellesley Chapman.	12 Jan., 1877	Ditto .....	480 9 3	
	Samuel Chatfield .....	27 June, 1876	Ditto .....	822 6 10	
	William Marshall Cooper... ..	29 June, 1877	Ditto .....	261 14 4	
	George Scott Chiens .....	29 June, 1877	Ditto .....	94 10 0	
	Frederick William Darby... ..	17 Nov., 1857	Ditto .....	44 16 0	
	*Edgar Reginald Deane .....	22 Sept., 1859	Ditto .....	707 13 1	
	*George Loder Dowe .....	13 May, 1864	Ditto .....	917 1 1	
	William Drummond .....	11 Feb., 1868	Ditto .....	1,084 10 10	
	James Charles Duffy .....	29 Jan., 1873	Ditto .....	772 11 11	
	*John Bloyd Donkin .....	15 Oct., 1869	Ditto .....	924 12 2	
	Walker Rannie Davidson... ..	16 April, 1869	Ditto .....	841 11 8	
	Clement Hadington Dale... ..	3 Nov., 1874	Ditto .....	745 3 9	
	Harold Mapletoft Davis... ..	14 April, 1862	Ditto .....	281 16 6	
	M. Cecil Donovan .....	27 June, 1876	Ditto .....	1,005 18 4	
	James Dawson .....	27 June, 1876	Ditto .....	411 9 4	
	Edward Harnett Dawson... ..	12 Jan., 1877	Ditto .....	17 10 0	
	Charles Burford Dawson... ..	12 Jan., 1877	Ditto .....	62 18 5	
	Augustus Dewhurst .....	29 June, 1877	Ditto .....	.....	
	*Wilbraham Edwards .....	27 Jan., 1859	Ditto .....	945 12 7	
	*James Evans .....	15 Jan., 1869	Ditto .....	207 19 9	
	Alfred Ebsworth .....	27 June, 1876	Ditto .....	888 11 6	
	Thomas Thomson Ewing... ..	29 June, 1877	Ditto .....	563 3 11	
	Arnold Elliott .....	3 Feb., 1871	Ditto .....	104 19 1	
	*Hamilton Fisher .....	29 Jan., 1873	Ditto .....	1,508 12 4	
	Michette Raoul Findlay... ..	3 Nov., 1874	Ditto .....	.....	
	Henry William Folkes .....	3 Nov., 1874	Ditto .....	.....	
	William James Farrer .....	3 Aug., 1875	Ditto .....	868 2 9	
	*George Ernest Faithfull... ..	12 July, 1872	Ditto .....	291 5 7	
	Robert Fisher .....	12 Jan., 1877	Ditto .....	381 17 5	
	Octavius Fariola .....	12 Jan., 1877	Ditto .....	210 0 0	
	*Thomas H. Hall Goodwin Broughton Clayton Garland.	22 July, 1870 3 Feb., 1871	Ditto .....	673 12 5 1,536 11 9	

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				£ s. d.	
<b>SECRETARY FOR LANDS—SURVEY OF LANDS—continued.</b>					
				Fees:—	
Licensed Surveyors—contd.	John Joseph Gleeson .....	29 Jan., 1873	Minister for Lands.....	704 7 2	
	*John George Griffin .....	6 Feb., 1875	Ditto .....	1,520 13 4	
	E. T. F. Gomm .....	15 Feb., 1876	Ditto .....	446 5 3	
	James Granter .....	15 Feb., 1876	Ditto .....	810 13 10	
	James Henry Graney .....	29 June, 1877	Ditto .....		
	*John Hall .....	9 Jan., 1854	Governor .....	695 15 5	
	*Ernest William Lewis Herborn.	1 Feb., 1858	Minister for Lands.....	769 17 0	
	*John Heady .....	20 Nov., 1860	Ditto .....	717 18 6	
	Charles Adrain Harper .....	19 Nov., 1862	Ditto .....	518 1 8	
	*James Jerome Higgins .....	28 Nov., 1865	Ditto .....	679 2 3	
	*Cornelius Haylock .....	18 Jan., 1867	Ditto .....	787 11 11	
	Henry Courtois Hosie.....	21 Sept., 1859	Ditto .....	920 3 9	
	*R. A. Hyndman .....	7 Oct., 1863	Ditto .....	474 18 0	
	*Edgar Arnold Harris .....	14 July, 1871	Ditto .....	68 16 4	
	*Patrick Heron Henderson	23 Feb., 1872	Ditto .....	525 4 6	
	Beresford Nixon Hudson...	7 Aug., 1874	Ditto .....	808 2 6	
	Frederick Verdon Hunter...	23 Dec., 1875	Ditto .....	971 19 10	
	William Augustus Hungerford.	18 July, 1860	Ditto .....	200 17 0	
	†John Hogg .....	28 Oct., 1873	Ditto .....	39 14 6	
	Percy Clifford Hodgkinson	29 June, 1877	Ditto .....		
	Henry Hogarth .....	29 June, 1877	Ditto .....	78 3 4	
	Arthur Burstall Johnstone	3 Nov., 1874	Ditto .....	280 7 6	
	*Charles William Bray King	3 Feb., 1874	Ditto .....	983 7 2	
	*Edward James Howes Knapp.	9 June, 1858	Governor .....	1,334 5 3	
	Edward John Keele .....	27 June, 1876	Minister for Lands.....	938 0 10	
	James Martin Kelly .....	12 Jan., 1877	Ditto .....	258 16 6	
	†Alexander Pacifico Lindo...	16 May, 1855	Governor .....	30 0 8	
	Michael Campbell Langtree	3 Nov., 1874	Minister for Lands.....	1,522 10 6	
	Octavius Langtree .....	3 Aug., 1875	Ditto .....	3,262 19 4	
	*Walter Alfred Lipscomb...	15 Oct., 1872	Ditto .....	1,678 7 6	
	Andrew James Liddell .....	12 July, 1872	Ditto .....	738 8 6	
	Alfred Lisle .....	12 July, 1872	Ditto .....	1,594 9 2	
	*Arthur Lewingdon Lloyd...	3 Aug., 1875	Ditto .....	809 19 11	
	*John Frederick Loxton .....	12 July, 1872	Ditto .....	1,096 19 6	
	George Loder .....	12 July, 1872	Ditto .....	697 19 4	
	*John Hector Lucas .....	29 Jan., 1873	Ditto .....	3,124 15 0	
	John Charles Bringergæe Lupton.	3 Feb., 1874	Ditto .....	1,109 3 0	
	F. T. Lardner .....	15 Feb., 1876	Ditto .....	862 16 3	
	Charles C. Loxton .....	15 Feb., 1876	Ditto .....	833 6 6	
	A. Landon .....	15 Feb., 1876	Ditto .....	1,514 7 3	
	Arnold Wellesley Love .....	12 Jan., 1877	Ditto .....	342 14 10	
	Charles Walter Laing .....	29 June, 1877	Ditto .....	222 5 3	
	*George Joseph Lee .....	3 Feb., 1874	Ditto .....	411 5 9	
	Adam Maitland .....	6 Feb., 1875	Ditto .....	1,045 11 2	
	*Duncan Meares Maitland, junior.	24 Feb., 1865	Ditto .....	1,085 6 8	
	Robert William Meldrum	3 Feb., 1874	Ditto .....	1,464 15 0	
	*Edward Peter Mann .....	31 Aug., 1859	Ditto .....	976 16 6	
	*Richard Lennox Murray	3 Feb., 1871	Ditto .....	1,074 14 1	
	George Melrose .....	6 April, 1861	Ditto .....	757 1 11	
	*Robert Hamilton Mathews	22 July, 1870	Ditto .....	2,554 18 9	
	*Andrew Menzies .....	12 July, 1872	Ditto .....	309 10 6	
	Henry Joseph Charles Mitchell.	6 Feb., 1875	Ditto .....	380 19 0	
	*Hugh H. More .....	15 Oct., 1872	Ditto .....		
	*William Mylecharane .....	25 Oct., 1867	Ditto .....	72 4 1	
	*Stuart Alexander M'Dougall.	6 Feb., 1875	Ditto .....	1,209 2 6	
	*John Macdermid Macdonald.	12 July, 1872	Ditto .....	1,129 16 0	
	*John M'Calloch .....	16 June, 1857	Ditto .....	535 14 8	
	Alexander M'Carthy .....	29 Jan., 1873	Ditto .....	675 10 6	
	Alexander M'Glashan .....	18 Jan., 1867	Ditto .....		
	*Richard Randolph Machattie.	11 Dec., 1862	Ditto .....	802 18 9	
	Alexander Macpherson .....	25 Nov., 1865	Ditto .....	661 12 9	
	John Macharg .....	16 Aug., 1872	Ditto .....	492 8 9	
	*Edward M'Farlane .....	6 Feb., 1875	Ditto .....	750 4 3	
	*Henry Osborn MacCormack	10 Dec., 1863	Ditto .....	673 12 6	
	Daniel Dominic Murphy...	23 Dec., 1875	Ditto .....	643 12 4	
	H. F. Madsen .....	15 Feb., 1876	Ditto .....	781 16 1	
	G. Montague .....	15 Feb., 1876	Ditto .....	1,017 18 0	
	Robert Baylis Mackenzie...	12 Jan., 1877	Ditto .....	490 17 8	
	John Griffin Martyn .....	12 Jan., 1877	Ditto .....	78 19 4	
	C. J. Metcalfe .....	27 June, 1876	Ditto .....	866 0 1	

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				£ s. d.	
<b>SECRETARY FOR LANDS—SURVEY OF LANDS—continued.</b>					
Licensed Surveyors—contd.	Henry James Major Mylne	29 June, 1877	Minister for Lands.....	230 17 3	
	Evelyn Robert Manning...	29 June, 1877	Ditto .....		
	T. C. M'Cord .....	3 Feb., 1874	Ditto .....		
	*John Frederick Mann .....	20 Mar., 1848	Governor .....	17 1 6	
	Edmund Francis Millington	1 May, 1874	Minister for Lands.....	401 1 10	
	A. J. Mitchell .....	15 Feb., 1876	Ditto .....	1,397 10 0	
	Henry Osborn M'Cabe .....	29 June, 1877	Ditto .....		
	*Colin James M'Master†	25 July, 1873	Ditto .....	591 3 0	
	William Henry Nash .....	6 Feb., 1875	Ditto .....	1,237 9 3	
	Herbert Mandeville Nash..	12 Jan., 1877	Ditto .....	1,197 12 4	
	†John Neill .....	12 Feb., 1855	Governor .....	272 13 4	
	*William Orr .....	13 Aug., 1867	Minister for Lands.....	715 11 4	
	*Henry Arthur Davies O'Connor.	3 Feb., 1874	Ditto .....	1,079 19 6	
	*George Matcham Pitt, jun.	1 Feb., 1859	Ditto .....	521 2 11	
	*Alfred John Pechey .....	13 Dec., 1859	Ditto .....	817 4 11	
	*J. M. Pears .....	13 Oct., 1868	Ditto .....	491 13 11	
	*Archibald John Park .....	16 April, 1869	Ditto .....	1,114 15 2	
	Edward Fisher Pittman .....	29 Jan., 1873	Ditto .....	180 15 6	
	Charles William Potter .....	6 Feb., 1875	Ditto .....	925 17 9	
	James Alfred Palmer .....	3 Aug., 1875	Ditto .....	897 10 11	
	*Thomas Samuel Parrott .....	29 Jan., 1873	Ditto .....	67 10 0	
	Frederick Poate .....	29 June, 1877	Ditto .....		
	Napoleon Paton .....	29 June, 1877	Ditto .....		
	Thomas Pring .....	29 June, 1877	Ditto .....	13 11 6	
	†John William Edward Pelletier.	12 Jan., 1877	Ditto .....	249 0 9	
	John Phillips .....	3 Feb., 1874	Ditto .....	5 18 0	
	John James Robertson .....	19 Jan., 1872	Ditto .....	793 15 2	
	*Frank Russell .....	12 July, 1872	Ditto .....	1,629 14 5	
	William Allwood Rae.....	28 Oct., 1873	Ditto .....	937 18 1	
	Paul Rigaut .....	7 Aug., 1874	Ditto .....	1,181 19 5	
	Rowand Ronald .....	3 Nov., 1874	Ditto .....	940 7 6	
	Valentine Blomfield Riley.	6 Feb., 1875	Ditto .....	1,039 9 4	
	G. H. Rotton .....	15 Feb., 1876	Ditto .....	935 12 3	
	§William Harvey Readett..	16 June, 1860	Ditto .....	277 0 0	
	Edwin Sawtall .....	25 Oct., 1867	Ditto .....	1,540 2 6	
	*William Butler Simpson..	18 April, 1859	Ditto .....	1,347 2 6	
	*George William Raby Thorne Seccombe.	28 Nov., 1865	Ditto .....	544 5 9	
	*George Henry Sheaffe.....	6 Aug., 1869	Ditto .....	2,244 4 2	
	*Wild Abercrombie Shoo-bert.	22 July, 1870	Ditto .....	615 4 2	
	Henry Hubert Sutherland.	29 Jan., 1873	Ditto .....	144 15 0	
	*Fritz Peter Solling .....	25 July, 1873	Ditto .....	1,417 0 10	
	Clarendon Stuart .....	30 Sept., 1858	Ditto .....	335 16 3	
	*Arthur Sharp .....	3 Feb., 1874	Ditto .....	1,142 13 11	
	*William Newton Scott .....	3 Aug., 1875	Ditto .....	1,981 7 9	
	Daniel Bateman Sellars .....	12 Jan., 1877	Ditto .....	227 18 8	
	Emil Carl Herman Schemmel.	12 Jan., 1877	Ditto .....	137 7 7	
	John Douglas Stewart .....	29 June, 1877	Ditto .....		
	James Monsell Spry .....	29 June, 1877	Ditto .....		
	*Vivian Fitzroy Tozer .....	16 April, 1869	Ditto .....	1,534 5 1	
	James Tuff .....	23 Dec., 1875	Ditto .....	247 15 10	
	E. W. Turner .....	15 Feb., 1876	Ditto .....	1,448 4 8	
	James Lambert Tritton .....	12 Jan., 1877	Ditto .....	643 6 11	
	Oliver Trickett.....	27 June, 1876	Ditto .....	752 10 2	
	Charles William Thomas..	12 Jan., 1877	Ditto .....		
	§James Bamford Thompson	10 May, 1858	Ditto .....	339 18 9	
	†James Mennie Tarves .....	27 July, 1866	Ditto .....	113 13 6	
	*James Vernon .....	14 Jan., 1864	Ditto .....	864 4 8	
	Edwin Guthridge Vickery	27 June, 1876	Ditto .....	921 12 9	
	*Vincent Australia Towns-end Williams.	25 May, 1866	Ditto .....	438 15 5	
	*Edward Sanford Wyndham.	25 Oct., 1867	Ditto .....	398 16 8	
	Charles Worth.....	29 Jan., 1873	Ditto .....	1,723 9 7	
	Henry Welchman .....	12 Jan., 1877	Ditto .....	297 19 2	
	William Henry O'Malley Wood.	12 Jan., 1877	Ditto .....	706 15 7	
	Henry O'Sullivan White..	12 Jan., 1877	Ditto .....	469 8 5	
	William Gibbon Walker..	12 Jan., 1877	Ditto .....	849 1 0	
	Richard Watkins .....	12 Jan., 1877	Ditto .....	133 2 3	
			Total cost .....	£154,533 15 2	

\* Specially licensed under the provisions of the Real Property Act. † The field work of these surveys was performed prior to his appointment upon salary; a deduction has been made from his salary for office work. ‡ Deceased. § Resigned.  
 NOTE.—The area measured by these officers during the year 1877 amounted to 4,171,875 acres 3 roods 15 perches at the above cost of £154,533 15s. 2d. viz.—  
 Conditional purchases 1,327,350 acres 1 rood 21 perches; 2,388,023 acres 2 roods 25 perches auction; Government and public purposes, 10,262 acres and 15 perches; improved or appraised, 331,230 acres 2 roods 34 perches; mineral leases, 40 acres; Volunteer Land Orders, 15,671 acres; lineal measurements, reduced to area, 99,298 acres. Special reports were also furnished and included in the above cost.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR LANDS—continued.</b>					
<b>INSPECTOR OF CROWN LAND OFFICES.</b>					
Inspector .....	Charles N. J. Oliver .....	1 July, 1877	Governor and Executive Council	400 0 0	27 Mar., 1866.
Allowed 25s. per diem when absent on duty from head quarters.					
<b>AGENTS FOR THE SALE OF CROWN LANDS.</b>					
Districts—					
Albury .....	Edward Brown, J.P. ....	1 July, 1862	Minister for Lands.....	50 0 0	26 Aug., 1857.
Armidale .....	James Bray .....	15 Oct., 1875	Ditto .....	50 0 0	1 Jan., 1866.
Bahranald .....	R. B. Mitchell .....	1 Jan., 1867	Ditto .....	50 0 0	1 Mar., 1858.
Bathurst .....	James Byrn Richards .....	1 May, 1853	Ditto .....	*	1 Mar., 1824.
	succeeded by				
	A. W. Kennedy .....	1 Oct., 1877	Ditto .....	*	4 July, 1876.
Bega .....	J. Davis .....	8 Dec., 1865	Ditto .....	50 0 0	1 Dec., 1865.
Berrima .....	F. R. Wilshire .....	15 Mar., 1872	Ditto .....	50 0 0	1 Mar., 1862.
Bingera .....	H. W. Powell .....	15 June, 1877	Ditto .....	50 0 0	19 Mar., 1872.
Bombala .....	James Giles .....	22 Dec., 1870	Ditto .....	50 0 0	3 June, 1862.
Boorowa .....	William J. E. Wotton .....	24 Jan., 1862	Ditto .....	50 0 0	17 Jan., 1862.
Braidwood .....	W. F. Robertson .....	20 Sept., 1875	Ditto .....	50 0 0	29 May, 1869.
Brisbane Water (Gasford) .....	Thomas Cade Battley .....	1 Oct., 1857	Ditto .....	50 0 0	8 Aug., 1843.
Broulee (Moruya) .....	W. Clarke .....	5 Sept., 1876	Ditto .....	50 0 0	16 Mar., 1874.
Bourke .....	Louis F. Layard .....	1 Oct., 1874	Ditto .....	50 0 0	1 Oct., 1868.
Camden .....	John Benson Martin .....	1 Oct., 1857	Ditto .....	50 0 0	1 Sept., 1852.
Campbelltown & Liverpool .....	H. A. Smith .....	23 April, 1872	Ditto .....	50 0 0	15 April, 1872.
Carcoar .....	E. J. C. North .....	9 May, 1865	Ditto .....	50 0 0	1 May, 1865.
Cassilis .....	John Morris .....	1 Oct., 1857	Ditto .....	50 0 0	17 Oct., 1854.
	succeeded by				
	J. H. Tompson .....	8 Sept., 1877	Ditto .....	50 0 0	1 July, 1869.
Cooma .....	G. H. Smithers .....	28 Aug., 1875	Ditto .....	50 0 0	22 Oct., 1868.
Coonamble .....	R. H. Fitzsimons .....	1 Jan., 1877	Ditto .....	50 0 0	5 Jan., 1852.
Cootamundra .....	C. H. B. Primrose .....	22 June, 1877	Ditto .....	50 0 0	22 Aug., 1872.
Cowra .....	John Arkins .....	1 Mar., 1869	Ditto .....	50 0 0	1 June, 1868.
Corowa .....	H. Croft .....	8 June, 1875	Ditto .....	300 0 0	26 April, 1866.†
Deniliquin .....	John Archer Broughton .....	1 Feb., 1865	Ditto .....	50 0 0	23 Jan., 1865.
Dubbo .....	Luke M'Guinn .....	14 Nov., 1861	Ditto .....	50 0 0	1 Nov., 1861.
	succeeded by				
	H. Roxburgh .....	1 Oct., 1877	Ditto .....	50 0 0	1 May, 1876.
Dungog .....	C. G. Smith .....	24 Nov., 1875	Ditto .....	50 0 0	1 May, 1861.
Dowling .....	J. V. Wareham .....	1 Jan., 1866	Ditto .....	50 0 0	19 Mar., 1863.
Eden .....	R. B. Hays .....	1 Nov., 1876	Ditto .....	50 0 0	5 Oct., 1875.
Forbes .....	Stephen Freeman .....	1 Sept., 1873	Ditto .....	50 0 0	22 Oct., 1862.†
Gunnedah .....	T. K. Abbott .....	31 Jan., 1868	Ditto .....	50 0 0	14 Dec., 1867.
Gunning .....	J. F. Kenyon .....	7 Aug., 1877	Ditto .....	50 0 0	11 Sept., 1876.
Grafton .....	W. H. Thomas .....	1 April, 1874	Ditto .....	50 0 0	12 April, 1864.
Glen Innes .....	George Martin .....	1 Oct., 1871	Ditto .....	50 0 0	3 Mar., 1868.
Goulburn .....	Charles S. Alexander .....	12 Feb., 1862	Ditto .....	50 0 0	8 Feb., 1861.
Gundagai .....	C. W. Weekes .....	26 Oct., 1875	Ditto .....	50 0 0	19 Oct., 1875.
Grenfell .....	W. F. Parker .....	16 Jan., 1872	Ditto .....	50 0 0	26 April, 1862.†
Hartley .....	T. H. Neale .....	27 Aug., 1873	Ditto .....	50 0 0	16 Aug., 1873.
Inverell .....	W. C. Cardew .....	1 May, 1874	Ditto .....	50 0 0	14 Aug., 1873.
Kiama .....	Henry Connell, junior .....	1 June, 1863	Ditto .....	50 0 0	21 Aug., 1844.
M'Leay River (West Kempsey) .....	John B. Casey .....	1 April, 1860	Ditto .....	50 0 0	21 April, 1853.
Metropolitan (Sydney) .....	W. C. Edwards .....	1 Jan., 1876	Ditto .....	50 0 0	1 Oct., 1865.
Maitland .....	Cornelius Delohery .....	27 April, 1871	Ditto .....	*	23 July, 1860.†
Manning River (Wingham) .....	J. A. Creagh .....	1 Feb., 1875	Ditto .....	50 0 0	1 Feb., 1875.
Moama .....	George Maunsell .....	20 Nov., 1860	Ditto .....	50 0 0	13 Mar., 1858.
Molong .....	J. H. Nisbet .....	20 Sept., 1875	Ditto .....	50 0 0	1 Sept., 1875.
Mudgee .....	F. S. Isaacs .....	15 Sept., 1876	Ditto .....	50 0 0	1 Jan., 1868.
Murrumbidgee .....	George Gray Brodie .....	1 Nov., 1858	Ditto .....	50 0 0	19 Mar., 1858.
Muswellbrook .....	Timothy Foley .....	7 Jan., 1868	Ditto .....	50 0 0	1 Dec., 1867.
Mitchell .....	R. R. Morisset .....	1 Feb., 1875	Ditto .....	50 0 0	1 Feb., 1875.
Naranderra .....	J. L. King .....	1 June, 1877	Ditto .....	50 0 0	16 Aug., 1870.
Newcastle .....	A. Lumsdaine .....	15 Sept., 1876	Ditto .....	*	10 June, 1872.
Orange .....	William Tucker Evans .....	1 Oct., 1857	Ditto .....	50 0 0	20 April, 1851.
Oxley .....	L. H. L. Evans .....	22 Sept., 1876	Ditto .....	50 0 0	15 Aug., 1875.
	succeeded by				
	Neil C. O'Neill .....	21 Mar., 1877	Ditto .....	50 0 0	26 April, 1870.
Parramatta .....	George Langley, J.P. ....	24 Sept., 1860	Ditto .....	50 0 0	1 Aug., 1837.
Patrick's Plains .....	William Dudding .....	1 Oct., 1857	Ditto .....	50 0 0	4 April, 1847.
Paterson .....	Robert Studdert .....	1 Oct., 1857	Ditto .....	50 0 0	12 June, 1849.
Penrith .....	John Kingdon Cleve .....	28 July, 1868	Ditto .....	*	3 July, 1865.
Port Macquarie .....	Robert Iscell Perrott .....	30 Sept., 1873	Ditto .....	50 0 0	1 Aug., 1859.
Port Stephens (Stroud) .....	Thomas Laman .....	1 Mar., 1861	Ditto .....	50 0 0	13 April, 1859.
Queanbeyan .....	Obadiah Willans .....	13 Dec., 1864	Ditto .....	50 0 0	14 Nov., 1864.
Raymond Terrace .....	C. R. Middleton .....	26 Nov., 1875	Ditto .....	50 0 0	11 Oct., 1875.
Richmond River (Casino) .....	M. M. Campbell .....	1 April, 1875	Ditto .....	50 0 0	1 April, 1875.
Rylstone .....	William W. Armstrong .....	1 Oct., 1857	Ditto .....	50 0 0	1 July, 1854.
Scone .....	James T. Wilshire .....	23 April, 1872	Ditto .....	50 0 0	1 Sept., 1862.†
Shoalhaven .....	William Lovegrove .....	1 Oct., 1857	Ditto .....	50 0 0	1 Jan., 1857.

\* Paid by commission; see foot-note, page 87.

† Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR LANDS—AGENTS FOR THE SALE OF CROWN LANDS—continued.</b>					
<i>Districts—continued.</i>					
Tamworth.....	John M'Donald .....	19 Aug., 1858	Minister for Lands.....	50 0 0	6 Feb., 1851.
Tenterfield .....	J. Simons .....	15 Oct., 1875	Ditto .....	50 0 0	1 Sept., 1875.
Tumut .....	F. W. Vyner.....	26 July, 1870	Ditto .....	50 0 0	1 Jan., 1865.
Urana .....	C. L. C. Badham .....	1 Feb., 1875	Ditto .....	300 0 0	9 Aug., 1870.
Wagga Wagga.....	Edwin Harvy Tompson .....	1 Feb., 1864	Ditto .....	50 0 0	29 Jan., 1864.
	succeeded by				
	F. D. A. Korff .....	1 Sept., 1877	Ditto .....	50 0 0	10 Nov., 1871.
Warialda .....	F. C. Macarthur .....	1 Jan., 1877	Ditto .....	50 0 0	
Walgett .....	F. B. Hales .....	16 Oct., 1875	Ditto .....	50 0 0	1 April, 1861.
Wee Waa (Narrabri) .....	Charles Edward Smith .....	1 May, 1859	Ditto .....	50 0 0	25 Mar., 1851.
Wellington .....	Frederick Marsh .....	10 May, 1862	Ditto .....	50 0 0	8 April, 1852.
Wentworth .....	William Lyle Richardson.....	28 Feb., 1871	Ditto .....	50 0 0	11 Nov., 1862.
Windsor .....	William H. H. Becke .....	1 April, 1874	Ditto .....	50 0 0	8 June, 1853.
Wollongong .....	Alfred Allatson Turner .....	1 Oct., 1857	Ditto .....	50 0 0	23 May, 1848.
Wollombi .....	H. Gordon .....		Ditto .....	50 0 0	1 May, 1859.
Yass .....	Leopold Yates .....	26 July, 1870	Ditto .....	50 0 0	10 July, 1862.
Young .....	James Richard Edwards.....	1 April, 1862	Ditto .....	50 0 0	14 Mar., 1862.
<b>ASSISTANT LAND AGENTS.</b>					
Albury .....	George F. Barker.....	5 Sept., 1876	Governor and Executive Council	225 0 0	5 Sept., 1876.
Bega .....	J. A. Davis .....	1 June, 1876	Ditto .....	25 0 0	1 June, 1876.
Gundagai .....	A. W. Armour.....	1 July, 1875	Ditto .....	100 0 0	1 July, 1875.
Hay .....	T. H. Makin.....	1 Nov., 1877	Ditto .....	200 0 0	1 Nov., 1877.
Queanbeyan .....	A. O. Willans .....	1 Sept., 1875	Ditto .....	50 0 0	14 Nov., 1864.
Singleton .....	Frederick Hepworth .....	1 Dec., 1875	Ditto .....	200 0 0	6 Sept., 1875.

NOTE.—The Crown Lands Agents, except Sydney, give security as follows:—Where the collections amount to £10,000 and upwards, £1,000; £5,000 and under £10,000, £500; £1,000 and under £5,000, £250; under £1,000, £100.

N.B.—The Land Agents at Corowa and Urana receive fixed salary, and the other Crown Land Agents, excepting those hereafter named, are allowed a commission of 2 per cent. on all collections in any one year over £2,500 up to £15,000. Those at Bathurst, Maitland, Newcastle, and Penrith, allowed commission at the rate of 5 per cent. up to £2,000, 2½ per cent. over £2,000 up to £10,000, and 1 per cent. over the latter amount.

### OCCUPATION OF LANDS.

Head Quarters— Officer in charge .....	Albert Owen Pretious <sup>1</sup> .....	8 Sept., 1870	Governor and Executive Council	500 0 0	10 April, 1854.
Pastoral Lease Branch— Clerk in charge .....	Gordon Mansfield .....	1 Oct., 1860	Ditto .....	250 0 0	9 Mar., 1860.
Clerks .....	Thomas Jewel Oliver <sup>2</sup> .....	10 Feb., 1862	Ditto .....	225 0 0	9 July, 1857.
	George Morgan .....	1 Sept., 1869	Ditto .....	200 0 0	1 Sept., 1860.
	Frederick William Vincent .....	14 June, 1866	Ditto .....	150 0 0	22 Mar., 1848.*
	James Roberts .....	1 Dec., 1876	Ditto .....	150 0 0	1 May, 1864.*
	Alfred Sydney Day <sup>3</sup> .....	1 July, 1874	Ditto .....	100 0 0	1 July, 1874.
	succeeded by				
	Joseph Green .....	1 May, 1877	Ditto .....	100 0 0	19 Jan., 1876.
	Thomas Davis .....	1 July, 1877	Ditto .....	100 0 0	16 May, 1877.
Extra Clerks.....	Joseph Green <sup>4</sup> .....	19 Jan., 1876	Minister for Lands.....	75 0 0	19 Jan., 1876.
	Thomas Davis <sup>4</sup> .....	16 May, 1877	Ditto .....	75 0 0	16 May, 1877.
Special Occupations Woods and Forests Branch— Clerk in charge .....	Edmund O'Dwyer .....	8 May, 1862	Governor and Executive Council	200 0 0	8 May, 1862.
Clerks .....	Edwin Canrobert Landers .....	3 July, 1872	Ditto .....	150 0 0	3 July, 1872.
	George Rocheford Raymond <sup>5</sup> .....	1 May, 1874	Ditto .....	125 0 0	1 May, 1874.
	succeeded by				
	Alfred Sydney Day <sup>1</sup> .....	1 May, 1877	Ditto .....	125 0 0	1 July, 1874.
	Arthur Alfred Daniel .....	4 Feb., 1875	Ditto .....	100 0 0	4 Feb., 1875.
	William Alexander M'Phee .....	1 Oct., 1876	Ditto .....	100 0 0	20 Sept., 1875.
	James Edmund O'Dwyer .....	1 Jan., 1877	Ditto .....	100 0 0	1 Sept., 1876.
Temporary Clerk .....	Thomas Newbigging Cochran .....	5 Sept., 1876	Minister for Lands.....	7/6 per diem to 30 September. 10/6 per diem from 1 October.	5 Sept., 1876.
Messenger (1) .....	.....	.....	.....	120 0 0	.....
Officekeeper (1) <sup>6</sup> .....	.....	.....	.....	70 0 0	.....
<b>COMMISSIONERS OF CROWN LANDS, PASTORAL DISTRICTS.<sup>7</sup></b>					
Districts— Darling .....	Charles George Norman Lockhart .....	11 June, 1868	Governor and Executive Council, by Commission.	500 0 0	27 Feb., 1849.
New England, South Macleay, and Liverpool Plains .....	Thomas Warre Harriott.....	7 Oct., 1864	Ditto .....	450 0 0	7 Mar., 1862.
Albert .....	John Chadwick Woore .....	1 June, 1863	Ditto .....	450 0 0	7 Mar., 1862.
New England, North Clarence, and Gwydir .....	Robert Barrington Dawson .....	1 Jan., 1872	Ditto .....	450 0 0	7 Feb., 1854.
Lachlan .....	John Sedley Futter.....	1 Jan., 1870	Ditto .....	450 0 0	11 June, 1868.
Monaro .....	William Vaughan May Cooke .....	1 Mar., 1869	Ditto .....	450 0 0	1 May, 1867.
Warrego .....	George Charles Tompson.....	1 Feb., 1875	Ditto .....	450 0 0	1 Sept., 1863.
Wellington and Bligh.....	George Fullerton .....	11 Sept., 1876	Ditto .....	450 0 0	18 May, 1871.
Murrumbidgee .....	Thomas Edwin Blomfield.....	1 Dec., 1876	Ditto .....	450 0 0	1 Dec., 1876.
Field and Office Assistants	(7).....	.....	Minister for Lands.....	180 0 0	each.
Campkeepers (9) .....	.....	.....	District Commissioners .....	40 0 0	„

<sup>1</sup> To 27 November—resigned.  
Branch. <sup>4</sup> Promoted. <sup>5</sup> To 30 April—resigned.

<sup>2</sup> In receipt of a pension of £75 per annum from Imperial Funds "Convict Service."  
<sup>6</sup> Allowed quarters, fuel, and light.

<sup>3</sup> Transferred to Woods and Forests  
<sup>7</sup> Each allowed £50 per annum in lieu of quarters. <sup>8</sup> Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.		
				£ s. d.			
<b>SECRETARY FOR LANDS—OCCUPATION OF LANDS—continued.</b>							
CONSERVANCY OF FORESTS. Ranger, County of Cumberland.	George Cobham Watson <sup>1</sup> .....	26 Oct., 1872	Governor and Executive Council	200 0 0	26 Oct., 1872.		
Forest Rangers— Murray .....	John A. Manton <sup>2</sup> .....	22 Sept., 1875	Ditto .....	200 0 0	22 Sept., 1875. 1 Oct., 1876.		
Adalong .....	William James Harmer <sup>2</sup> .....	1 Oct., 1876					
	succeeded by						
	Robert James Cork .....	11 May, 1877			11 May, 1877.		
Clarence .....	William Allen .....	1 Mar., 1876			1 Mar., 1876.		
Macleay .....	Israel Noake .....	1 April, 1876			11 Oct., 1875.		
Murray .....	James G. Condell.....	1 Oct., 1876			1 Oct., 1876.		
	Osborne Wilshire.....	12 Oct., 1877			12 Oct., 1877.		
	Edwin Docker .....	3 Oct., 1876			3 Oct., 1876.		
	Samuel Payten .....	21 Sept., 1876	Minister for Lands .....	£200 each	21 Sept., 1876.		
Naranderra .....	Edward Mason .....	1 Oct., 1876				1 Oct., 1876.	
Richmond River .....	Thomas H. Green .....	1 Jan., 1876				1 Jan., 1876.	
Nowra .....	Thomas Musgrave .....	27 May, 1876				15 Oct., 1869.*	
Head Quarters .....	William Francis Piper .....	1 Nov., 1876				1 May, 1863.	
(Unattached) .....	Francis Edwards .....	1 Nov., 1876				1 Nov., 1876.	
Cowra .....	Robert Stevenson.....	14 Mar., 1877				14 Mar., 1877.	
Narrabri .....	James Ward.....	19 Mar., 1877				19 Mar., 1877.	
Gosford .....	Edward Thornton .....	19 Mar., 1877				19 Mar., 1877.	
Steam-launch "Neptune," Murray River.	Engine-driver (1).....				Ditto .....	£10 <sup>7</sup> / <sub>12</sub> month	
Caretakers of Forest Reserves— Bottle Forest Reserve.....	John Higginson .....	1 Nov., 1876			Ditto .....	{ 10/- <sup>7</sup> / <sub>12</sub> diem } when employed. }	1 Nov., 1876.
Nundle Forest Reserve .....	Samuel Kernode .....	26 Aug., 1876			Ditto .....		26 Aug., 1876.
Bindo .....	Jeremiah Wilson .....	27 Aug., 1877			Ditto .....		27 Aug., 1877.
Survey of Runs— Chief Draftsman .....	Eccleston Du Faur <sup>1</sup> .....	1 Jan., 1870	Governor and Executive Council	500 0 0	20 Aug., 1863.		
Draftsmen.....	Francis Gerard .....	26 Sept., 1872	Ditto .....	300 0 0	19 July, 1867.		
	George Alexander Mudie.....	1 May, 1874	Ditto .....	275 0 0	1 May, 1874.		
	Arthur Bruce M'Minn .....	1 May, 1874	Ditto .....	250 0 0	1 May, 1874.		
Assistant Draftsman .....	Henry Samuel Walker Crummer.	1 Jan., 1870	Ditto .....	175 0 0	1 June, 1868.		
Cadets .....	Martin Patrick Finn .....	1 April, 1876	Minister for Lands.....	75 0 0	1 April, 1876.		
	Michael John Francis Gread.	1 April, 1876	Ditto .....	75 0 0	1 April, 1876.		
Messenger (1) .....			Ditto .....	50 0 0			
<sup>1</sup> Allowed forage for a horse. <sup>2</sup> Allowed £20 per annum for office rent. <sup>3</sup> To 10 May. <sup>4</sup> Acting temporarily as Officer-in-charge of Department from 28 November, pending further arrangements. <sup>5</sup> Services not continuous.							
<b>BOTANIC GARDENS, ETC.</b>							
Director .....	Charles Moore <sup>1</sup> .....	1 Feb., 1848	Secretary of State .....	450 0 0	1 Feb., 1848.		
Clerk and Librarian .....	John M'Lachlan .....	18 Mar., 1876	Governor and Executive Council	175 0 0	18 Mar., 1876.		
Overseer .....	John Duff <sup>2</sup> .....	1 Sept., 1866	Ditto .....	200 0 0	1 Sept., 1866.		
Bailiff (1) .....			Director .....	120 0 0			
Carpenter (1) .....			Ditto .....	0 9 0	} per diem.		
Propagator (1) .....			Ditto .....	0 8 4			
Gardeners (19) .....			Ditto .....	0 7 0		„ each.	
<b>GOVERNMENT DOMAINS.</b>							
Overseer .....	August Kloster <sup>3</sup> .....	1 May, 1869	Secretary for Lands .....	150 0 0	1 May, 1869.		
Bailiff .....	Finlay M'Kay <sup>3</sup> .....	1 Oct., 1875	Director .....	120 0 0	1 Oct., 1875.		
Workmen (12) .....			Ditto .....	0 7 0	per diem, each.		
<sup>1</sup> Allowed a house; also fuel, and half forage for a horse, but never claimed. Gives security to the amount of £400. <sup>2</sup> Allowed a house and fuel. <sup>3</sup> Allowed a house.							
<b>OYSTER-BEDS.</b>							
Inspector.....	William John Langham <sup>1</sup> .....	15 April, 1874	Minister for Lands .....	200 0 0	15 April, 1874.		
Boatman (1) .....			Ditto .....	132 0 0			
<sup>1</sup> Allowed £150 per annum for travelling expenses.							
<b>SHEEP DIRECTORS.</b>							
Districts— Albury .....	{ James Day .....	} 21 Sept., 1877	{ Elected by the Sheepowners of the District.	} Nil.			
	{ Charles H. Douglas .....						
	{ James Mitchell .....						
	{ William J. Lyne .....						
	{ Samuel Watson .....						
Armidale .....	{ C. D. Fenwick .....	} 13 April, 1877	{ Secretary for Lands, on nomination of Chief In- specter of Sheep.				
	{ David Bell .....						
	{ Edwin C. Bloomfield .....						
	{ John Gill .....						
	{ Sydney Darby .....						

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—SHEEP DIRECTORS—continued.</b>					
Districts—continued.					
Balranald	G. A. Mein S. H. Officer John Bertram J. Park D. Laurie J. C. Maguire succeeded by Peter Macpherson Henry Rotton	13 April, 1877 15 June, 1877	Secretary for Lands on nomination of Chief Inspector of Sheep. Ditto		
Bathurst	Charles M'Phillamy John Newell Gilmour John M'Kinnon Frederick Treweeke David Morrice W. J. Cordeaux	13 April, 1877	Ditto		
Berrima	A. Carter Francis Thompson W. Hindmarsh W. B. Haines Richard Edger	13 April, 1877	Ditto		
Booligal	Alexander Wilson Robert A. Molesworth George C. Loughnan Wickstedt Barton Robert Mockridge	13 April, 1877	Ditto		
Bourke	Arthur Wilson William Scott Joseph W. Fletcher R. Maddrell William T. Flanagan	13 April, 1877	Ditto		
Braidwood	David Ross W. Gordon James M'Auley Arthur G. Langmore William Dixon	13 April, 1877	Ditto		
Breewarrina	James H. Doyle Wm. Henry Hammond Colin Fraser W. W. Richardson John Brown	13 April, 1877	Ditto		
Cannonbar	W. H. Clements E. S. Antill H. Wharton	13 April, 1877	Ditto		
Carecar	N. Connelly, jun., J.P. William Glasson, J.P. Thomas R. Icely, J.P. William M. Rothery, J.P. Alfred A. West, J.P. Henry Barnes, J.P. W. C. Bundock, J.P.	13 April, 1877	Ditto	Nil.	
Casino	G. Sparke C. Edwards A. M. Girard H. H. Kelly James Murphy	13 April, 1877	Ditto		
Coonabarabran	John M'Master David Watt Edward C. Dunn Arthur Bloomfield W. C. Herbert	13 April, 1877	Ditto		
Cooma	John Cosgrove, sen. A. W. Brookes David Ryrie Joseph Holt J. M'Nichol	16 Mar., 1877	Elected by the Sheepowners of the District		
Condobolin	W. G. Zeal W. L. Watt Thomas S. Parker Alexander Sloane George Dougal Hay Alexander M'Kean Richard Edols George Gray Robert Patterson	13 April, 1877	Secretary for Lands on nomination of Chief Inspector of Sheep		
Corowa	James A. Davidson William Officer Phillip Tracey Charles Wm. Brown Joseph Penzer, J.P. M. E. Maher, J.P. J. C. Ryrie, J.P. D. D. Baird	16 Mar., 1877	Elected by the Sheepowners of the District		
Deniliquin	James A. Davidson William Officer Phillip Tracey Charles Wm. Brown Joseph Penzer, J.P. M. E. Maher, J.P. J. C. Ryrie, J.P. D. D. Baird	16 Mar., 1877	Elected by the Sheepowners of the District		
Dubbo	succeeded by R. G. B. Gaden E. Flood, junr.	10 Oct., 1877 16 Mar., 1877	Secretary for Lands, on nomination of the Chief Inspector of Sheep Elected by the Sheepowners of the District		



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—SHEEP DIRECTORS—continued.</b>					
Districts—continued.					
Eden .....	Henry T. Edwards .....	13 April, 1877	Secretary for Lands, on nomination of Chief Inspector of Sheep .....		
	Alexander M'Keachie .....				
	Ronald Campbell .....				
	H. M. Joseph .....				
Forbes .....	Daniel Chisholm .....	13 April, 1877	Ditto .....		
	succeeded by				
	John Cruickshank, J.P. ....				
	Josiah Strickland .....				
Glen Innes .....	Hanbury Clements .....	13 April, 1877	Ditto .....		
	John West .....				
	Samuel Henry Smith .....				
	Edward Fratscher .....				
Goulburn .....	Alexander Codrington .....	13 April, 1877	Ditto .....		
	Christopher Legh .....				
	Augustus R. Fraser .....				
	W. A. Dumaresq .....				
Gundagai .....	P. Colin Campbell .....	13 April, 1877	Ditto .....		
	F. R. L. Rossi .....				
	Andrew Gibson .....				
	A. W. Holt .....				
Grafton .....	R. C. Cooper .....	13 April, 1877	Ditto .....		
	A. S. Podmore .....				
	William Boote .....				
	Angus Rankin .....				
Hay .....	James Osborne .....	13 April, 1877	Ditto .....		
	James Beveridge .....				
	P. J. O'Donnell .....				
	Thomas Hewitt .....				
Hume .....	succeeded by	13 April, 1877	Ditto .....		
	Thomas Bawden, M.P. ....				
	William Small, J.P. ....				
	J. T. Jardine .....				
Maitland .....	Thomas H. Smith, J.P. ....	13 April, 1877	Ditto .....		
	S. Buchan .....				
	Joseph M'Gaw .....				
	Ewen M'Pherson .....				
Merriwa .....	George Mair .....	16 Mar., 1877	Elected by the Sheepowners of the District .....		
	Colin Simson .....				
	Andrew M'Farland .....				
	James M'Laurin .....				
Menindie .....	Thomas Mitchell .....	21 Sept., 1877	Ditto .....		
	John Tinker .....				
	Alexander Ross .....				
	Andrew Kinleside .....				
Molong .....	William Christian .....	13 April, 1877	Secretary for Lands, on nomination of Chief Inspector of Sheep .....		
	Charles Capp .....				
	W. C. Hetherington .....				
	M. S. Christian .....				
Moree .....	Theophilus Cooper .....	13 April, 1877	Ditto .....		
	James B. Bettington .....				
	Frederick Brown .....				
	Joseph Cooper .....				
Mudgee .....	Charles F. Clive .....	13 April, 1877	Ditto .....		
	Frederick White .....				
	N. Sadlier .....				
	Thomas J. Taylor .....				
Naranderra .....	J. Henderson .....	13 April, 1877	Ditto .....		
	Alexander M'Lennan .....				
	F. E. Vandeleur .....				
	J. M'Neven .....				
Narrabri .....	H. S. M. Betts .....	13 April, 1877	Ditto .....		
	H. C. Wall .....				
	F. J. Smith .....				
	C. Icely .....				
Narrabri .....	O. P. Clayton .....	13 April, 1877	Ditto .....		
	succeeded by				
	J. R. Smart .....				
	C. E. Doyle .....				
Narrabri .....	A. W. Buckland .....	13 April, 1877	Ditto .....		
	F. C. Watt .....				
	Alexander Munro .....				
	Nicholas P. Bayly .....				
Narrabri .....	George Rouse .....	16 Mar., 1877	Elected by the Sheepowners of the District .....		
	James Atkinson .....				
	R. W. Cox .....				
	Samuel A. Blackman .....				
Narrabri .....	J. Henry Douglass .....	13 April, 1877	Secretary for Lands, on nomination of Chief Inspector of Sheep .....		
	J. Holloway .....				
	Robert Mitchell .....				
	Frank Jenkins .....				
Narrabri .....	C. Morgan .....	13 April, 1877	Ditto .....		
	Alfred John Doyle, J.P. ....				
	D. M. Frazer .....				
	William Pirie, J.P. ....				
Narrabri .....	James Fletcher .....	13 April, 1877	Ditto .....		
	Hamlet Fletcher .....				

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—SHEEP DIRECTORS—continued.</b>					
Districts—continued.					
Pictou	R. L. Jenkins W. Fowler E. B. Woodhouse, J.P. W. H. Peisley J. C. Irving	13 April, 1877	Secretary for Lands, on nomination of Chief Inspector of Sheep.		
Singleton	John Brown George Loder John Alford E. Parnell J. C. S. M'Dowall Richard Hill	13 April, 1877	Ditto		
Sydney	John Lackey, M.P. Edward Flood J. B. Rundle Charles M'Kay J. G. King John Gill	13 April, 1877	Ditto		
Tamworth	Herbert M'Carthy Andrew Loder Charles F. Gruggen Charles M. Lloyd	13 April, 1877	Ditto		
Urana	Angus Robertson Hugh M. Thomson Robert Henry Riddell William Faed	16 Mar., 1877	Elected by the Sheepowners of the District		
Wagga Wagga	T. W. Hammond W. O. Windeyer Richard Cox John King G. P. Wilson	13 April, 1877 15 June, 1872	Secretary for Lands, on nomination of Chief Inspector of Sheep Ditto	Nil.	
Walgett	James E. Doyle Gustavus A. Murray D. M. Rose Thomas Britten John Burkett Daniel Capel	13 April, 1877	Ditto		
Warialda	George Wm. Dight James W. Scott G. H. Gordon Hugh M'Donald Thomas C. Brooke	16 Mar., 1877	Elected by the Sheepowners of the District		
Wentworth	D. H. Cudmore Duncan Macpherson Robert M'Farlane A. W. Forster J. D. Single Andrew Town	13 April, 1877	Secretary for Lands, on nomination of Chief Inspector of Sheep		
Windsor	J. K. Cleere J. K. Lethbridge William Lamrock John F. Gray Robert Kennedy	13 April, 1877	Ditto		
Yass	Peter Besnard R. A. Barber John M'Bean John Pring	13 April, 1877	Ditto		
Young	George Campbell W. D. Campbell Alexander Mackay George Telford	13 April, 1877	Ditto		

**SHEEP INSPECTORS.**

Chief Inspector of Sheep...	Alexander Bruce <sup>1</sup>	27 Jan., 1864	Governor and Executive Council	500 0 0	24 Dec., 1861.
Clerk	Edwd. Christopher Weller	1 Oct., 1873	Ditto	150 0 0	5 Nov., 1870.
Temporary Clerk	Thos. Cooper Hinchcliffe	21 July, 1875	Secretary for Lands	10s. per diem.	21 July, 1875.
Messenger (1) <sup>2</sup>				110 0 0	
Officekeeper (1)				48 0 0	
Inspectors for the Districts of—					
Albany	James C. W. Crommelin	9 June, 1876	Governor and Executive Council, on nomination of Sheep Directors.	350 0 0	8 July, 1872.
Armidale	Arthur Joseph Maister	10 June, 1873	Ditto	150 0 0	10 June, 1873.
Balranald	John M'Leod	18 April, 1867	Ditto	350 0 0	3 June, 1862.
Bathurst	T. L. P. Croaker	3 Sept., 1867	Ditto	150 0 0	3 Sept., 1867.
Bourke	Thomas Wade Foott <sup>3</sup> succeeded by Frank E. Bloxham	16 Dec., 1873 21 Sept., 1877	Ditto Ditto	250 0 0 250 0 0	16 Dec., 1873. 21 Sept., 1877.

<sup>1</sup> Allowed £50 per annum in lieu of forage for a horse, and £1 per diem travelling expenses when actually on duty. Gives security to the amount of £200.  
<sup>2</sup> Allowed quarters, fuel, and light. <sup>3</sup> To 31 July—resigned.

## BLUE BOOK OF

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—SHEEP INSPECTORS—continued.</b>					
Inspectors for the Districts of—					
Braidwood .....	W. J. Bennison .....	8 Dec., 1876	Governor and Executive Council, on nomination of Sheep Directors.	50 0 0	8 Dec., 1876.
Carcoar .....	George Rowlands <sup>1</sup> .....	22 Mar., 1867	Ditto .....	150 0 0	3 May, 1864.
	succeeded by				
	Joseph W. West .....	27 Feb., 1877	Ditto .....	150 0 0	27 Feb., 1877.
	William Wallace .....	22 May, 1875	Ditto .....	250 0 0	22 May, 1875.
Coonabarabran.....	John Kennedy .....	8 Mar., 1870	Ditto .....	150 0 0	8 Mar., 1870.
Corowa .....	Robert Lowes, J.P. ....	1 Dec., 1876	Ditto .....	350 0 0	1 Dec., 1876.
Deniliquin .....	Alexander M'Collough ..	1 Nov., 1874	Ditto .....	350 0 0	1 Nov., 1874.
Dubbo .....	David Bell .....	7 Nov., 1876	Ditto .....	250 0 0	7 Nov., 1876.
Eden .....	John Thomas Tresilian. {	28 Dec., 1861	Ditto .....	200 0 0	28 Dec., 1861.
	and				
	18 April, 1867				
Forbes .....	William Whitten Davis..	14 July, 1871	Ditto .....	200 0 0	14 July, 1871.
Glen Innes .....	Charles Bruce Lowe .....	13 Jan., 1871	Ditto .....	250 0 0	13 Jan., 1871.
Goulburn .....	Frederick M. Charteris ..	7 May, 1867	Ditto .....	150 0 0	7 June, 1864.
Grafton .....	Walter Hindmarsh .....	26 Oct., 1875	Ditto .....	50 0 0	26 Oct., 1875.
Gundagai .....	Jeremiah Sheahan .....	16 Dec., 1875	Ditto .....	150 0 0	16 Dec., 1875.
Hay .....	John Austin Keighran ..	1 Nov., 1874	Ditto .....	350 0 0	1 Nov., 1874.
Hume .....	Gordon Bruce .....	22 Mar., 1867	Ditto .....	200 0 0	17 July, 1866.
Maitland .....	Thomas Burness .....	21 June, 1867	Ditto .....	250 0 0	2 Jan., 1865.
Menindie .....	Charles W. Litchfield.....	1 Nov., 1876	Ditto .....	250 0 0	1 Nov., 1876.
Merriwa .....	John Roper .....	9 April, 1868	Ditto .....	150 0 0	9 April, 1868.
Mudgee .....	Henry Single .....	8 Sept., 1874	Ditto .....	150 0 0	8 Sept., 1874.
Narrabri .....	A. W. P. Copeman .....	25 Aug., 1876	Ditto .....	150 0 0	25 Aug., 1876.
Port Macquarie .....	John Ducat .....	8 June, 1869	Ditto .....	100 0 0	8 June, 1869.
Singleton .....	Edward Alford .....	9 April, 1867	Ditto .....	150 0 0	22 Sept., 1865.
Sydney .....	George S. Yeo <sup>2</sup> .....	10 Mar., 1868	Ditto .....	250 0 0	17 Nov., 1865.
Tamworth.....	William Darley Dowe.....	30 April, 1875	Ditto .....	150 0 0	30 April, 1875.
Wagga Wagga.....	C. J. Brentnall.....	30 April, 1867	Ditto .....	250 0 0	9 Sept., 1864.
Warialda .....	F. W. Ridley .....	18 April, 1867	Ditto .....	250 0 0	15 Mar., 1864.
Wentworth .....	Andrew M'Clymont.....	18 April, 1867	Ditto .....	350 0 0	3 June, 1862.
Windsor .....	George Alfred Cleeve .....	14 Feb., 1868	Ditto .....	250 0 0	14 Feb., 1868.
Yaas .....	Thomas Turner .....	20 Dec., 1867	Ditto .....	150 0 0	16 Aug., 1864.
Young .....	Charles C. Wildash.....	28 April, 1867	Ditto .....	150 0 0	16 Aug., 1864.

<sup>1</sup> To 14 February—resigned.<sup>2</sup> Allowed £50 per annum for keeping Quarantine.NOTE.—Inspectors with salaries of £100 and under allowed £2 10s. for postage and stationery; the other Inspectors, except Sydney, allowed £5 each.  
N.B.—All the Inspectors are Deputy Registrars of Brands, with an allowance of £25 per annum, excepting the Chief Inspector, who receives an allowance of £50 per annum.

## CATTLE INSPECTORS.

District of Sydney.....	Geo. S. Yeo <sup>1</sup> .....	29 May, 1868	Governor and Executive Council	Nil.	{ 17 Nov., 1865. 28 Dec., 1861. 2 Jan., 1865.
„ Eden.....	John T. Tresilian <sup>1</sup> .....	1 Sept., 1863	Ditto .....		
„ Newcastle .....	Thomas Burness <sup>1</sup> .....	2 Jan., 1865	Ditto .....		

<sup>1</sup> Also Sheep Inspectors.

## BRANDS.

Registrar of Brands .....	Alexander Bruce .....	1 July, 1874	Under Act 37 Vic. No. 17 .....	50 0 0	24 Dec., 1861.
Assistant Registrar of Brands.	Edward William Byrne <sup>1</sup> ...	21 Sept., 1872	Governor and Executive Council	250 0 0	13 Aug., 1862.
Clerk .....	George Jocelin Robinson...	22 June, 1870	Ditto .....	200 0 0	1 May, 1857.
Temporary Clerk .....	Robert H. Delow.....	20 July, 1874	Minister for Lands .....	10s. per diem	20 July, 1874.
	succeeded by				
	Henry J. Foster .....	1 Nov., 1877	Ditto .....	10s. per diem	7 Dec., 1876.
Deputy Registrars— Country Districts (35)...				25 0 0	each.

<sup>1</sup> Gives security to the amount of £100.

## CHURCH AND SCHOOL ESTATES.

Agent for the Church and School Estates.	William Newcombe.....	20 Dec., 1864	Governor and Executive Council	100 0 0	1 Feb., 1849.
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## COURT OF CLAIMS.

Commissioners— (President) .....	Arthur Todd Holroyd.....	20 Sept., 1865	Governor and Executive Council, by Commission.	Fees.	{ 16 Sept., 1856.* 1 Aug., 1861. 22 Feb., 1860. 1 Sept., 1859.
	William Owen .....	1 Aug., 1861	Ditto .....	Nil.	
	Wm. Hattam Wilkinson...	30 Sept., 1864	Ditto .....		
Secretary.....	Wm. George Pennington...	1 Sept., 1859	Governor and Executive Council		

\* Services not continuous.

Officer.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR LANDS—continued.</b>					
<b>BOARD FOR OPENING TENDERS FOR RUNS.</b>					
Members.....	{ Philip Francis Adams..... Henry Halloran ..... Wm. Wilberforce Stephen....	{ 17 Mar., 1868 4 Feb., 1870 1 Oct., 1870	{ Governor and Executive Council Ditto ..... Ditto .....	Nil.	{ 19 Sept., 1857. 1 May, 1827. 1 July, 1852.
<b>HYDE PARK IMPROVEMENT COMMITTEE.</b>					
Committee .....	James Barnet ..... Edmund T. Blacket..... re-appointed 25 Aug., 1865 Edmund Fosbery..... Charles Moore ..... re-appointed 25 Aug., 1865 The Mayor of Sydney..... E. C. Weekes ..... Secretary..... William Henry Catlett ...	{ 25 Aug., 1865 — 1851 17 Mar., 1876 — 1851 25 Aug., 1865 25 Aug., 1865 25 Aug., 1865 9 Dec., 1853	{ Governor and Executive Council.    Hyde Park Improvement Com- mittee.	Nil.	*
* Receives £50 per annum from "Pasturage" Fees.					



## PART VIII.

## Secretary for Mines,

AND THE

DEPARTMENTS UNDER HIS SUPERVISION AND CONTROL.

## SUMMARY.

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## SECRETARY FOR MINES.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>MINES.</b>							
Secretary for Mines .....	John Lucas .....	9 Feb., 1875	Governor, by Commission.....	1,500	0	0	9 Feb., 1875.
	succeeded by George Alfred Lloyd .....	22 Mar., 1877	Ditto .....	1,500	0	0	14 May, 1872. <sup>6</sup>
	succeeded by Ezekiel Alexander Baker.....	18 Aug., 1877	Ditto .....	1,500	0	0	6 Feb., 1877.
	succeeded by Archibald Hamilton Jacob .....	20 Nov., 1877	Ditto .....	1,500	0	0	20 Nov., 1877.
	succeeded by William Henry Suttor .....	19 Dec., 1877	Ditto .....	1,500	0	0	19 Dec., 1877.
Under Secretary .....	Harrie Wood <sup>1</sup> .....	1 Sept., 1874	Governor and Executive Council	800	0	0	1 Sept., 1874.
Chief Clerk.....	Gerard Edgar Herring <sup>2</sup> .....	1 Sept., 1874	Ditto .....	500	0	0	— April, 1854. <sup>6</sup>
Registrar.....	Thomas Crawford Binny <sup>3</sup> .....	1 Sept., 1874	Ditto .....	300	0	0	1 Sept., 1874.
Clerks .....	Edward J. R. Farr .....	25 Oct., 1875	Ditto .....	300	0	0	21 Dec., 1862.
	Henry Watson Powell <sup>4</sup> .....	1 Oct., 1874	Ditto .....	250	0	0	19 Mar., 1872.
	Charles Orlando Helm .....	1 Sept., 1874	Ditto .....	225	0	0	1 Feb., 1873.
				250	0	0	from 5 June.
	John Richard Neate .....	25 Oct., 1875	Ditto .....	250	0	0	1 April, 1862.
	Patrick Anderson.....	1 Nov., 1874	Ditto .....	200	0	0	18 April, 1872.
				225	0	0	from 5 June.
	Henry C. Taylor .....	1 Sept., 1874	Ditto .....	175	0	0	19 April, 1872.
				200	0	0	from 5 June.
	Neil C. O'Neill <sup>5</sup> .....	18 Oct., 1876	Ditto .....	175	0	0	26 April, 1870.
	William E. Henry .....	1 Oct., 1874	Ditto .....	150	0	0	2 May, 1873.
				175	0	0	from 21 Mar.
	George W. F. Clarke <sup>6</sup> .....	19 Oct., 1874	Ditto .....	125	0	0	19 Oct., 1874.
	Edgar H. Ray .....	1 Sept., 1874	Ditto .....	125	0	0	1 Oct., 1873.
				150	0	0	from 21 Mar. to 4 June.
				175	0	0	from 5 June.
	Edwin C. Primrose .....	21 Mar., 1877	Ditto .....	125	0	0	1 Mar., 1875.
				150	0	0	from 5 June.
	Stephen T. Burcher <sup>7</sup> .....	21 Mar., 1877	Ditto .....	125	0	0	9 Sept., 1875.
	Samuel H. Teece .....	1 Nov., 1877	Ditto .....	125	0	0	1 Nov., 1877.
Temporary Clerks .....	Edwin C. Primrose <sup>8</sup> .....	1 Sept., 1876	Minister for Mines.....	75	0	0	1 Mar., 1875.
	Stephen T. Burcher <sup>1</sup> .....	9 Sept., 1875	Ditto .....	156	0	0	9 Sept., 1875.
	Edward G. Williams .....	21 April, 1875	Ditto .....	96	0	0	21 April, 1875.
	Stephen Hartley <sup>9</sup> .....	16 April, 1877	Ditto .....	104	0	0	16 April, 1877.
	William R. Collis .....	1 April, 1877	Ditto .....	20	0	0	1 April, 1877.
Messengers (2) <sup>9</sup> .....				125	0	0	{ 1 at
				75	0	0	{ 1 at
Officekeepers (2) <sup>9</sup> .....				46	0	0	{ 1 at
				30	0	0	{ 1 at
Chief Mining Surveyor.....	Robert D. Fitzgerald .....	12 Nov., 1874	Governor and Executive Council.	100	0	0	1 Aug., 1856.
				500	0	0	from 1 Oct.
Chief Draftsman .....	Walter Scott Campbell .....	19 Oct., 1874	Ditto .....	500	0	0	3 July, 1862.
Draftsmen .....	Peter Drummond .....	19 Oct., 1874	Ditto .....	300	0	0	1 April, 1861.
	Arthur T. Jaques.....	19 Oct., 1874	Ditto .....	250	0	0	1 Nov., 1865.
	Arvid Nilson .....	19 Oct., 1874	Ditto .....	200	0	0	1 Oct., 1868.
	Charles E. Winn <sup>10</sup> .....	— Nov., 1874	Ditto .....	200	0	0	1 Jan., 1873.
	Edward J. King .....	1 May, 1875	Ditto .....	200	0	0	1 April, 1866.
	Oliver G. C. Armstrong <sup>11</sup> .....	1 June, 1875	Ditto .....	200	0	0	1 June, 1875.
	John H. Mayes .....	1 Oct., 1875	Ditto .....	200	0	0	1 Oct., 1875.
	Edwin T. Bishop.....	16 Aug., 1877	Ditto .....	200	0	0	4 Dec., 1875.
	Henry A. James .....	16 Nov., 1877	Ditto .....	200	0	0	4 Dec., 1875.

<sup>1</sup> Gives security to the amount of £200. <sup>2</sup> Absent on leave to 30 September, on full pay, Mr. Herring having made arrangements for the performance of his duties. <sup>3</sup> Gives security to the amount of £100. <sup>4</sup> To 4 June. <sup>5</sup> To 20 March—appointed Clerk of Petty Sessions, Hay. <sup>6</sup> To 9 February—resigned. <sup>7</sup> Promoted. <sup>8</sup> Paid from Mr. Herring's salary—to 8 October. <sup>9</sup> Allowed quarters, fuel, and light. <sup>10</sup> To 15 November—resigned. <sup>11</sup> To 15 August—resigned.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR MINES—MINES—continued.</b>					
Supernumerary Draftsmen..	Edwin T. Bishop <sup>1</sup> .....	4 Dec., 1875	Minister for Mines.....	200 0 0	4 Dec., 1875.
	succeeded by				
	J. J. Sullivan .....	4 Sept., 1877	Ditto .....	200 0 0	4 Sept., 1877.
	Henry A. James <sup>2</sup> .....	4 Dec., 1875	Ditto .....	200 0 0	4 Dec., 1875.
	succeeded by				
	H. B. Sullivan .....	3 Dec., 1877	Ditto .....	200 0 0	3 Dec., 1877.
	Patrick B. Larkin <sup>3</sup> .....	1 Oct., 1875	Ditto .....	50 0 0	1 Oct., 1875.
	H. P. Wisdom .....	1 Aug., 1876	Ditto .....	25 0 0	1 Aug., 1876.
				to 31 Aug.	
				50 0 0	
				from 1 Sept.	
Messenger (1) .....	Sydney A. Lee .....	21 Sept., 1876	Ditto .....	100 0 0	21 Sept., 1876.
Inspector of Mines .....	William Henry John Slec <sup>4</sup>	7 Aug., 1876	Governor and Executive Council	250 0 0	7 Aug., 1876.
Geological Survey—					
Geological Surveyor .....	C. S. Wilkinson <sup>5</sup> .....	16 July, 1874	Ditto .....	400 0 0	16 Aug., 1870.
Field Assistant.....	W. E. Jennings .....	22 Jan., 1877	Minister for Mines.....	6/- per diem	22 Jan., 1877.
Clerk and Draftsman .....	H. T. Wilkinson .....	16 Nov., 1874	Ditto .....	12/- per diem	16 Nov., 1874.
Collector .....	C. Cullen .....	29 July, 1874	Ditto .....	6/-	29 July, 1874.
Examiner of Coal Fields ..	John Mackenzie .....	22 Mar., 1872	Administrator of Government and Executive Council.	600 0 0	18 Feb., 1863.
Inspector of Collieries .....	Thomas Lewis .....	1 July, 1864	Governor and Executive Council	300 0 0	18 Feb., 1863.
	Ernest A. L. Sharpe .....	18 Feb., 1863	Ditto .....	400 0 0	22 July, 1873.
Wardens .....	Charles de Boos .....	1 Dec., 1874	Ditto .....	400 0 0	1 Dec., 1874.
	Thomas A. Smith, P.M. ....	14 Dec., 1875	Ditto .....	75 0 0	1 Aug., 1871.
	Samuel Robinson, P.M. ....	1 Oct., 1875	Ditto .....		15 April, 1872.
	James Buchanan, P.M. <sup>6</sup> .....	12 May, 1874	Ditto .....		6 Jan., 1852.
	Thomas A. Browne, P.M. ....	15 June, 1874	Ditto .....		7 April, 1871.
	Fred. Dalton, P.M. ....	12 May, 1874	Ditto .....		15 May, 1860.
	James B. Graham, P.M. ....	29 Jan., 1875	Ditto .....		1 Mar., 1859.
	Henry S. Elliott, P.M. ....	1 Nov., 1875	Ditto .....		8 Aug., 1843.
	Marcus F. Brownrigg, P.M. ....	29 Jan., 1875	Ditto .....		9 Aug., 1860.
	John Garrett, P.M. ....	3 April, 1875	Ditto .....	Nil.	4 Jan., 1860.
	David W. Irving, P.M. ....	29 Jan., 1875	Ditto .....		24 June, 1861.
	Frederic W. Vyner, P.M. ....	16 April, 1875	Ditto .....		1 Jan., 1865.
	John Tom Lane, P.M. ....	21 Sept., 1875	Ditto .....		1 Jan., 1867.
	Edward J. C. North, P.M. ....	21 Sept., 1875	Ditto .....		1 May, 1865.
	P. Brougham, P.M. ....	10 Oct., 1876	Ditto .....		5 Sept., 1876.
	Charles G. Smith, P.M. ....	24 Aug., 1877	Ditto .....		1 May, 1861.
	George Martin, P.M. ....	21 May, 1877	Ditto .....		3 Mar., 1868.
	W. W. Fraser, P.M. ....	29 Nov., 1877	Ditto .....		1 Sept., 1875.

<sup>1</sup> To 15 August. <sup>2</sup> To 15 November. <sup>3</sup> To 31 August. <sup>4</sup> Allowed travelling expenses when all night from head quarters. <sup>5</sup> Allowed £230 for equipment. <sup>6</sup> Allowed £80 per annum in lieu of quarters, and £100 in lieu of forage.

### WARDENS CLERKS.

Districts—	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
Armidale .....	Edward Marriott.....	2 Nov., 1874	Governor and Executive Council	200	} Also Fees and Commission.
Albury .....	J. C. W. Crommelin .....		Ditto .....	20	
Araluen.....	E. F. Carlile .....		Ditto .....	30	
Adelong.....	George Morris .....		Ditto .....	20	
Barrington .....	P. Langworthy.....		Ditto .....	10	
Bingera .....	M. Doyle .....		Ditto .....	10	
Bathurst .....	C. E. B. Maybury .....		Ditto .....	30	
Bombala .....	J. Giles .....		Ditto .....	20	
Braidwood .....	W. F. Robertson .....		Ditto .....	20	
Barraba .....	J. Flanigan .....		Ditto .....	10	
Carcoar .....	W. Badcock .....		Ditto .....	20	
Cowra .....	John Arkins .....		Ditto .....	20	
Cargo.....	R. Hutton.....		Ditto .....	20	
Dalmorton .....	W. F. Poole .....		Ditto .....	20	
Forbes .....	F. S. Osborne .....		Ditto .....	200	
Grenfell.....	W. F. Parker .....		Ditto .....	20	
Gunning .....	J. F. Kenyon .....		Ditto .....	10	
Gundagai .....	A. W. Armour .....		Ditto .....	20	
Gulgong .....	A. F. H. Stephen.....		Ditto .....	200	
Glen Innes .....	W. C. Rodgerson.....		Ditto .....	15	
Hargraves .....	T. O'Brien .....		Ditto .....	10	
Hill End .....	W. C. Weston .....		Ditto .....	40	
Ironbarks .....	Constable Hanley .....		Ditto .....	10	
Kiandra .....	P. Smythe .....		Ditto .....	20	
Little River .....	P. J. Galway .....		Ditto .....	20	



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR MINES—WARDENS' CLERKS—continued.</b>					
<i>Districts—continued.</i>					
Moruya	W. Clarke		Governor and Executive Council	20	} Also fees and commission.
Mudgee	F. S. Isaacs		Ditto	20	
Nowra	W. Lovegrove		Ditto	20	
Nerrigundah	W. J. Foster		Ditto	20	
Nundie	S. Kermode		Ditto	20	
Oberon	C. W. Cunyngnam		Ditto	20	
Orange	W. T. Evans		Ditto	20	
Parkes	A. B. Armstrong		Ditto	40	
Queanbeyan	O. Willans		Ditto	10	
Rockley	T. C. Cromie		Ditto	10	
So fala	M. Fagan		Ditto	20	
Solferino (now Lionville)	James Fisher		Ditto	20	
Scone	J. T. Wilshire		Ditto	10	
Tucua	S. J. Cotter		Ditto	10	
Tumberumba	Mrs. H. M. Langford		Ditto	20	
Tenterfield	J. Simons		Ditto	20	
Tingha	T. Jones		Ditto	50	
Trunkay	T. Waldie		Ditto	20	
Uralla	E. Marriott		Ditto	50	
Vegetable Creek	George H. Gower		Ditto	50	
Wellington	F. Marsh		Ditto	20	
Waleha	Milton S. Love		Ditto	10	
Wilson's Downfall	Constable Hicks		Ditto	10	
Yarrara	J. K. Armstrong		Ditto	10	
Young	J. R. Edwards		Ditto	25	
<b>MINING REGISTRARS.</b>					
Lanatic	Mrs. Synge		Ditto	10	} Fees
Mitchell's Creek	S. Schumack		Ditto	10	
Major's Creek	J. Herzlett		Ditto	10	
Ballina	H. Bassman				
Berrima	F. R. Wilshire				
Barrington	P. Langworthy				
Cassilis	J. Morris				
Corowa	R. Hare				
Casino	M. M. Campbell				
Cooma	G. H. Smithers				
Coonabarabran	F. W. Edwards				
Dubbo	Luke M'Guinn				
Dungog	C. G. Smith				
Grafton	W. H. Thomas				
Gundaroo	C. Walmsley				
Hartley	T. H. Neale				
Hay	N. C. O'Neill		Ditto		
Inverell	W. C. Cardew				
M'Guigan's	H. Margules				
Penrith	J. K. Cleeve, jun.				
Reedy Flat	T. Rogers				
Rylstone	W. W. Armstrong				
Singleton	W. Dudding				
Stroud	T. Laman				
Tamut	F. W. Vyer				
Tamworth	John M'Donald				
Uralla	J. Falconer				
Urana	C. L. Badham				
Wagga Wagga	E. H. Tompson				
<b>MINING BOARD.—(To the 15 June, 1877.)</b>					
Members (Chairman)	H. A. Thompson	25 June, 1874	Governor and Executive Council		} 3l 11 1 each.
	James Baker	25 June, 1874	Ditto		
	John M. Burns	15 June, 1874	Elected under "Mining Act of 1874."		
	James H. Griffin	15 June, 1874	Ditto		
	Henry Copeland	15 June, 1874	Ditto		
	John Mongan	15 June, 1874	Ditto		
	T. F. De C. Browne	15 June, 1874	Ditto		
	Wyman Brown	15 June, 1874	Ditto		
	Henry Roman	15 June, 1874	Ditto		
	James Eddy	15 June, 1874	Ditto		
	James P. Sweeney	15 June, 1874	Ditto		
	James Baker	25 June, 1874	Ditto		
Clerk to Mining Board	James Baker	25 June, 1874	Governor and Executive Council	79 0 0 (Paid for services.)	

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR MINES—continued.</b>					
<b>BAILIFFS OF WARDENS' COURTS.</b>					
Adelong .....	A. Anderson.....	.....	Governor and Executive Council	30 0 0	
Albury .....	G. H. Lethbridge .....	.....	Ditto .....	10 0 0	
Araluen .....	G. Taylor .....	.....	Ditto .....	30 0 0	
Armidale.....	P. Deane .....	.....	Ditto .....	30 0 0	
Bathurst.....	J. H. Burney .....	.....	Ditto .....	10 0 0	
Bombala.....	J. M. Gleeson .....	.....	Ditto .....	10 0 0	
Braidwood.....	R. Hensley .....	.....	Ditto .....	20 0 0	
Carcosar.....	C. Higgs .....	.....	Ditto .....	20 0 0	
Cowra .....	J. Muir.....	.....	Ditto .....	20 0 0	
Forbes.....	G. E. Job .....	.....	Ditto .....	20 0 0	
Grenfell.....	W. H. Hazelton .....	.....	Ditto .....	20 0 0	
Gulgong.....	J. Davoren .....	.....	Ditto .....	20 0 0	
Gundagai.....	F. Morano .....	.....	Ditto .....	20 0 0	
Gunning.....	R. Sherriff .....	.....	Ditto .....	10 0 0	
Hargraves.....	T. H. Price .....	.....	Ditto .....	10 0 0	
Hill End.....	T. L. Smith .....	.....	Ditto .....	30 0 0	
Ironbarks.....	S. Smedley .....	.....	Ditto .....	20 0 0	
Little River.....	R. D. Hensley .....	.....	Ditto .....	5 0 0	
Moruya.....	H. W. Barton .....	.....	Ditto .....	20 0 0	
Mudgee.....	H. E. Wells .....	.....	Ditto .....	15 0 0	
Nerrigundah.....	J. Shottin .....	.....	Ditto .....	20 0 0	
Orange.....	J. Bastick .....	.....	Ditto .....	20 0 0	
Parkes.....	C. Cawley.....	.....	Ditto .....	30 0 0	
Rockley.....	R. Aldred.....	.....	Ditto .....	10 0 0	
Sofala.....	L. St. Aubyn.....	.....	Ditto .....	20 0 0	
Tenterfield.....	M. O'Brien.....	.....	Ditto .....	20 0 0	
Tingha.....	E. Markham.....	.....	Ditto .....	20 0 0	
Trunkey.....	W. King.....	.....	Ditto .....	10 0 0	
Tuena.....	C. M. Carver.....	.....	Ditto .....	10 0 0	
Tumut.....	J. Carr.....	.....	Ditto .....	10 0 0	
Tumbarumba.....	W. Loveridge.....	.....	Ditto .....	20 0 0	
Vegetable Creek.....	W. Emerson.....	.....	Ditto .....	10 0 0	
Wellington.....	P. Madden.....	.....	Ditto .....	10 0 0	
Young.....	J. B. Salmon.....	.....	Ditto .....	20 0 0	



## PART IX.

## Secretary for Public Works,

AND THE

DEPARTMENTS UNDER HIS SUPERVISION AND CONTROL.

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## SECRETARY FOR PUBLIC WORKS.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>PUBLIC WORKS.</b>					
Secretary for Public Works	John Lackey.....	9 Feb., 1875	Governor and Executive Council, by Commission.	1,500 0 0	2 Feb., 1870.*
	succeeded by James Hoskins.....	22 Mar., 1877	Ditto .....	1,500 0 0	18 Feb., 1863.*
	succeeded by Edward Combes.....	17 Aug., 1877	Ditto .....	1,500 0 0	11 June, 1859.*
	succeeded by John Sutherland.....	21 Dec., 1877	Ditto .....	1,500 0 0	27 Oct., 1868.*
Under Secretary	John Rae <sup>1</sup> .....	15 Jan., 1861	Ditto .....	800 0 0	1 Jan., 1854.
Chief Clerk	Gerald Halligan.....	1 Oct., 1859	Governor and Executive Council	500 0 0	13 May, 1848.
Clerks	William Forde.....	1 May, 1872	Ditto .....	300 0 0	1 Mar., 1859.
	Milton Sydney Love <sup>2</sup> .....	1 May, 1872	Ditto .....	225 0 0	1 May, 1868.
	succeeded by Charles B. Airey.....	1 June, 1877	Ditto .....	225 0 0	26 July, 1876.
Cadets	James Orr Trimble.....	1 Jan., 1874	Ditto .....	75 0 0	1 Jan., 1874.
	O. H. Hinde <sup>3</sup> .....	10 Jan., 1877	Ditto .....	52 0 0	10 Jan., 1877.
	succeeded by George J. Forsyth.....	22 Feb., 1877	Ditto .....	52 0 0	22 Feb., 1877.
Messengers (2)	.....	.....	Secretary for Public Works { <sup>1</sup> at	150 0 0	.....
Boy Messenger (1)	.....	.....	{ <sup>2</sup> at	100 0 0	.....
Housekeeper (1)	.....	.....	Ditto .....	52 0 0	.....
	.....	.....	Ditto .....	52 0 0	.....
<sup>1</sup> Gives security to the amount of £200. <sup>2</sup> To 31 May. <sup>3</sup> To 22 January.    * Allowed £50 per annum in lieu of quarters. <sup>5</sup> Allowed £25 per annum in lieu of quarters.    * Services not continuous.					
<b>RAILWAYS.</b>					
Commissioner.....	John Rae.....	15 May, 1872	Governor and Executive Council, by Commission.	(See above)	1 Jan., 1854.
Secretary.....	Charles Augustus Goodchap.....	1 Jan., 1874	Governor and Executive Council	600 0 0	7 Jan., 1854.
Accountant.....	Francis J. Wickham.....	1 Sept., 1875	Ditto .....	450 0 0	20 May, 1860.
Cashier.....	J. T. Bryant <sup>1</sup> .....	6 Nov., 1869	Ditto .....	350 0 0	1 Dec., 1864.
Record Clerk.....	L. P. Iredale.....	12 Aug., 1872	Ditto .....	275 0 0	4 Mar., 1867.
Bookkeeper.....	John Vernon.....	21 Aug., 1871	Ditto .....	250 0 0	1 Feb., 1869.
Clerk.....	Henry Percy G. Williams.....	1 Sept., 1866	Ditto .....	250 0 0	15 Jan., 1861.
Assistant Cashier.....	J. R. Neale <sup>2</sup> .....	1 Jan., 1872	Ditto .....	225 0 0	1 Jan., 1867.
	.....	.....	.....	to 31 Aug.	.....
	.....	.....	.....	300 0 0	.....
	.....	.....	.....	from 1 Sept.	.....
Clerks.....	George Berner.....	22 Jan., 1869	Ditto .....	200 0 0	22 Jan., 1869.
	.....	.....	.....	to 31 July.	.....
	.....	.....	.....	250 0 0	.....
	.....	.....	.....	from 1 Aug. to	.....
	.....	.....	.....	30 Nov.	.....
	.....	.....	.....	275 0 0	.....
	.....	.....	.....	from 1 Dec.	.....
	Duncan McLachlan.....	12 Aug., 1872	Ditto .....	200 0 0	1 Sept., 1869.
	.....	.....	.....	to 31 Aug.	.....
	.....	.....	.....	225 0 0	.....
	.....	.....	.....	from 1 Sept.	.....
	J. S. Dean.....	6 Feb., 1875	Secretary for Public Works.....	200 0 0	2 Feb., 1874.
	J. Glen.....	1 Jan., 1876	Governor and Executive Council	150 0 0	18 Mar., 1870.*
	.....	.....	.....	to 28 Feb.	.....
	.....	.....	.....	175 0 0	.....
	.....	.....	.....	from 1 Mar. to	.....
	.....	.....	.....	31 July.	.....
	.....	.....	.....	200 0 0	.....
	.....	.....	.....	from 1 Aug.	.....
	A. Springthorpe.....	1 Sept., 1876	Ditto .....	150 0 0	— Feb., 1875.
	.....	.....	.....	to 31 Aug.	.....
	.....	.....	.....	200 0 0	.....
	.....	.....	.....	from 1 Sept.	.....
Ticket Clerk.....	Eugene Lewis.....	1 Sept., 1872	Ditto .....	150 0 0	10 Jan., 1870.
	.....	.....	.....	to 10 Dec.	.....
	.....	.....	.....	175 0 0	.....
	.....	.....	.....	from 11 Dec.	.....
Clerks.....	Richard Carrow <sup>3</sup> .....	14 May, 1877	Secretary for Public Works.....	150 0 0	14 May, 1877.
	succeeded by	.....	.....	to 31 Aug.	.....
	Nicholas C. Lane.....	14 Dec., 1877	Ditto .....	150 0 0	14 Dec., 1877.
	J. S. Spurway.....	21 Mar., 1876	Governor and Executive Council	100 0 0	21 Mar., 1876.
	Thomas S. Landers.....	15 Mar., 1877	Ditto .....	50 0 0	15 Mar., 1877.
	George Goold.....	22 June, 1875	Secretary for Public Works.....	10/ per diem	22 June, 1875.
	.....	.....	.....	to 28 Feb.	.....
	.....	.....	.....	11/ per diem	.....
	.....	.....	.....	from 1 Mar.	.....
Land Valuers.....	F. N. Langley.....	23 Nov., 1877	Ditto .....	10/ per diem	23 Nov., 1877.
	James Byrnes.....	20 July, 1875	Governor and Executive Council	600 0 0	20 July, 1875.
	Henry Robertson.....	6 Nov., 1874	Ditto .....	550 0 0	28 Sept., 1859.*
Messengers (2)	.....	.....	Commissioner for Railways { <sup>1</sup> at	75 0 0	per diem.
	.....	.....	{ <sup>1</sup> at	0 6 6	each.
Office-keepers (3)	.....	.....	Ditto { <sup>2</sup> at	52 0 0	.....
	.....	.....	{ <sup>1</sup> at	50 0 0	.....
<sup>1</sup> Gives security to the amount of £4,000. <sup>2</sup> Gives security to the amount of £2,000. <sup>3</sup> To 10 December—resigned.    * Services not continuous.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR PUBLIC WORKS—RAILWAYS—continued.</b>					
<i>Engineer for Existing Lines of Railways.</i>					
Engineer for Existing Lines	William Mason .....	1 Oct., 1876	Governor and Executive Council	1,000 0 0	11 June, 1856.
Chief Clerk .....	Robert J. Sheridan .....	1 Oct., 1876	Ditto .....	375 0 0	4 Feb., 1861.
Clerks .....	George Landers <sup>1</sup> .....	1 Oct., 1876	Secretary for Public Works .....	210 0 0	1 Feb., 1863.*
	John Patrick Finegan .....	7 Mar., 1871	Governor and Executive Council	175 0 0 to 30 Nov. 210 0 0 from 1 Dec.	1 Mar., 1867.
	Arthur William Totapson .....	23 May, 1871	Ditto .....	150 0 0 to 30 Nov. 175 0 0 from 1 Dec.	23 May, 1871.
	Thomas Skellett .....	1 Oct., 1876	Secretary for Public Works .....	110 0 0 to 30 Nov. 150 0 0 from 1 Dec.	19 Oct., 1869.
	John Muddle .....	1 Oct., 1876	Ditto .....	54 0 0 to 30 Nov. 110 0 0 from 1 Dec.	20 Oct., 1875.
(Record from 1st Dec.)	James D. Browne .....	8 June, 1875	Ditto .....	190 0 0	8 June, 1875.
	David Armstrong .....	16 Nov., 1876	Ditto .....	156 0 0 to 30 Nov. 200 0 0 from 1 Dec.	16 Nov., 1876.
Temporary Clerks .....	Doyle Matthew .....	13 Aug., 1877	Engineer for Existing Lines .....	15/ per week	13 Aug., 1877.
	George Stephenson .....	7 Nov., 1877	Ditto .....	15/ „	7 Nov., 1877.
Draftsman .....	George Cowdery .....	1 July, 1877	Secretary for Public Works .....	400 0 0	24 Nov., 1862.*
Temporary Draftsman .....	George Downe .....	30 July, 1877	Engineer for Existing Lines .....	17/ per diem	30 July, 1877.
	John Melrose .....	27 Dec., 1876	Ditto .....	13/ per diem to 31 May. 15/ per diem from 1 June.	27 Dec., 1876.
Superintendent of Way and Works, Great Northern Railway.	George Bewick .....	7 June, 1863 and 1 Aug., 1866	Governor and Executive Council	450 0 0	19 Aug., 1858.
General Overseer, Great Southern, Western, and Richmond Railways.	William Scott .....	1 Sept., 1860 and 1 Aug., 1866	Ditto .....	500 0 0	29 Sept., 1856.
Inspector of Way and Works Great Southern, Western, and Richmond Railways.	Joseph Lewton .....	17 Mar., 1859 and 1 Aug., 1866	Ditto .....	300 0 0	5 Aug., 1858.
Clerk of Permanent Way Branch, G.S.R.	George Landers .....	1 Dec., 1877	Secretary for Public Works .....	300 0 0	1 Feb., 1863.
Inspector of Way and Works, Great Northern Railway.	James Duffy .....	18 Jan., 1862 and 1 Aug., 1866	Governor and Executive Council	275 0 0	1 Jan., 1860.
Locomotive Foreman, Great Northern Railway.	Thomas Boag .....	23 Nov., 1860 and 1 Aug., 1866	Ditto .....	400 0 0	23 Nov., 1860.
Messenger (1) .....	.....	.....	Secretary for Public Works .....	75 0 0	.....
Office-keeper (1) .....	.....	.....	Ditto .....	25 0 0	.....
<i>Engineer-in-Chief for Railways.</i>					
Engineer-in-Chief .....	John Whitton <sup>2</sup> .....	27 Mar., 1856	Governor and Executive Council	1,800 0 0	27 Mar., 1856.
Assistant Engineer .....	John William Drewett .....	1 Jan., 1876	Ditto .....	600 0 0	11 June, 1856.
Chief Clerk .....	William Henry Quodling .....	1 May, 1870	Ditto .....	450 0 0	8 Oct., 1857.*
Clerks .....	Arthur Robert Monday .....	20 May, 1872	Secretary for Public Works .....	175 0 0	20 Jan., 1869.*
	George Thirlwell Wilkinson .....	11 Nov., 1873	Ditto .....	150 0 0	11 Nov., 1873.
	Alfred George Hartnoll .....	9 June, 1875	Ditto .....	150 0 0	9 June, 1875.
	Henry Keck Carponter .....	22 June, 1876	Ditto .....	100 0 0	22 June, 1876.
	James Macartney Beatty <sup>3</sup> .....	8 June, 1875	Ditto .....	£3 per week	1 Aug., 1861.*
Draftsmen .....	George Wm. Alfred Bayley .....	1 Sept., 1867	Governor and Executive Council	425 0 0	1 Sept., 1867.
	George Cotton Clark .....	1 Sept., 1867	Ditto .....	400 0 0	1 Sept., 1867.
	Macnamara Russell .....	1 Oct., 1873	Secretary for Public Works .....	350 0 0	25 July, 1867.*
	Henry Barker .....	1 July, 1869	Governor and Executive Council	300 0 0	16 Sept., 1867.
	Edwin Robins Thomas .....	14 Nov., 1866	Ditto .....	300 0 0	14 Nov., 1866.
	William John Fitzgerald .....	16 Jan., 1873	Ditto .....	300 0 0	16 Jan., 1873.
	Edward Gjedsted .....	23 Dec., 1873	Secretary for Public Works .....	250 0 0	23 Dec., 1873.
Assistant Draftsmen .....	James Alfred Radcliffe .....	1 June, 1877	Ditto .....	250 0 0	1 June, 1877.
	Charles Stuart Cansdell .....	1 Nov., 1875	Ditto .....	100 0 0 to 30 April. 150 0 0 from 1 May.	4 Nov., 1874.
	Reginald Fyers Mann .....	14 Dec., 1875	Ditto .....	30s. per week to 28 Feb. 100 0 0 from 1 March.	14 Dec., 1875.
	William Charles Grey .....	1 Aug., 1877	Ditto .....	75 0 0	5 Jan., 1874.
	John James Jamieson .....	15 May, 1877	Ditto .....	100 0 0	15 May, 1877.

<sup>1</sup> To 30 November—appointed Clerk, Permanent Way Branch.

<sup>2</sup> Allowed 8s. per diem in lieu of forage for two horses, and 40s. per diem travelling expenses when absent on duty. <sup>3</sup> To 30 April.

\* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR PUBLIC WORKS—RAILWAYS—continued.</b>					
<i>Engineer-in-Chief for Railways—continued.</i>					
Custodian of Plans .....	Robert Stenhouse .....	15 Feb., 1875	Secretary for Public Works.....	85 0 0	5 April, 1874.
Resident Engineers .....	Thomas Rhodes Firth <sup>1</sup> .....	1 Jan., 1875	Ditto .....	700 0 0	3 Mar., 1863.
	William Burton Wade <sup>2</sup> .....	1 Sept., 1876	Ditto .....	700 0 0	8 Feb., 1859.*
District Engineers <sup>1</sup> .....	Henry Quodling .....	22 April, 1874	Ditto .....	500 0 0	5 Feb., 1861.*
	Kenneth Mackenzie .....	10 Mar., 1875	Ditto .....	500 0 0	2 Sept., 1862.
	Gother Frederick Mann .....	26 Nov., 1874	Ditto .....	500 0 0	1 Feb., 1857.*
	George Jamieson .....	1 Oct., 1877	Ditto .....	500 0 0	31 May, 1861.*
Assistant ditto .....	Wm. Glover <sup>3</sup> .....	6 Sept., 1875	Ditto .....	350 0 0	6 Sept., 1875*
Assistant to District Engineer .....	John D. Francis <sup>4</sup> .....	1 June, 1877	Ditto .....	250 0 0	1 June, 1877.
Assistant Engineer in Charge of Trial Surveys.	Herbert Palmer <sup>5</sup> .....	1 Jan., 1875	Ditto .....	600 0 0	19 Sept., 1867.*
Surveyors <sup>6</sup> .....	George Jamieson <sup>7</sup> .....	20 Nov., 1871	Governor and Executive Council	400 0 0	31 May, 1861.*
	Thomas Kennedy .....	3 Nov., 1871	Ditto .....	400 0 0	1 July, 1861.*
	Michael Herbert .....	1 Mar., 1873	Secretary for Public Works .....	250 0 0	1 Mar., 1873.*
			to 30 June.	300 0 0	
			from 1 July.		
	Alfred Francis .....	7 May, 1873	Ditto .....	300 0 0	7 April, 1862.*
	Henry Hardy .....	20 April, 1873	Ditto .....	300 0 0	1 Feb., 1867.
	George Cowdery <sup>8</sup> .....	15 Nov., 1873	Ditto .....	400 0 0	24 Nov., 1862.*
		Re-appointed			
		15 Sept., 1874			
	R. D. Stephens .....	13 Nov., 1873	Ditto .....	400 0 0	13 Nov., 1873.
	Nicholas Price Carver .....	5 Dec., 1873	Ditto .....	300 0 0	5 Dec., 1873.
	Charles Mays <sup>9</sup> .....	5 June, 1873	Ditto .....	300 0 0	5 June, 1873.
	Michael Fitzgerald .....	1 Feb., 1874	Ditto .....	250 0 0	1 Feb., 1874.
	Alfred Vine .....	19 Jan., 1874	Ditto .....	250 0 0	30 May, 1861.*
	Adrien Charles Mountain .....	19 Jan., 1874	Ditto .....	300 0 0	19 Jan., 1874.
	John Walker Hoyle .....	10 Mar., 1874	Ditto .....	300 0 0	10 Mar., 1874.*
		Re-appointed			
		1 Sept., 1876			
	Clayton Turner Mason <sup>10</sup> .....	24 July, 1874	Ditto .....	300 0 0	24 July, 1874.
	George William Townsend .....	13 April, 1874	Ditto .....	350 0 0	13 April, 1874.
	R. F. Stack <sup>11</sup> .....	19 Jan., 1874	Ditto .....	300 0 0	19 Jan., 1874.*
		Re-appointed			
		20 Dec., 1876			
	Bowie Campbell Gowan .....	1 Sept., 1876	Ditto .....	250 0 0	1 Sept., 1876.
	John B. Hotson .....	1 Sept., 1876	Ditto .....	300 0 0	1 Sept., 1876.
	J. A. Macarthy <sup>12</sup> .....	20 Sept., 1876	Ditto .....	300 0 0	20 Sept., 1876.
	A. M. Daniels .....	25 June, 1877	Ditto .....	300 0 0	25 June, 1877.
	C. E. Hogg .....	21 June, 1877	Ditto .....	300 0 0	21 June, 1877.
	Henry Buckler Warren .....	25 June, 1877	Ditto .....	350 0 0	25 June, 1877.
	William Meade Manly <sup>1</sup> .....	4 July, 1877	Ditto .....	350 0 0	4 July, 1877.*
		Re-appointed			
		11 Dec., 1877			
	William M. Thompson .....	28 Aug., 1877	Ditto .....	250 0 0	20 Oct., 1874.
	Thomas Watson .....	26 July, 1877	Ditto .....	250 0 0	1 April, 1867.*
Cadets (9) .....			Ditto .....	52 0 0	
				in office	
				7s. per diem.	
				when in the field.	
Messenger (1) .....			Engineer-in-Chief .....	75 0 0	
Housekeeper (1) <sup>14</sup> .....			Ditto .....	30 0 0	
<i>Traffic Branch—Great Southern, Great Western, and Richmond Railways.</i>					
Traffic Manager .....	Donald Vernon .....	1 Oct., 1873	Governor and Executive Council	600 0 0	— Aug., 1859.
Coaching Superintendent .....	John B. Goold .....	1 July, 1877	Ditto .....	350 0 0	— Oct., 1858.
Goods Superintendent .....	Thomas Carlisle .....	1 July, 1877	Ditto .....	350 0 0	9 May, 1862.
Traffic Inspectors .....	John B. Goold <sup>15</sup> .....	1 July, 1875	Ditto .....	250 0 0	— Oct., 1858.
	Alexander Crawford .....	1 July, 1875	Ditto .....	250 0 0	— Dec., 1864.
	Harry Richardson <sup>16</sup> .....	1 Jan., 1877	Ditto .....	250 0 0	11 June, 1866.
	Edward Higgs .....	26 Nov., 1877	Ditto .....	350 0 0	— Mar., 1856.
First Clerk—Traffic Manager's Office.	Thomas F. Elliott .....	1 Jan., 1877	Ditto .....	225 0 0	— Aug., 1875.
	succeeded by				
	Harry Richardson <sup>17</sup> .....	26 Nov., 1877	Ditto .....	225 0 0	11 June, 1866.
Station-masters:—					
Sydney .....	Thomas Carlisle <sup>15</sup> .....	1 July, 1863	Ditto .....	250 0 0	9 May, 1862.
" .....	George Trotter Evans .....	1 May, 1874	Ditto .....	250 0 0	— Dec., 1867.
Newtown .....	McVey Napier Falconer .....	1 Feb., 1869	Ditto .....	225 0 0	12 Dec., 1859.
Petersham .....	George R. Henson .....	16 Mar., 1876	Ditto .....	200 0 0	— Aug., 1867.
Ashfield .....	George Bonamy .....	15 Oct., 1872	Ditto .....	200 0 0	— Aug., 1862.
Burwood .....	William Titterton .....	1 June, 1874	Ditto .....	200 0 0	— Feb., 1868.
Homebush .....	William Simpson .....	1 Feb., 1875	Ditto .....	200 0 0	— Sept., 1867.
Rookwood .....	Copeland Bennett <sup>18</sup> .....	1 Feb., 1875	Ditto .....	130 0 0	— Feb., 1871.
	succeeded by				
	John G. Bissett, sen. .....	1 Aug., 1877	Ditto .....	150 0 0	— Feb., 1870.

<sup>1</sup> Allowed 8s. per diem in lieu of forage for two horses, and £100 per annum for travelling expenses. <sup>2</sup> Allowed 8s. per diem in lieu of forage for two horses, and £150 per annum for travelling expenses. <sup>3</sup> Allowed £150 per annum when in the field. <sup>4</sup> Allowed £100 per annum for expenses. <sup>5</sup> Allowed 30s. per diem travelling expenses. <sup>6</sup> Each allowed £200 per annum in lieu of equipment when in the field. <sup>7</sup> To 30 September—appointed District Engineer. <sup>8</sup> To 30 June—resigned. <sup>9</sup> To 30 June—services dispensed with. <sup>10</sup> To 22 September—resigned. <sup>11</sup> To 4 July—services dispensed with. <sup>12</sup> To 31 May—services dispensed with. <sup>13</sup> To 6 August—resigned (re-appointed). <sup>14</sup> Allowed quarters, fuel, and light. <sup>15</sup> Promoted. <sup>16</sup> To 25 November.—(see below). <sup>17</sup> To 25 Nov. <sup>18</sup> To 31 July. \* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR PUBLIC WORKS—RAILWAYS—continued.</b>					
<i>Traffic Branch—Great Southern, Great Western, and Richmond Railways—continued.</i>					
<i>Station-masters—contd.—</i>					
Parramatta Junction	James Higgs	1 Nov., 1872	Governor and Executive Council	225 0 0	— April, 1857.
Fairfield	Edward Fielding	1 Dec., 1875	Ditto	140 0 0	— Aug., 1873.
Liverpool	George Davies	1 Sept., 1871	Ditto	175 0 0	— April, 1867.
Campbelltown	Patrick Dwyer	1 June, 1869	Ditto	200 0 0	31 Mar., 1857.
Menangle	John Beeson	1 July, 1863	Ditto	150 0 0	1 July, 1863.
Douglas Park	Thomas Pearce	1 Jan., 1876	Ditto	130 0 0	— Feb., 1872.
Picton	John Stafford	16 June, 1876	Ditto	150 0 0	— May, 1865.
Mittagong	James Watsford	1 Dec., 1875	Ditto	175 0 0	— Mar., 1867.
Bowral	James Octavius Bradley	1 Feb., 1872	Ditto	140 0 0	— Feb., 1870.
Moss Vale	George Farquhar	1 Oct., 1874	Ditto	150 0 0	— Feb., 1859.
Marulan	Andrew Moodie	1 Feb., 1875	Ditto	175 0 0	— Mar., 1856.
Goulburn	Robert R. Ewen	1 Dec., 1875	Ditto	200 0 0	— April, 1860.
Gunning	Thomas Brain	9 Sept., 1876	Ditto	150 0 0	— Feb., 1869.
Yass	William Lackey	26 Sept., 1876	Ditto	150 0 0	— April, 1872.
Bowling	Charles Little	16 Oct., 1876	Ditto	150 0 0	— Oct., 1871.
Binalong	George Roberts <sup>1</sup>	1 Nov., 1876	Ditto	250 0 0	— Feb., 1868.
Murrumburrah	George Roberts <sup>2</sup>	12 Mar., 1877	Ditto	250 0 0	— Feb., 1868.
Cootamundra	George Roberts	1 Nov., 1877	Ditto	250 0 0	— Feb., 1868.
Parramatta	Edward Woodgate <sup>3</sup>	1 Aug., 1864	Ditto	250 0 0	27 Nov., 1857
	succeeded by				
	M. A. Hornidge <sup>4</sup>	1 May, 1877	Ditto	250 0 0	— Mar., 1868.
Seven Hills	William Lenehan <sup>5</sup>	26 Sept., 1876	Ditto	130 0 0	— July, 1869.
	succeeded by				
	James Williams	1 July, 1877	Ditto	130 0 0	— May, 1872.
Blacktown	John Collins	1 Dec., 1863	Ditto	225 0 0	— Mar., 1858.
Rooty Hill	William Sydenham	16 Oct., 1876	Ditto	140 0 0	— Nov., 1866.
South Creek	George Woodall <sup>6</sup>	1 July, 1875	Ditto	150 0 0	— June, 1860.
	succeeded by				
	S. E. Crook	1 May, 1877	Ditto	150 0 0	— Feb., 1874.
Peurith	Henry Morris <sup>7</sup>	1 Dec., 1875	Ditto	150 0 0	— April, 1865.
	succeeded by				
	James Bell	1 May, 1877	Ditto	200 0 0	— Sept., 1862.
Emu Plains	John G. Bissett, jun. <sup>8</sup>	1 Jan., 1877	Ditto	130 0 0	— July, 1871.
	succeeded by				
	S. W. Aliband	1 Aug., 1877	Ditto	130 0 0	— Jan., 1873.
Blue Mountains	John Muir	1 Jan., 1875	Ditto	140 0 0	— Mar., 1865.
Mount Victoria	Samuel C. Crook <sup>9</sup>	1 Feb., 1875	Ditto	175 0 0	— Feb., 1864.
	succeeded by				
	John R. Thomson	1 May, 1877	Ditto	200 0 0	— Aug., 1870.
Bowenfels	Thomas M'Koy	1 Mar., 1871	Ditto	175 0 0	— Feb., 1867.
Wallerawang	Marmaduke Arthur Hornidge <sup>10</sup>	1 Feb., 1875	Ditto	225 0 0	— Mar., 1868.
Rydal	John R. Thomson	1 July, 1872	Ditto	150 0 0	— Aug., 1870.
	succeeded by				
	John M'Nab	1 May, 1877	Ditto	150 0 0	— Feb., 1870.
Tarana	John M'Nab <sup>11</sup>	19 May, 1873	Ditto	150 0 0	— Feb., 1870.
	succeeded by				
	George Woodall	1 May, 1877	Ditto	150 0 0	— June, 1860.
Macquarie Plains	John G. Bissett, sen. <sup>12</sup>	1 Jan., 1877	Ditto	130 0 0	— Feb., 1870.
	succeeded by				
	John G. Bissett, jun.	1 Aug., 1877	Ditto	140 0 0	— July, 1871.
Kelso	Samuel Pass	1 Dec., 1875	Ditto	150 0 0	— April, 1867.
Bathurst	Edward Higgs <sup>13</sup>	1 April, 1876	Ditto	250 0 0	— Mar., 1856.
	succeeded by				
	M. A. Hornidge	26 Nov., 1877	Ditto	250 0 0	— Mar., 1868.
George's Plains	George Parsons	1 July, 1877	Ditto	140 0 0	— Feb., 1867.
Blayney	Henry Morris	1 May, 1877	Ditto	175 0 0	— April, 1865.
Spring Grove	James G. Cavanaugh	1 May, 1877	Ditto	140 0 0	—
Spring Hill	Frederick Richardson	1 Aug., 1877	Ditto	150 0 0	— Aug., 1871.
Orange	Edward Woodgate	1 May, 1877	Ditto	250 0 0	— Nov., 1857.
Riverstone	Cyrus Burge	16 June, 1876	Ditto	130 0 0	— Feb., 1874.
Mulgrave	Richard Herbert <sup>14</sup>	16 Mar., 1876	Ditto	130 0 0	— Nov., 1869.
	succeeded by				
	William Lenehan	1 July, 1877	Ditto	130 0 0	— July, 1869.
Windsor	David Scotland	15 Oct., 1872	Ditto	225 0 0	— Mar., 1868.
Richmond	Thomas E. Ward	1 Jan., 1877	Ditto	175 0 0	— April, 1871.
Goods Foreman, Sydney	Charles Paul	1 Sept., 1871	Ditto	200 0 0	— Mar., 1865.
<i>Traffic Branch—Great Northern Railway.</i>					
Traffic Manager	John Higgs <sup>15</sup>	1 Oct., 1873	Governor and Executive Council	500 0 0	10 Oct., 1855.
Cashier	Frederick R. Neild <sup>16</sup>	1 June, 1873	Ditto	200 0 0	— Mar., 1862.
Traffic Inspector	Edmund Herald	8 June, 1877	Ditto	250 0 0	— Mar., 1872.
Wharfinger, Newcastle	William S. Pendleton	1 Dec., 1875	Ditto	300 0 0	1 Dec., 1875.
Assistant Wharfinger	John J. Coombes	1 Dec., 1875	Ditto	200 0 0	15 Dec., 1874.
Clerk in Charge, Newcastle	William T. A. Smith	1 Jan., 1875	Ditto	200 0 0	1 Sept., 1870.

<sup>1</sup> To 11 March—appointed to Murrumburrah. <sup>2</sup> To 31 October—(see below.) <sup>3</sup> To 30 April—appointed to Orange. <sup>4</sup> To 24 November. <sup>5</sup> To 30 June—appointed to Mulgrave. <sup>6</sup> To 30 April—appointed to Tarana. <sup>7</sup> To 30 April—appointed to Blayney. <sup>8</sup> To 31 July—appointed to Macquarie Plains. <sup>9</sup> To 30 April—appointed to South Creek. <sup>10</sup> To 30 April—appointed to Parramatta. <sup>11</sup> To 30 April—appointed to Rydal. <sup>12</sup> To 31 July—appointed to Rookwood. <sup>13</sup> To 24 November—appointed Traffic Inspector. <sup>14</sup> To 11 July. <sup>15</sup> Gives security to the amount of £1,000. <sup>16</sup> Gives security to the amount of £300.



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR PUBLIC WORKS—RAILWAYS—continued.</b>					
<i>Traffic Branch—Great Northern Railway.</i>					
<i>Station-masters:—</i>					
Newcastle	Edmund Herald <sup>1</sup>	16 Oct., 1872	Governor and Executive Council	225 0 0	1 May, 1872.
	succeeded by				
	Frederick W. Cox	8 June, 1877	Ditto	250 0 0	21 April, 1864.
Honeysuckle Point	William B. Smith <sup>2</sup>	17 April, 1871	Ditto	175 0 0	— Nov., 1864.
	succeeded by				
	William Morse	1 Mar., 1877	Ditto	175 0 0	4 June, 1869
Waratah	George Mattingly <sup>3</sup>	1 Jan., 1870	Ditto	175 0 0	19 May, 1869.
	succeeded by				
	Hugh W. L. Holt	8 June, 1877	Ditto	150 0 0	16 Dec., 1866.
Hexham	William Morse <sup>4</sup>	26 June, 1873	Ditto	150 0 0	14 June, 1869.
	succeeded by				
	William U. Verdon	1 Mar., 1877	Ditto	150 0 0	— July, 1859.
East Maitland	James Wallace	1 June, 1873	Ditto	175 0 0	1 Nov., 1867.
High-street	Denis A. Garvan	5 April, 1872	Administrator of Government and Executive Council.	150 0 0	1 Mar., 1862.
West Maitland	George T. Ferris <sup>5</sup>	16 Oct., 1872	Governor and Executive Council	200 0 0	— May, 1865.
	succeeded by				
	George Mattingly	8 June, 1877	Ditto	200 0 0	19 May, 1869.
Wollombi Road	Thomas Crothers	19 May, 1869	Ditto	130 0 0	19 May, 1869
Lochinvar	William Badcock	1 June, 1873	Ditto	150 0 0	— Aug., 1868.
Farthings	Sydney Charles Drewe	23 Jan., 1875	Commissioner for Railways	150 0 0	— May, 1869.
Branxton	James Burns	16 Oct., 1872	Governor and Executive Council	150 0 0	— Mar., 1857.
Singleton	William U. Verdon <sup>6</sup>	17 April, 1871	Ditto	175 0 0	— July, 1859.
	succeeded by				
	William B. Smith	1 Mar., 1877	Ditto	175 0 0	— Nov., 1864.
Camberwell	James Tait Manson <sup>7</sup>	1 June, 1873	Ditto	130 0 0	19 May, 1869.
Muswellbrook	James John Robertson <sup>8</sup>	17 April, 1871	Ditto	200 0 0	7 July, 1860.*
	succeeded by				
	George T. Ferris	8 June, 1877	Ditto	200 0 0	— May, 1865.
Morpeth	William Wilkinson	1 June, 1865	Ditto	225 0 0	24 Mar., 1862.
Seone	George Brackenreg	16 Oct., 1872	Ditto	175 0 0	— July, 1860.
Murrurundi	Frederick W. Cox <sup>9</sup>	16 Oct., 1872	Ditto	250 0 0	21 April, 1864.
	succeeded by				
	James John Robertson <sup>10</sup>	8 June, 1877	Ditto	250 0 0	17 July, 1860.*
	succeeded by				
	George T. Dowling	13 Aug., 1877	Ditto	150 0 0	— Dec., 1863.
Warrak	Frank Robinson	13 Aug., 1877	Ditto	150 0 0	— June, 1872.
Quirindi	James John Robertson	13 Aug., 1877	Ditto	250 0 0	7 July, 1860.*
Porter in Charge, Wallsend	John Henry Walker	1 June, 1873	Commissioner for Railways	150 0 0	— May, 1863.
Ditto      Aberdeen	John M'Lean	1 Jan., 1872	Ditto	120 0 0	— July, 1861.
<i>Traffic Audit Branch.</i>					
Traffic Auditor	William Vero Read	1 Oct., 1873	Governor and Executive Council	400 0 0	26 Sept., 1855.
Assistant do.	John Seale	1 May, 1867	Ditto	250 0 0	— Jan., 1863.
Clerks	William Rooke Row	1 Jan., 1872	Ditto	208 0 0	— April, 1870.
	Samuel Dyer Hancox	1 Jan., 1873	Ditto	170 0 0	— Jan., 1870.
	Walter Oakes	1 Jan., 1872	Ditto	170 0 0	— July, 1866.
	Thomas Underwood	1 Jan., 1872	Ditto	156 0 0	— Dec., 1867.
	Charles Alfred Neale	1 Nov., 1873	Ditto	150 0 0	— Aug., 1868.
	James Williams	1 Jan., 1873	Commissioner for Railways	120 0 0	25 Sept., 1872.
				to 31 July.	
				150 0 0	
				from 1 Aug.	
	Charles Cane	1 Aug., 1874	Ditto	52 0 0	29 Mar., 1874.
				to 31 Mar.	
				100 0 0	
				from 1 April to 31 July.	
				120 0 0	
				from 1 Aug.	
	Hampton Slatyer	16 July, 1873	Ditto	109 0 0	16 July, 1873.
	William Bateman <sup>11</sup>	5 Mar., 1873	Ditto	90 0 0	5 Mar., 1873.
	Hugh M'Lachlan	1 Feb., 1875	Ditto	75 0 0	1 Feb., 1875.
				to 30 April.	
				90 0 0	
				from 1 May.	
	Thomas Bonamy	1 Jan., 1873	Ditto	200 4 0	— Dec., 1862.
	Thomas H. McClelland	1 May, 1873	Governor and Executive Council	156 0 0	— Aug., 1866.
	John R. Neild	1 May, 1873	Commissioner for Railways	170 0 0	— June, 1868.
	S. R. Miller	1 Oct., 1876	Ditto	52 0 0	1 Oct., 1876.
	Thomas Parkes	1 Oct., 1874	Ditto	150 0 0	— Oct., 1866.*
	Edward Seale	1 Feb., 1877	Ditto	52 0 0	1 Feb., 1877.
	M. Dalton	1 May, 1877	Ditto	52 0 0	1 May, 1877.
	F. C. Gray	1 June, 1877	Ditto	52 0 0	1 June, 1877.
	W. Humphreys	1 Jan., 1877	Ditto	52 0 0	— Dec., 1875.
	W. Miller	1 Mar., 1877	Ditto	26 0 0	1 Mar., 1877.

<sup>1</sup> To 7 June.—(See previous page.)   <sup>2</sup> To 28 February—appointed to Singleton.   <sup>3</sup> To 7 June—appointed to West Maitland.   <sup>4</sup> To 28 February—appointed to Honeysuckle.   <sup>5</sup> To 7 June—appointed to Muswellbrook.   <sup>6</sup> To 28 February—appointed to Hexham.   <sup>7</sup> To 11 October—resigned.   <sup>8</sup> To 7 June—appointed to Murrurundi.   <sup>9</sup> To 7 June—appointed to Newcastle.   <sup>10</sup> To 12 August—appointed to Quirindi.   <sup>11</sup> To 30 April.   \* Services not continuous.

NOTE.—Each of the Station-masters and the Porters in charge allowed a house, or an allowance in lieu thereof; they also give security for the due performance of their duties. The Traffic Manager, Great Northern Railway, gives security to the amount of £1,000, and the Cashier for £300.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	

SECRETARY FOR PUBLIC WORKS—RAILWAYS—continued.

Store Branch—

Storekeeper.....	Alexander Richardson <sup>1</sup> .....	1 Oct., 1873	Governor and Executive Council	350 0 0	27 Aug., 1867.
Assistant do.....	Henry Fligg <sup>2</sup> .....	10 April, 1861	Ditto .....	275 0 0	— Feb., 1859.
First Clerk.....	Michael Seale .....	1 Dec., 1870	Ditto .....	200 0 0	— Aug., 1862.
Clerks .....	Henry Augustus Chapman .....	9 Aug., 1869	Ditto .....	175 0 0	— April, 1864.
	Prescott Cazneau .....	1 Mar., 1874	Ditto .....	156 0 0	— Sept., 1867.
	Henry Carruthers .....	1 Dec., 1873	Ditto .....	140 0 0	— Dec., 1873.

<sup>1</sup> Gives security to the amount of £500.

<sup>2</sup> Gives security to the amount of £350.

ROADS.

Commissioner and Engineer	William Christopher Bennett. <sup>1</sup>	1 Nov., 1862	Governor and Executive Council, by Commission.	900 0 0	18 Jan., 1854.*
Assistant Engineer <sup>2</sup> .....	Gustave A. Morell <sup>3</sup> .....	13 June, 1867	Governor and Executive Council	550 0 0	5 Jan., 1863.
Chief Clerk.....	Frederick A. Franklin.....	1 Oct., 1877	Ditto .....	550 0 0	1 April, 1867.
	George Cook Eames <sup>4</sup> .....	1 Sept., 1875	Ditto .....	400 0 0	21 July, 1863.
Supervisor of Field and Office Accounts and Accountant.	Patrick Henry Flynn <sup>5</sup> .....	1 Jan., 1868	Ditto .....	325 0 0	17 July, 1856.
				to 30 June. 400 0 0 from 1 July.	
Assistant Accountant .....	Owen Carroll <sup>6</sup> .....	1 July, 1877	Ditto .....	325 0 0	11 July, 1868.
Clerks .....	John S. Whitney.....	1 May, 1875	Ditto .....	250 0 0	25 Jan., 1859.
	Owen Carroll <sup>6</sup> .....	1 June, 1870	Ditto .....	250 0 0	11 July, 1868.
	William Henry Payten <sup>7</sup> .....	5 Jan., 1872	Ditto .....	225 0 0	15 Nov., 1871.
				to 30 June. 250 0 0 from 1 July.	
	Thomas Robert Steel <sup>8</sup> .....	22 Feb., 1873	Ditto .....	225 0 0	22 Feb., 1873.
	Richard Ramsden <sup>9</sup> .....	23 Dec., 1875	Ditto .....	170 0 0	23 Dec., 1875.
	succeeded by Stephen G. Shairp .....	24 Feb., 1877	Secretary for Public Works .....	170 0 0	3 Nov., 1859.*
				to 30 June. 225 0 0 from 1 July.	
	John Bede Blake.....	2 April, 1874	Governor and Executive Council	100 0 0	2 April, 1874.
				to 9 March. 150 0 0 from 10 March.	
	Herbert Perkins <sup>8</sup> .....	16 May, 1877	Secretary for Public Works .....	150 0 0	7 July, 1868.*
	succeeded by Thomas Hiles .....	29 Oct., 1877	Ditto .....	150 0 0	29 Oct., 1877.
	Henry Manning .....	25 Aug., 1873	Governor and Executive Council	100 0 0	1 July, 1865.
	John George Oram .....	1 Oct., 1874	Ditto .....	100 0 0	1 Oct., 1874.
	Henry Boot <sup>9</sup> .....	10 Mar., 1877	Secretary for Public Works .....	100 0 0	10 Mar., 1877.
	succeeded by Thomas W. Waring .....	1 Sept., 1877	Ditto .....	100 0 0	9 Feb., 1874.
	John Collman .....	1 April, 1876	Ditto .....	50 0 0	1 April, 1876.
				to 9 March. 70 0 0 from 10 March.	
Clerk in charge of Trustee Roads.	John George Lackey .....	1 Sept., 1875	Governor and Executive Council	300 0 0	26 April, 1871.
Draftsmen .....	William Bullen .....	1 May, 1872	Ditto .....	250 0 0	7 Aug., 1868.*
				to 31 Jan. 350 0 0 from 1 Feb. to 30 Sept. 400 0 0 from 1 Oct.	
	John Coleman .....	19 April, 1876	Secretary for Public Works .....	200 0 0	19 April, 1876.
				to 28 Feb. 250 0 0 from 1 March.	
	Louis F. Hanson <sup>10</sup> .....	15 Dec., 1876	Ditto .....	350 0 0	15 Dec., 1876.
	Charles G. Ethelstane <sup>11</sup> .....	16 Jan., 1877	Ditto .....	250 0 0	16 Jan., 1877.
	John R. Daniels .....	12 May, 1877	Ditto .....	300 0 0	12 May, 1877.
				to 30 Sept. 400 0 0 from 1 Oct.	
(Temporary).....	Andrew F. Waldie .....	12 Nov., 1877	Ditto .....	8/4 per diem.	12 Nov., 1877.
Cadets.....	Frederick G. Rae <sup>12</sup> .....	2 April, 1874	Ditto .....	75 0 0	2 April, 1874.
	succeeded by James Crummer <sup>13</sup> .....	26 Mar., 1877	Ditto .....	50 0 0	26 Mar., 1877.
	Alfred R. Potter .....	15 Mar., 1875	Ditto .....	50 0 0	15 Mar., 1875.
	Denis F. Bullen .....	24 Sept., 1875	Ditto .....	52 0 0	24 Sept., 1875.

<sup>1</sup> Allowed £100 per annum for equipment, and 30s. per diem when travelling on duty. Gives security to the amount of £200. <sup>2</sup> Allowed 30s per diem when travelling on duty. <sup>3</sup> To 30 September. <sup>4</sup> Gives security to the amount of £1,000. <sup>5</sup> Gives security to the amount of £300. <sup>6</sup> To 30 June —promoted. <sup>7</sup> To 19 February—removed to Railway Department. <sup>8</sup> To 16 October. <sup>9</sup> To 9 August—removed to field establishment. <sup>10</sup> To 10 February—resigned. <sup>11</sup> To 5 April—resigned. <sup>12</sup> To 26 March—removed to Railway Department. <sup>13</sup> To 11 December—removed to field establishment. \* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR PUBLIC WORKS—ROADS—continued.</b>					
Cadets—continued.....	Alfred H. Martin.....	11 Jan., 1876	Secretary for Public Works .....	52 0 0	11 Jan., 1876.
	Richard W. Cordeaux <sup>1</sup> .....	12 Sept., 1876	Ditto .....	52 0 0	12 Sept., 1876.
	succeeded by				
	Charles R. Butterfield.....	10 Nov., 1877	Ditto .....	52 0 0	10 Nov., 1876.
	John Bassett .....	20 Mar., 1877	Ditto .....	50 0 0	20 Mar., 1877.
	Arthur Gracie .....	16 May, 1877	Ditto .....	50 0 0	16 May, 1877.
Assistant Engineers in the Field.	Valentine J. S. Blomfield .....	26 Oct., 1877	Ditto .....	50 0 0	26 Oct., 1877.
	Frederick Wells <sup>2</sup> .....	1 Jan., 1876	Governor and Executive Council	500 0 0	28 Mar., 1859.*
	Frederick A. Franklin <sup>3</sup> .....	1 Jan., 1876	Ditto .....	500 0 0	1 April, 1867.*
	succeeded by				
	Ernest A. Nardin <sup>4</sup> .....	1 Oct., 1877	Ditto .....	500 0 0	19 Mar., 1860.
Road Superintendents .....	Edwin Joseph Statham <sup>5</sup> .....	1 Jan., 1876	Ditto .....	500 0 0	1 Jan., 1860.*
	Arthur Pepys Wood <sup>6</sup> .....	1 Jan., 1876	Ditto .....	500 0 0	31 July, 1861.
	Ernest Anthony Nardin <sup>6</sup> .....	1 Jan., 1863	Ditto .....	400 0 0	19 Mar., 1860.
	Patrick Dooner .....	27 Jan., 1867	Ditto .....	400 0 0	9 June, 1863.
	William Snell Chauncy .....	19 April, 1860	Ditto .....	400 0 0	19 April, 1860.
	James B. Meldrum .....	1 Aug., 1866	Ditto .....	400 0 0	29 April, 1863.
	Percy Scarr .....	15 Oct., 1867	Ditto .....	400 0 0	15 Oct., 1867.
	Edward T. Whiteside .....	1 July, 1870	Ditto .....	375 0 0 to 30 Sept. 400 0 0 from 1 Oct.	1 June, 1868.
	Stephen A. Donnelly .....	20 Feb., 1867	Ditto .....	375 0 0	20 Feb., 1867.
	George Philben .....	1 July, 1867	Ditto .....	375 0 0	13 Nov., 1861.
	Peter Doyle .....	1 April, 1868	Ditto .....	375 0 0	6 May, 1855.
	Patrick Murray .....	22 Jan., 1867	Ditto .....	375 0 0	15 May, 1863.
	James Joseph Duffy .....	1 July, 1867	Ditto .....	375 0 0	26 July, 1864.
	John Gordon .....	11 Dec., 1876	Ditto .....	375 0 0	17 Feb., 1864.*
	William F. Bundock .....	13 Aug., 1867	Ditto .....	340 0 0 to 30 Sept. 375 0 0 from 1 Oct.	10 May, 1863.
	Robert Donaldson .....	20 Dec., 1867	Ditto .....	340 0 0	28 Nov., 1866.
	George Mc. L. Matheson .....	11 July, 1874	Ditto .....	300 0 0 to 30 Sept. 340 0 0 from 1 Oct.	11 July, 1874.
	Adalbert Weber .....	16 July, 1860	Ditto .....	300 0 0	1 Mar., 1855.*
	George Earnsey .....	1 May, 1869	Ditto .....	300 0 0	24 Mar., 1868.
	John M. Smail .....	20 Aug., 1875	Ditto .....	300 0 0	20 Aug., 1875.
	Alfred W. Stilwell .....	24 April, 1876	Ditto .....	250 0 0 to 30 Sept. 300 0 0 from 1 Oct.	24 April, 1876.
	M. E. Wikner .....	22 May, 1874	Ditto .....	300 0 0	22 May, 1874.
	William H. Higman .....	18 Sept., 1874	Ditto .....	300 0 0	1 Mar., 1871.
	Alexander C. Bayley .....	26 Dec., 1862	Ditto .....	300 0 0	6 June, 1856.
	Alexander C. Bell .....	1 May, 1868	Ditto .....	250 0 0	21 Jan., 1867.
	Alexander L. Patison <sup>7</sup> .....	3 Sept., 1873	Ditto .....	250 0 0	3 Sept., 1873.
	succeeded by				
	Henry Cambridge .....	1 Oct., 1877	Ditto .....	250 0 0	1 April, 1876.
	Thomas J. Magner .....	6 Mar., 1872	Ditto .....	250 0 0	1 Feb., 1864.
	Arthur J. C. Single .....	16 Sept., 1875	Ditto .....	200 0 0	16 Sept., 1875.
	H. Cambridge <sup>8</sup> .....	1 Sept., 1876	Ditto .....	200 0 0	1 April, 1876.
	J. G. Johnson <sup>9</sup> .....	1 Oct., 1876	Ditto .....	200 0 0	6 May, 1859.*
	succeeded by				
	Henry Scougall .....	1 Aug., 1877	Ditto .....	250 0 0	1 Aug., 1877.
	Edward M. Allman .....	10 May, 1877	Ditto .....	200 0 0	4 Mar., 1873.
	Carl Weber .....	1 July, 1877	Ditto .....	200 0 0	21 Mar., 1876.
	Hugh Miller .....	1 Oct., 1877	Ditto .....	200 0 0	22 Dec., 1874.
Field Cadets .....	Frederick G. M. Baker .....	13 Sept., 1875	Secretary for Public Works .....	156 0 0	2 April, 1874.
	Edward M. Allman <sup>9</sup> .....	1 Jan., 1875	Ditto .....	156 0 0	4 Mar., 1873.
	Cecil W. E. Bedford .....	1 Jan., 1875	Ditto .....	156 0 0	1 Oct., 1874.
	Thomas Philip Davis .....	1 Dec., 1873	Ditto .....	156 0 0	1 Sept., 1873.
	Edward G. Cronin .....	10 May, 1877	Ditto .....	156 0 0	15 Mar., 1875.

<sup>1</sup> To 30 October—resigned.

<sup>2</sup> Allowed £70 per annum and 30s. per diem when travelling.

<sup>3</sup> Allowed £70 per annum and 30s. per diem when travelling. To 30 September. Gives security to the amount of £1,000.

<sup>4</sup> Allowed £70 per annum and 30s. per diem when travelling. Gives security to the amount of £1,000.

<sup>5</sup> Allowed £150 per annum travelling allowance. Gives security to the amount of £1,000. <sup>6</sup> To 30 September—promoted. <sup>7</sup> To 9 May—removed. <sup>8</sup> To 15 March.

<sup>9</sup> To 9 May—promoted. \* Services not continuous.

N.B.—Superintendents with salaries of £340 and upwards receive an allowance of £150 per annum each; those under that amount £125; they all give security for £500 or £1,000 for the fulfilment of their duties. Field Cadets on the staff each receive an allowance of £80 per annum for travelling.

### COLONIAL ARCHITECT.

Colonial Architect .....	James Barnett <sup>1</sup> .....	1 Jan., 1865	Governor and Executive Council	1,000 0 0	4 Aug., 1860.
1st Clerk of Works .....	William Coles <sup>2</sup> .....	26 Oct., 1857	Ditto .....	600 0 0	1 Oct., 1854.
Clerks of Works .....	Mortimer Wm. Lewis, jun. .....	16 Nov., 1843*	Governor .....	500 0 0	1 Oct., 1837, to 15 Nov., 1839.
		1 July, 1850			16 Nov., 1843.
	John M'Crackan .....	21 Aug., 1860	Governor and Executive Council	450 0 0	21 Aug., 1860.
	Edmund S. V. Spencer .....	1 Sept., 1872	Ditto .....	425 0 0	4 Jan., 1867.
	Edwin Colley .....	1 Jan., 1874	Ditto .....	350 0 0	23 April, 1867.
	William E. Kemp .....	1 Jan., 1874	Ditto .....	350 0 0	9 Oct., 1872.

<sup>1</sup> Allowed £74 per annum in lieu of forage. Gives security to the amount of £1,000. <sup>2</sup> Allowed £74 per annum in lieu of forage.

\* From this date to 30 June, 1850, the salary was charged to the Votes for Works on which employed.

## NEW SOUTH WALES—1877.

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Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>SECRETARY FOR PUBLIC WORKS—COLONIAL ARCHITECT—continued.</b>							
<i>Clerks of Works—continued.</i>							
	Edward Rumsey .....	1 Jan., 1877	Governor and Executive Council	350	0	0	1 Mar., 1873.
	Alfred G. Edwards .....	1 Jan., 1877	Ditto .....	300	0	0	28 Jan., 1864.
1st Foreman of Works .....	James Kay .....	1 Jan., 1874	Ditto .....	275	0	0	20 Feb., 1866.
2nd ditto .....	Robert McKellar .....	1 Jan., 1874	Ditto .....	250	0	0	4 Dec., 1867.
Chief Draftsman and Instructor of Cadets.	Alfred Cook .....	1 Jan., 1874	Ditto .....	400	0	0	24 April, 1854.
Draftsmen .....	Louis Robertson .....	1 Jan., 1868	Ditto .....	300	0	0	21 June, 1860.
	James Peattie .....	1 Jan., 1874	Ditto .....	200	0	0	15 Sept., 1865.
	Charles H. Slatyer .....	1 Jan., 1877	Ditto .....	150	0	0	5 Mar., 1873.
Chief Clerk .....	Henry Chapman .....	1 Aug., 1856	Ditto .....	500	0	0	1 Dec., 1837.
Clerks .....	James M'Shane .....	18 June, 1859	Ditto .....	350	0	0	18 June, 1859.
	John Thomas Neale .....	1 Sept., 1864	Ditto .....	300	0	0	9 Mar., 1861.
	George Bagot Stack .....	19 May, 1865	Ditto .....	200	0	0	14 Jan., 1863.
	James Forsythe .....	1 Jan., 1871	Ditto .....	150	0	0	27 Feb., 1869.
	Lyon J. Marks .....	1 Sept., 1876	Ditto .....	100	0	0	— Feb., 1870.*
Cadets .....	John Doherty .....	22 June, 1874	Ditto .....	100	0	0	22 June, 1874.
	William Mitchell .....	9 Feb., 1875	Ditto .....	75	0	0	9 Feb., 1875.
	Robert Falconer .....	14 Dec., 1875	Ditto .....	52	0	0	14 Dec., 1875.
	Edwin Burns .....	19 Mar., 1877	Secretary for Public Works .....	Nil.			19 Mar., 1877.
Messenger (1) .....			Colonial Architect .....	100	0	0	
Officekeeper (1) <sup>1</sup> .....			Ditto .....	50	0	0	
Boatman (1) .....			Ditto .....	108	0	0	
<sup>1</sup> Allowed quarters, fuel, and light. <sup>2</sup> Services not continuous.							
<b>FITZ ROY DRY DOCK, COCKATOO ISLAND.</b>							
Shipwright Carpenter and Foreman of Dock.	Samuel Hayes <sup>1</sup> .....	6 May, 1872	Governor and Executive Council	250	0	0	6 May, 1872.
Clerk and Storekeeper .....	William F. Lloyd <sup>1</sup> .....	14 Mar., 1873	Secretary for Public Works .....	200	0	0	14 Mar., 1873.
Assistant Storekeeper .....	Walter W. Hayward .....	1 July, 1875	Ditto .....	10/6	per diem		1 July, 1875.
Engineer Mechanic .....	John Doran <sup>1</sup> .....	15 July, 1861	Governor and Executive Council	180	0	0	15 July, 1861.
Fireman (1) <sup>1</sup> .....			Secretary for Public Works .....	108	0	0	
Watchman (1) <sup>1</sup> .....			Ditto .....	6s.	per diem		
<sup>1</sup> Allowed a house and fuel.							
<b>BOARD FOR OPENING TENDERS FOR PUBLIC WORKS.</b>							
Members .....	(Chairman) John Rae .....		Governor and Executive Council	Nil.			
	John Whitton .....						
	E. O. Moriarty .....						
	W. C. Bennett .....						
	James Barnett .....						
	Edward Charles Cracknell .....						
Secretary .....	Gerald Halligan .....		Ditto .....	50	0	0	11 May, 1848.
<sup>2</sup> Services not continuous.							
<b>HARBOURS AND RIVER NAVIGATION.</b>							
ENGINEERS' DEPARTMENT.							
Engineer-in-Chief .....	Edward Orpen Moriarty .....	10 Oct., 1858	Governor and Executive Council	1,100	0	0	1 May, 1849.
Chief Clerk and Accountant	Joseph Barling .....	21 Aug., 1871	Ditto .....	400	0	0	1 Aug., 1860.
Inspector of Stores .....	James Kingsbury <sup>1</sup> .....	1 Jan., 1872	Ditto .....	275	0	0	5 Nov., 1863.
Bookkeeper and Cashier .....	Samuel Steel <sup>2</sup> .....	17 May, 1870	Ditto .....	275	0	0	17 May, 1870.
Clerks .....	John Bibb <sup>3</sup> .....	21 April, 1873	Secretary for Public Works .....	220	0	0	20 Aug., 1868.
	James Conley .....	20 Jan., 1875	Ditto .....	225	0	0	20 Jan., 1875.
	Samuel M. Burrows <sup>3</sup> .....	15 Oct., 1871	Ditto .....	200	0	0	15 Nov., 1870.
	John Portus .....	1 May, 1874	Ditto .....	175	0	0	23 Nov., 1870.
	William Kelsey Oatley .....	1 Feb., 1875	Ditto .....	125	0	0	18 Jan., 1873.*
Chief Surveyor & Draftsman	John Skinner .....	5 Sept., 1874	Governor and Executive Council	400	0	0	19 Feb., 1863.
Draftsmen .....	Richard Henry Downing .....	1 Oct., 1874	Ditto .....	400	0	0	1 Oct., 1874.
	George A. Tillet .....	1 Nov., 1874	Ditto .....	325	0	0	8 Sept., 1863.
Surveyors .....	Thomas W. Keele .....	9 Mar., 1871	Secretary for Public Works .....	365	0	0	9 Mar., 1871.
	Joshua Percy Josephson .....	28 Oct., 1872	Ditto .....	350	0	0	28 Oct., 1872.
Draftsmen .....	Peter Blackey .....	15 Nov., 1875	Ditto .....	15s.	per diem		17 Nov., 1870.*
	John G. Lang .....	13 Nov., 1872	Ditto .....	200	0	0	13 Nov., 1872.
	Ashley E. M. Moore .....	1 July, 1874	Ditto .....	150	0	0	1 July, 1874.
Cadets .....	Timothy Coghlan .....	16 April, 1873	Ditto .....	150	0	0	16 April, 1873.
	Gerald H. Halligan .....	15 July, 1873	Ditto .....	150	0	0	23 Sept., 1872.
	John Adolf Rossbach <sup>4</sup> .....	1 Oct., 1874	Ditto .....	75	0	0	1 Oct., 1874.
	Henry H. Leigh Berthon .....	16 Nov., 1874	Ditto .....	75	0	0	16 Nov., 1874.
	Frederick S. Arnheim <sup>4</sup> .....	1 Jan., 1875	Ditto .....	52	0	0	1 Jan., 1875.
	Mordaunt L. Maclean <sup>5</sup> .....	1 Jan., 1875	Ditto .....	52	0	0	1 Jan., 1875.
				to 23 August.			
				15s. per diem			
	Reginald B. Pell .....	15 Dec., 1875	Ditto .....	from 24 August			15 Dec., 1875.
				10s. per diem			
	James M'Cabe .....	15 Dec., 1875	Ditto .....	from 28 August			15 Dec., 1875.
Messenger (1) .....			Engineer-in-Chief .....	100	0	0	
Officekeeper (1) <sup>6</sup> .....			Ditto .....	25	0	0	
Assistant Engineers—							
Hunter River .....	Cecil W. Darley <sup>7</sup> .....	1 Jan., 1873	Governor and Executive Council	550	0	0	1 Oct., 1867.
Clarence River .....	Merion H. Moriarty <sup>7</sup> .....	1 Oct., 1874	Ditto .....	550	0	0	1 Aug., 1860.
Moruya River .....	Alfred Williams <sup>8</sup> .....	10 Aug., 1874	Secretary for Public Works .....	500	0	0	10 Aug., 1874.
<sup>1</sup> Allowed £50 per annum for quarters. Gives security to the amount of £300. <sup>2</sup> Gives security to the amount of £300. <sup>3</sup> Gives security to the amount of £200. <sup>4</sup> To 31 July. <sup>5</sup> Gives security to the amount of £150. <sup>6</sup> Allowed quarters, fuel, and light. <sup>7</sup> Gives security to the amount of £700. <sup>8</sup> Gives security to the amount of £500.      * Services not continuous.							

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR PUBLIC WORKS—HARBOURS AND RIVER NAVIGATION—continued.</b>					
Clerk to Assistant Engineer, Hunter River.	William E. Kemp	7 June, 1875	Engineer-in-Chief	104 0 0	7 June, 1875.
Weigh Clerk, Clarence River	Edward W. Blakeney	9 Dec., 1875	Ditto	15s. per diem	9 Dec., 1875.
Clerk to Assistant Engineer, Moruya River.	Thomas W. Lackey	25 June, 1875	Secretary for Public Works	15s. "	25 June, 1875.
Murray, Murrumbidgee, and Darling Rivers— District Engineer.....	Charles Berthon <sup>1</sup>	1 Dec., 1871	Governor and Executive Council	400 0 0	1 Jan., 1863.
Superintendent	James M. Byrnes <sup>1</sup>	8 Aug., 1866	Secretary for Public Works	£1 per diem	8 Aug., 1866.
Clerk and Timekeeper	T. M. Perrott	17 Nov., 1873	Ditto	15s. "	17 Nov., 1873.
Superintendent of Works...	James Hoey	15 Dec., 1871	Governor and Executive Council	350 0 0	26 Mar., 1868.*
Ballast-master, Newcastle...	Henry M. Bohle	1 Sept., 1866	Ditto	200 0 0	1 Sept., 1866.
Boatman to Ballast-master (1)				108 0 0	
Registrar of Gauges, Nepean and Cataract Rivers.	Hugh R. Labatt	14 Dec., 1875	Secretary for Public Works	104 0 0	26 Oct., 1841.*
Blackwattle Bay— Bridge-opener (1)			Ditto	156 0 0	
Glebe Island Bridge— Overseer (1)			Ditto	156 0 0	
Superintendent, Kiama.....	William Davies	1 Nov., 1875	Engineer-in-Chief	20s. per diem	9 Aug., 1872.
Superintendent, Wollongong	C. S. Brownrigg <sup>2</sup>	24 July, 1876	Secretary for Public Works	15s. "	24 July, 1876.
Resident Engineer, Trial Bar.	C. S. Brownrigg	28 July, 1877	Ditto	300 0 0	24 July, 1876.
<sup>1</sup> Gives security to the amount of £300. <sup>2</sup> To 27 July.    * Services not continuous.					
<b>STEAM DREDGE "HUNTER."</b>					
Engineer and Master.....	David S. Kirkwood <sup>1</sup>	1 June, 1875	Governor and Executive Council	352 0 0	1 Nov., 1864.
Mate (1)			Engineer-in-Chief	156 0 0	
Engineer (1)			Ditto	120 0 0	
Blacksmith (1)			Ditto	168 0 0	
Carpenters (2)			Ditto	144 0 0	each.
Fireman (1)			Ditto	144 0 0	
Striker (1)			Ditto	120 0 0	
Coxswain (2)			Ditto	120 0 0	"
Seamen (3)			Ditto	104 0 0	"
Cook (1)			Ditto	104 0 0	"
Watchman			Ditto	104 0 0	"
Tug "Cyclops"— Master (1)			Ditto	192 0 0	
Engineer (1)			Ditto	168 0 0	
Stoker (1)			Ditto	120 0 0	
Seamen (2)			Ditto	104 0 0	"
Cook (1)			Ditto	104 0 0	"
<sup>1</sup> Gives security to the amount of £300.					
<b>STEAM DREDGE "HERCULES."</b>					
Engineer and Master	Alexander Halkett <sup>1</sup>	1 June, 1875	Governor and Executive Council	300 0 0	23 Sept., 1872.
Mate (1)			Engineer-in-Chief	156 0 0	
Engineer (1)			Ditto	144 0 0	
Stoker (1)			Ditto	120 0 0	
Carpenter (1)			Ditto	144 0 0	
Coxswains (2)			Ditto	120 0 0	each.
Seamen (5)			Ditto	104 0 0	"
Watchman (1)			Ditto	104 0 0	"
Cook (1)			Ditto	104 0 0	"
Boy (1)			Ditto	60 0 0	"
Tug "Achilles"— Master (1)			Ditto	192 0 0	
Engineer (1)			Ditto	192 0 0	
Stokers (2)			Ditto	120 0 0	"
Seaman (1)			Ditto	104 0 0	"
<sup>1</sup> Gives security to the amount of £300.					
<b>STEAM DREDGE "PLUTO."</b>					
Engineer and Master	Adam Howitt <sup>1</sup>	1 Oct., 1874	Governor and Executive Council	275 0 0	1 May, 1870.
Mate (1)			Engineer-in-Chief	144 0 0	
Carpenter (1)			Ditto	144 0 0	
Blacksmith (1)			Ditto	144 0 0	
Engineman (1)			Ditto	128 0 0	
Coxswain (1)			Ditto	120 0 0	
Striker (1)			Ditto	96 0 0	
Stoker (1)			Ditto	108 0 0	
Seaman (1)			Ditto	96 0 0	
Tug "Pearl"— Master (1)			Ditto	144 0 0	
Engineer (1)			Ditto	144 0 0	
Stoker (1)			Ditto	108 0 0	
Seaman (1)			Ditto	96 0 0	
Puntman (1)			Ditto	96 0 0	
<sup>1</sup> Gives security to the amount of £300.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR PUBLIC WORKS—HARBOURS AND RIVER NAVIGATION—continued.</b>					
<b>STEAM DREDGE "VULCAN."</b>					
Engineer and Master .....	Joseph Mather <sup>1</sup> .....	1 June, 1875	Governor and Executive Council	352 0 0	22 Sept., 1874.
Blacksmith (1) .....	.....	.....	Engineer-in-Chief .....	168 0 0	
Mate (1) .....	.....	.....	Ditto .....	156 0 0	
Carpenter (1) .....	.....	.....	Ditto .....	144 0 0	
Striker (1) .....	.....	.....	Ditto .....	120 0 0	
Stoker (1) .....	.....	.....	Ditto .....	144 0 0	
Coxswains (2) .....	.....	.....	Ditto .....	120 0 0	each.
Engine-driver (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (4) .....	.....	.....	Ditto .....	104 0 0	"
Painter (1) .....	.....	.....	Ditto .....	104 0 0	"
Cook (1) .....	.....	.....	Ditto .....	104 0 0	"
Nightwork—					
Mate (1) .....	.....	.....	Ditto .....	156 0 0	
Stoker (1) .....	.....	.....	Ditto .....	144 0 0	
Engineman (1) .....	.....	.....	Ditto .....	120 0 0	
Coxswains (2) .....	.....	.....	Ditto .....	120 0 0	"
Seamen (4) .....	.....	.....	Ditto .....	104 0 0	"
Tug "Little Nell"—					
Master (1) .....	.....	.....	Ditto .....	204 0 0	
Engineer (1) .....	.....	.....	Ditto .....	180 0 0	
Stoker (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (2) .....	.....	.....	Ditto .....	104 0 0	"
Cook (1) .....	.....	.....	Ditto .....	104 0 0	"
Nightwork—					
Master (1) .....	.....	.....	Ditto .....	204 0 0	
Engineer (1) .....	.....	.....	Ditto .....	144 0 0	
Stoker (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (2) .....	.....	.....	Ditto .....	104 0 0	"
<sup>1</sup> Gives security to the amount of £300.					
<b>STEAM DREDGE "SAMSON."</b>					
Engineer and Master .....	John Laing <sup>1</sup> .....	1 June, 1875	Governor and Executive Council	352 0 0	1 Aug., 1868.
Mate (1) .....	.....	.....	Engineer-in-Chief .....	168 0 0	
Engineman (1) .....	.....	.....	Ditto .....	144 0 0	
Fireman (1) .....	.....	.....	Ditto .....	120 0 0	
Coxswains (2) .....	.....	.....	Ditto .....	120 0 0	each.
Seamen (4) .....	.....	.....	Ditto .....	104 0 0	"
Breaksman (1) .....	.....	.....	Ditto .....	104 0 0	"
Cook (1) .....	.....	.....	Ditto .....	104 0 0	"
Blacksmith (1) .....	.....	.....	Ditto .....	156 0 0	
Hammerman (1) .....	.....	.....	Ditto .....	120 0 0	
Nightwork—					
Second Engineer (1) .....	.....	.....	Ditto .....	168 0 0	
Second Mate (1) .....	.....	.....	Ditto .....	144 0 0	
Carpenter (1) .....	.....	.....	Ditto .....	144 0 0	
Firemen (2) .....	.....	.....	Ditto .....	120 0 0	"
Coxswains (2) .....	.....	.....	Ditto .....	120 0 0	"
Seamen (4) .....	.....	.....	Ditto .....	104 0 0	"
Breaksman (1) .....	.....	.....	Ditto .....	104 0 0	"
Tug "Thetis"—					
Master (1) .....	.....	.....	Ditto .....	240 0 0	
Engineer (1) .....	.....	.....	Ditto .....	240 0 0	
Stokers (2) .....	.....	.....	Ditto .....	120 0 0	"
Leading Seaman (1) .....	.....	.....	Ditto .....	120 0 0	"
Seamen (3) .....	.....	.....	Ditto .....	104 0 0	"
Nightwork—					
Mate (1) .....	.....	.....	Ditto .....	204 0 0	
Second Engineer (1) .....	.....	.....	Ditto .....	168 0 0	
Stokers (3) .....	.....	.....	Ditto .....	120 0 0	"
Leading Seaman (1) .....	.....	.....	Ditto .....	120 0 0	"
Seamen (2) .....	.....	.....	Ditto .....	104 0 0	"
<sup>1</sup> Gives security to the amount of £300.					
<b>STEAM DREDGE "FITZ ROY."</b>					
Engineer and Master .....	James Rorison <sup>1</sup> .....	1 May, 1870	Governor and Executive Council	300 0 0	1 May, 1870.
Mate (1) .....	.....	.....	Engineer-in-Chief .....	156 0 0	
Carpenter (1) .....	.....	.....	Ditto .....	144 0 0	
Engineman (1) .....	.....	.....	Ditto .....	120 0 0	
Coxswain (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (3) .....	.....	.....	Ditto .....	104 0 0	each.
Fireman (1) .....	.....	.....	Ditto .....	120 0 0	
Blacksmith (1) .....	.....	.....	Ditto .....	156 0 0	
Striker (1) .....	.....	.....	Ditto .....	104 0 0	
Cook (1) .....	.....	.....	Ditto .....	96 0 0	
Tug "Charybdis"—					
Master (1) .....	.....	.....	Ditto .....	168 0 0	
Engineman (1) .....	.....	.....	Ditto .....	180 0 0	
Fireman (1) .....	.....	.....	Ditto .....	120 0 0	
Seaman (1) .....	.....	.....	Ditto .....	104 0 0	
<sup>1</sup> Gives security to the amount of £300.					

Offic.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>SECRETARY FOR PUBLIC WORKS—HARBOURS AND RIVERS NAVIGATION—continued.</b>					
<b>STEAM DREDGE "TITAN."</b>					
Engineer and Master.....	Henry Orr <sup>1</sup> .....	1 June, 1875	Secretary for Public Works .....	275 0 0	— June, 1868.
Mate (1) .....	.....	.....	Engineer-in-Chief .....	156 0 0	
Engineman (1) .....	.....	.....	Ditto .....	120 0 0	
Fireman (1) .....	.....	.....	Ditto .....	114 0 0	
Blacksmith (1) .....	.....	.....	Ditto .....	144 0 0	
Striker (1) .....	.....	.....	Ditto .....	120 0 0	
Coxswain (1) .....	.....	.....	Ditto .....	120 0 0	
Cook (1) .....	.....	.....	Ditto .....	96 0 0	
Seaman (2) .....	.....	.....	Ditto .....	104 0 0	each.
Puntman (1) .....	.....	.....	Ditto .....	104 0 0	
Carpenter (1) .....	.....	.....	Ditto .....	144 0 0	
Tug "Scylla"—					
Master (1) .....	.....	.....	Ditto .....	144 0 0	
Engineer (1) .....	.....	.....	Ditto .....	144 0 0	
<sup>1</sup> Gives security to the amount of £300.					
<b>STEAM DREDGE "NEWCASTLE."</b>					
Engineer and Master.....	Alexander B. Portus <sup>1</sup> .....	1 June, 1875	Governor and Executive Council	352 0 0	1 Oct., 1865.
Mate (1) .....	.....	.....	.....	168 0 0	
Blacksmith (1) .....	.....	.....	.....	180 0 0	
Carpenter (1) .....	.....	.....	.....	144 0 0	
Engine-driver (1) .....	.....	.....	.....	144 0 0	
Stoker (1) .....	.....	.....	.....	144 0 0	
Hammerman (1) .....	.....	.....	.....	120 0 0	
Coxswains (2) .....	.....	.....	.....	120 0 0	each.
Winchman (1) .....	.....	.....	.....	120 0 0	
Laddersmen (2) .....	.....	.....	.....	104 0 0	"
Seamen (3) .....	.....	.....	.....	104 0 0	"
Oiler (1) .....	.....	.....	.....	104 0 0	"
Watchman (1) .....	.....	.....	.....	104 0 0	"
Cook (1) .....	.....	.....	.....	104 0 0	"
Nightwork—					
Second Engineer (1) .....	.....	.....	.....	240 0 0	
Second Mate (1) .....	.....	.....	.....	144 0 0	
Engine-driver (1) .....	.....	.....	.....	144 0 0	
Stoker (1) .....	.....	.....	.....	144 0 0	
Coxswains (2) .....	.....	.....	.....	120 0 0	"
Laddersmen (2) .....	.....	.....	.....	104 0 0	"
Seamen (2) .....	.....	.....	.....	104 0 0	"
Winchman (1) .....	.....	.....	.....	120 0 0	"
Oiler (1) .....	.....	.....	.....	104 0 0	"
Painter (1) .....	.....	.....	.....	132 0 0	"
2nd Hammerman (1) .....	.....	.....	.....	120 0 0	"
Tug "Ajax"—					
Master (1) .....	.....	.....	.....	240 0 0	
Engineer (1) .....	.....	.....	.....	240 0 0	
Mate (1) .....	.....	.....	.....	120 0 0	
Stokers (2) .....	.....	.....	.....	132 0 0	
Seamen (3) .....	.....	.....	.....	120 0 0	
Cook (1) .....	.....	.....	.....	104 0 0	"
Nightwork—					
Second Master (1) .....	.....	.....	.....	204 0 0	
2nd Engineer (1) .....	.....	.....	.....	216 0 0	
Mate (1) .....	.....	.....	.....	120 0 0	
Leading Stoker (1) .....	.....	.....	.....	132 0 0	
Stoker (1) .....	.....	.....	.....	120 0 0	
Seamen (3) .....	.....	.....	.....	104 0 0	"
<sup>1</sup> Gives security to the amount of £300.					
<b>CLARENCE RIVER DREDGE.</b>					
Engineer and Master.....	John Fyfe <sup>1</sup> .....	15 Nov., 1876	Secretary for Public Works .....	275 0 0	
Mate (1) .....	.....	.....	Engineer-in-Chief .....	156 0 0	
Engineer (1) .....	.....	.....	Ditto .....	144 0 0	
Coxswain (1) .....	.....	.....	Ditto .....	120 0 0	
Stoker (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (6) .....	.....	.....	Ditto .....	104 0 0	each.
Carpenter (1) .....	.....	.....	{ 5 at	60 0 0	
Blacksmith (1) .....	.....	.....	{ 1 at	144 0 0	
Striker (1) .....	.....	.....	Ditto .....	144 0 0	
Cook (1) .....	.....	.....	Ditto .....	104 0 0	
Watchman (1) .....	.....	.....	Ditto .....	104 0 0	
Night Crew—					
Engineer (1) .....	.....	.....	Ditto .....	168 0 0	
Mate (1) .....	.....	.....	Ditto .....	144 0 0	
Stoker (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (5) .....	.....	.....	Ditto .....	104 0 0	"
Coxswain (1) .....	.....	.....	Ditto .....	120 0 0	"
<sup>1</sup> Gives security to the amount of £300.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>SECRETARY FOR PUBLIC WORKS—HARBOURS AND RIVER NAVIGATION—continued.</b>					
<b>CLARENCE RIVER DREDGE—continued.</b>					
Tug "Hector"—					
Day Crew—					
Master (1) .....	.....	.....	Engineer-in-Chief .....	192 0 0	each.
Engineman (1) .....	.....	.....	Ditto .....	144 0 0	
Stoker (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (3) .....	.....	.....	Ditto .....	104 0 0	
Night Crew—					
Master (1) .....	.....	.....	Ditto .....	192 0 0	
Engineman (1) .....	.....	.....	Ditto .....	144 0 0	
Stoker (1) .....	.....	.....	Ditto .....	120 0 0	
Seamen (2) .....	.....	.....	Ditto .....	104 0 0	"
<b>STEAM DREDGE "ARCHIMEDES."</b>					
Engineer and Master					
Mate (1) .....	.....	.....	Engineer-in-Chief .....	156 0 0	"
Engineman (1) .....	.....	.....	Ditto .....	144 0 0	
Carpenter (1) .....	.....	.....	Ditto .....	144 0 0	
Fireman (1) .....	.....	.....	Ditto .....	120 0 0	
Coxswains (2) .....	.....	.....	Ditto .....	120 0 0	
Deck-hands (3) .....	.....	.....	Ditto .....	104 0 0	
Cook (1) .....	.....	.....	Ditto .....	104 0 0	
Watchman (1) .....	.....	.....	Ditto .....	104 0 0	
Boy (1) .....	.....	.....	Ditto .....	75 0 0	





## PART X.

## Postmaster General,

AND THE

DEPARTMENTS UNDER HIS SUPERVISION AND CONTROL.

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## POSTMASTER GENERAL.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.		Date of first Appointment under the Colonial Government.
				£	s. d.	
<b>POST OFFICE.</b>						
Postmaster General .....	John Fitzgerald Burns .....	9 Feb., 1875	Governor and Executive Council, by Commission.	1,500	0 0	9 Feb., 1875.
	succeeded by Saul Samuel, C.M.G. ....	22 Mar., 1877	Ditto .....	1,500	0 0	27 Oct., 1859.*
	succeeded by John Davies .....	18 Aug., 1877	Ditto .....	1,500	0 0	18 Aug., 1877.
	succeeded by John Fitzgerald Burns .....	19 Dec., 1877	Ditto .....	1,500	0 0	9 Feb., 1875.*
Secretary .....	Stephen Harbord Lambton .....	1 Sept., 1866	Ditto .....	800	0 0	6 Sept., 1852.
Accountant.....	Charles Nightingale .....	1 April, 1867	Governor and Executive Council	450	0 0	1 May, 1852.
Superintendent of Mail Branch.	Asher Australia Day .....	1 Feb., 1875	Ditto .....	450	0 0	1 Jan., 1858.
Chief Clerk.....	James Dalgarno .....	1 Jan., 1869	Ditto .....	450	0 0	22 Oct., 1860.
Cashier .....	Edwin Tyrrell Sayers <sup>1</sup> .....	1 Feb., 1875	Ditto .....	400	0 0	23 Mar., 1860.
	succeeded by Wallace Adams Ring .....	6 Feb., 1877	Ditto .....	400	0 0	20 Jan., 1854.
Clerks .....	Wallace Adams Ring <sup>2</sup> .....	1 April, 1862	Ditto .....	400	0 0	20 Jan., 1854.
	George P. Unwin .....	1 Mar., 1862	Ditto .....	400	0 0	9 May, 1861.
	John T. M'Mahon .....	17 April, 1862	Ditto .....	350	0 0	13 Mar., 1858.
				400	0 0	to 5 Feb.
				400	0 0	from 6 Feb.
	Wyndham J. Davies <sup>3</sup> .....	15 May, 1862	Ditto .....	300	0 0	15 May, 1862.
				300	0 0	to 5 Feb.
				350	0 0	from 6 Feb.
	Benjamin C. Bradshaw .....	1 Jan., 1854	Governor.....	300	0 0	8 Feb., 1853.
	Thomas Y. Harle.....	10 Oct., 1862	Governor and Executive Council	300	0 0	10 Oct., 1862.
				250	0 0	to 25 Mar.
				250	0 0	from 26 Mar.
	John Thompson .....	1 April, 1863	Ditto .....	300	0 0	1 April, 1863.
	William L. Carter .....	1 Nov., 1874	Ditto .....	250	0 0	1 Feb., 1871.
				300	0 0	to 5 Feb.
				300	0 0	from 6 Feb.
	George Barnett .....	3 July, 1865	Ditto .....	250	0 0	3 July, 1865.
				250	0 0	to 30 June.
				300	0 0	from 1 July.
	Joseph Clarke .....	24 Sept., 1866	Ditto .....	225	0 0	13 Feb., 1866.
				225	0 0	to 5 Feb.
				250	0 0	from 6 Feb. to 30 June.
				300	0 0	from 1 July.
	William E. Hope.....	26 June, 1865	Ditto .....	225	0 0	26 June, 1865.
				225	0 0	to 28 Feb.
				250	0 0	from 1 Mar. to 30 June.
				300	0 0	from 1 July.
	Gervas J. Ward .....	14 April, 1862	Ditto .....	250	0 0	14 April, 1862.
				250	0 0	to 30 June.
				300	0 0	from 1 July.
	Alfred C. Button.....	1 Mar., 1868	Ditto .....	250	0 0	17 July, 1857.
				250	0 0	to 30 June.
				300	0 0	from 1 July.
	Pierce Goold .....	1 Dec., 1871	Ditto .....	250	0 0	1 April, 1864.
	Henry Gale <sup>4</sup> .....	17 April, 1867	Ditto .....	250	0 0	5 Dec., 1856. <sup>4</sup>
	Henry Murdoch .....	20 Dec., 1866	Ditto .....	200	0 0	1 May, 1862. <sup>4</sup>
				200	0 0	to 5 Feb.
				225	0 0	from 6 Feb. to 30 June.
				250	0 0	from 1 July.
	Charles Clarke .....	1 Jan., 1868	Ditto .....	200	0 0	24 Sept., 1866.
				200	0 0	to 30 June.
				250	0 0	from 1 July.
	William B. Foster .....	1 Jan., 1871	Ditto .....	200	0 0	14 Mar., 1868.
				200	0 0	to 30 June.
				250	0 0	from 1 July.

<sup>1</sup> To 5 February—dismissed. Paddington.<sup>2</sup> To 5 February—promoted.<sup>3</sup> To 30 June—appointed a Postal Inspector.<sup>4</sup> To 28 February—appointed Postmaster.

\* Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>POSTMASTER GENERAL—POST OFFICE—continued.</b>							
Clerks—continued .....	Robert R. Iredale .....	1 Jan., 1871	Governor and Executive Council	175	0	0	16 Mar., 1869.
				to 5 Feb.			
				200 0 0			
				from 6 Feb. to 30 June.			
				250 0 0			
				from 1 July.			
	Thomas H. Balderstone ...	1 Jan., 1867	Ditto .....	225	0	0	1 July, 1856.
	Andrew Porter.....	1 May, 1867	Ditto .....	200	0	0	4 Mar., 1858.
				to 28 Feb.			
				225 0 0			
				from 1 Mar.			
	Frederick G. Davies .....	4 April, 1871	Ditto .....	175	0	0	1 June, 1870.
				to 14 Feb.			
				200 0 0			
				from 15 Feb. to 30 June.			
				225 0 0			
				from 1 July.			
	Samuel M. M. Dennis <sup>1</sup> ...	16 Mar., 1869	Ditto .....	200	0	0	1 June, 1868.
	Richard H. Crakanthorp....	5 May, 1865	Ditto .....	200	0	0	5 May, 1865.
	Robert Edward .....	1 Sept., 1872	Ditto .....	175	0	0	19 Mar., 1868.
				to 28 Feb.			
				200 0 0			
				from 1 Mar.			
	Charles Cavenagh .....	1 July, 1877	Ditto .....	200	0	0	21 Aug., 1876.
	Edward S. Tribe .....	1 Sept., 1872	Ditto .....	175	0	0	26 April, 1871.
				to 30 June.			
				200 0 0			
				from 1 July.			
	Andrew J. Arndell .....	1 Jan., 1873	Ditto .....	175	0	0	22 Oct., 1872.
				to 30 June.			
				200 0 0			
				from 1 July.			
	Edwin Lloyd .....	1 Feb., 1873	Ditto .....	175	0	0	1 Feb., 1873.
				to 30 June.			
				200 0 0			
				from 1 July.			
	Walter M'Clintock .....	18 Oct., 1876	Ditto .....	175	0	0	1 Jan., 1874.
	Patrick Durkan .....	1 Jan., 1874	Ditto .....	150	0	0	1 Mar., 1873.
				to 5 Feb.			
				175 0 0			
				from 6 Feb.			
	George Read.....	1 April, 1874	Ditto .....	150	0	0	14 Mar., 1872. <sup>6</sup>
				to 14 Feb.			
				175 0 0			
				from 15 Feb.			
	Thomas S. J. Rigg .....	1 April, 1874	Ditto .....	150	0	0	9 Feb., 1874.
				to 28 Feb.			
				175 0 0			
				from 1 Mar.			
	Edward B. Seymour .....	1 April, 1874	Ditto .....	150	0	0	1 Nov., 1872.
				to 30 June.			
				175 0 0			
				from 1 July.			
	Francis de Costa Aria.....	1 Jan., 1875	Ditto .....	150	0	0	21 April, 1874.
				to 30 June.			
				175 0 0			
				from 1 July.			
	Reginald L. de C. Russell.	1 Jan., 1875	Ditto .....	150	0	0	1 Aug., 1873.
				to 30 June.			
				175 0 0			
				from 1 July.			
	Augustine J. M'Dermott....	10 Mar., 1875	Ditto .....	132	0	0	8 April, 1874.
				to 5 Feb.			
				150 0 0			
				from 6 Feb.			
	Charles A. Ord.....	1 May, 1875	Ditto .....	132	0	0	1 Nov., 1873.
				to 14 Feb.			
				150 0 0			
				from 15 Feb.			
	George L. Little .....	1 May, 1875	Ditto .....	132	0	0	1 May, 1873.
				to 28 Feb.			
				150 0 0			
				from 1 Mar.			
	Patrick J. Foley .....	10 May, 1875	Ditto .....	132	0	0	10 May, 1875.
				to 30 June.			
				150 0 0			
				from 1 July.			
	James M'Neilly .....	14 July, 1875	Ditto .....	132	0	0	14 July, 1875.
				to 30 June.			
				150 0 0			
				from 1 July.			

<sup>1</sup> To 14 February—appointed Postmaster, Goulburn.<sup>6</sup> Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>POSTMASTER GENERAL—POST OFFICE—continued.</b>					
Clerks—continued	Hamilton Jacob	8 July, 1875	Governor and Executive Council	132 0 0 to 30 June.	5 May, 1875.
	William F. West	1 Jan., 1874	Ditto	150 0 0 from 1 July.	
	John J. Haynes <sup>1</sup>	7 July, 1875	Ditto	132 0 0	7 May, 1872.
	Henry W. R. Holmes	1 April, 1875	Ditto	132 0 0	14 May, 1875.
	Francis G. Langstaff	1 July, 1876	Ditto	132 0 0	12 Dec., 1871.
	John R. H. Gibbons	1 Jan., 1874	Ditto	100 0 0 to 19 Jan.	14 Jan., 1875.
	John S. Richardson	1 Nov., 1875	Ditto	132 0 0 from 20 Jan. 100 0 0 to 5 Feb.	22 April, 1872.
	Henry Davies	6 Sept., 1876	Ditto	132 0 0 from 6 Feb.	1 Nov., 1875.
	Thomas B. Grainger	27 Nov., 1876	Ditto	100 0 0 to 14 Feb.	24 Feb., 1875.
	Francis Butler	1 Oct., 1875	Ditto	132 0 0 from 15 Feb. 100 0 0 to 28 Feb.	30 Oct., 1876.
	John Overmyer	10 Dec., 1875	Ditto	132 0 0 from 1 Mar. 100 0 0 to 31 May.	1 Sept., 1875.
	Patrick O'Connor	14 Dec., 1875	Ditto	132 0 0 from 1 June. 100 0 0 to 30 June.	10 Dec., 1875.
	George M'Gibbon	1 July, 1876	Ditto	132 0 0 from 1 July. 100 0 0 to 30 June.	14 Dec., 1875.
	William O'Neill <sup>2</sup>	15 Aug., 1876	Ditto	132 0 0 from 1 July. 100 0 0 to 30 June.	7 Dec., 1875.
	William W. Ring <sup>3</sup>	1 Oct., 1875	Ditto	100 0 0	17 May, 1875.
	Charles Brady	1 July, 1876	Ditto	100 0 0	10 Aug., 1875.
	Albert Landers	1 July, 1876	Ditto	100 0 0	27 May, 1875.
	James A. B. Fry <sup>4</sup>	1 Dec., 1876	Ditto	100 0 0	26 Jan., 1876.
	Noel Anderson	20 Jan., 1877	Ditto	100 0 0	1 Dec., 1876.
	John F. Doherty	6 Feb., 1877	Ditto	100 0 0	8 Jan., 1875.
	Walter W. Ryan	15 Feb., 1877	Ditto	100 0 0 75 0 0 to 30 June. 100 0 0 from 1 July.	20 Mar., 1874.
	Herbert C. R. Doyle	1 Mar., 1877	Ditto	75 0 0 to 30 June. 100 0 0 from 1 July.	10 Dec., 1875.
	John Robinson	26 Mar., 1877	Ditto	100 0 0	28 Aug., 1876.
	Frank Quirk	13 May, 1877	Ditto	100 0 0	16 Feb., 1877.
	George Sims	1 July, 1877	Ditto	100 0 0	1 Aug., 1874.
	Charles Forsyth	1 July, 1877	Ditto	100 0 0	4 Dec., 1876.
	Pierce J. Heally	4 Aug., 1877	Ditto	100 0 0	1 Dec., 1876.
	James W. Kenny	1 July, 1877	Ditto	100 0 0	10 April, 1874.
	John N. Mason	1 July, 1877	Ditto	75 0 0	14 Feb., 1877.
	Charles E. Williams	17 July, 1877	Ditto	75 0 0	4 June, 1877.
Postal Inspectors <sup>5</sup>	William Buchanan	1 Feb., 1875	Ditto	75 0 0 75 0 0 to 30 June. 450 0 0 from 1 July.	17 July, 1877.
	Gabriel de Milhau	1 Jan., 1867	Ditto	350 0 0 to 30 June. 450 0 0 from 1 July.	6 May, 1852.
	Vickers Moyse	1 Jan., 1873	Ditto	350 0 0 to 30 June. 450 0 0 from 1 July.	11 Oct., 1866.
	Wyndham J. Davies	1 July, 1877	Ditto	350 0 0 to 30 June. 450 0 0 from 1 July.	1 Jan., 1867.
Shipping Clerk (1) <sup>6</sup>			Postmaster General	450 0 0	15 May, 1862.
Messenger (1) <sup>7</sup>			Ditto	150 0 0	
Extra Shipping Messenger (1)			Ditto	120 0 0	
				52 0 0	

<sup>1</sup> To 12 May—deceased. <sup>2</sup> To 14 February—appointed Postmaster at Parramatta-street. <sup>3</sup> To 30 June—resigned. <sup>4</sup> Allowed £25 per annum from 1 November for services as a shorthand writer. <sup>5</sup> Each allowed an equipment allowance of £100 per annum to 30 June; allowed also 3s. 6d. per diem for each hour, not exceeding two, when in town, and 30s. per diem when travelling on duty. <sup>6</sup> Allowed £60 per annum for house rent; also allowed a cap, summer coat, two pairs of blue cloth trousers, one pair of blue serge trousers, and a waterproof cape. <sup>7</sup> Allowed a cap, summer coat, two pairs of blue cloth trousers, one pair of blue serge trousers, and a waterproof cape.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>POSTMASTER GENERAL—POST OFFICE—continued.</b>					
Stampers and Sorters (26)...	.....	.....	Postmaster General.....	{ 1 at 175 0 0 4 at 150 0 0 21 at 132 0 0	each.
Mail Guards (10) <sup>1</sup> .....	.....	.....	Ditto.....	150 0 0	"
Railway Mail Sorters (10) <sup>2</sup> .....	.....	.....	Ditto.....	150 0 0	"
Letter Carriers (97) <sup>3</sup> .....	.....	.....	Ditto.....	{ 13 at 144 0 0 23 at 132 0 0 35 at 120 0 0 26 at 108 0 0 1 <sup>4</sup> at 120 0 0	"
Messengers (4).....	.....	.....	Ditto.....	{ 2 at 108 0 0 1 at 104 0 0	"
Ditto, Boys (3) <sup>5</sup> .....	.....	.....	Ditto.....	75 0 0	"
Mail Boys (17) <sup>6</sup> .....	.....	.....	Ditto.....	{ 6 at 78 0 0 11 at 50 0 0	"
Mechanic for Gas Fittings, &c. (1).....	.....	.....	Ditto.....	150 0 0	"
Storeman (1).....	.....	.....	Ditto.....	108 0 0	"
Groom (1).....	.....	.....	Ditto.....	104 0 0	"
Officekeeper (1) <sup>7</sup> .....	.....	.....	Ditto.....	61 0 0	"
1st class Detective (1).....	.....	1 July, 1877	Ditto.....	0 10 6	per diem.
Constables (3).....	.....	.....	.....	0 7 0	each.
Female and Boy Servants (7).....	.....	.....	Ditto.....	{ 4 at 39 0 0 1 at 52 0 0 2 at 26 0 0	each.
<b>OFFICIAL POSTMASTERS, &amp;C.</b>					
<b>Suburban Offices—</b>					
Balmain.....	Catherine Chape <sup>8</sup> .....	1 April, 1874	Governor and Executive Council	150 0 0	1 April, 1874.
Haymarket.....	William Henry Hunt <sup>9</sup> .....	1 Mar., 1877	Ditto.....	150 0 0	27 April, 1867.
Glebe.....	Minnie L. Knott <sup>10</sup> .....	21 Sept., 1877	Postmaster General.....	25 0 0	16 Mar., 1875.
Hunter's Hill.....	Rachel Lilla Twentyman <sup>11</sup> .....	1 Aug., 1875	Ditto.....	26 0 0	1 July, 1876.
				to 18 Nov. 52 0 0 from 19 Nov.	
Manly.....	Louise F. Stephen <sup>12</sup> .....	1 Mar., 1876	Ditto.....	52 0 0	1 Mar., 1876.
Newtown.....	George West <sup>13</sup> .....	1 Aug., 1873	Governor and Executive Council	150 0 0	1 Aug., 1873.
Oxford-street <sup>14</sup> .....	Abraham Leopold Levy <sup>15</sup> .....	1 Aug., 1873	Ditto.....	150 0 0	19 May, 1873.
	succeeded by				
Charles B. Cuttriss.....	15 Feb., 1877	Ditto.....	150 0 0	21 Jan., 1858.	
William Henry Hunt <sup>16</sup> .....	1 Aug., 1873	Ditto.....	150 0 0	27 April, 1867.	
	succeeded by				
Henry Gale.....	1 Mar., 1877	Ditto.....	150 0 0	5 Dec., 1856. <sup>6</sup>	
Randwick.....	Angelina Dargin <sup>17</sup> .....	1 Mar., 1877	Postmaster General.....	22 0 0	8 Mar., 1875.
				from 19 April.	
Parramatta-street <sup>14</sup> .....	Thomas William H. Dee <sup>18</sup> .....	1 Aug., 1873	Governor and Executive Council	150 0 0	23 April, 1867.
	succeeded by				
William O'Neill.....	15 Feb., 1877	Ditto.....	150 0 0	17 May, 1875.	
James Scrowcroft <sup>14</sup> .....	1 July, 1875	Ditto.....	150 0 0	7 Sept., 1861.	
Redfern.....	Charles J. Booty <sup>14</sup> .....	1 Mar., 1876	Ditto.....	150 0 0	8 Aug., 1870.
St. Leonards.....	Ion B. Bossley <sup>14</sup> .....	1 Aug., 1873	Ditto.....	150 0 0	28 Aug., 1861. <sup>9</sup>
William-street.....	Lizzie Isaac <sup>14</sup> .....	3 July, 1876	Postmaster General.....	52 0 0	3 July, 1876.
Waverley.....					
<b>Country Districts—</b>					
Albury.....	Thomas H. Stone <sup>19</sup> .....	1 May, 1864	Governor and Executive Council	263 0 0	1 April, 1854.
Armidale.....	John W. Emblin <sup>19</sup> .....	15 Oct., 1862	Ditto.....	247 0 0	15 Oct., 1862.
Bathurst.....	William G. Thompson <sup>20</sup> .....	1 Oct., 1866	Ditto.....	300 0 0	1 Aug., 1863.
Deniliquin.....	William Owen <sup>21</sup> .....	1 Mar., 1876	Ditto.....	225 0 0	25 Nov., 1872.
East Maitland.....	Richard Browne <sup>22</sup> .....	24 Jan., 1876	Postmaster General.....	153 0 0	24 Jan., 1876.
Goulburn.....	Charles B. Cuttriss <sup>23</sup> .....	1 July, 1875	Governor and Executive Council	300 0 0	21 Jan., 1858.
	succeeded by				
Samuel M. M. Dennis <sup>24</sup> .....	15 Feb., 1877	Ditto.....	300 0 0	1 June, 1868.	
Mudgee.....	Charles H. Grant <sup>24</sup> .....	1 Sept., 1875	Ditto.....	210 0 0	21 April, 1858.
Newcastle.....	William Thompson <sup>25</sup> .....	1 Sept., 1862	Ditto.....	330 0 0	30 Jan., 1855.
Parramatta <sup>26</sup> .....	Henry Rose <sup>27</sup> .....	1 Jan., 1870	Postmaster General.....	161 0 0	1 Jan., 1868.
	succeeded by				
Thomas William H. Dee.....	15 Feb., 1877	Governor and Executive Council	160 0 0	23 April, 1867.	
Penrith.....	Charles H. Kellett <sup>28</sup> .....	1 Oct., 1873	Ditto.....	200 0 0	1 Oct., 1873.
West Maitland.....	Eliza B. Daly <sup>29</sup> .....	18 Feb., 1853	Ditto.....	262 0 0	18 Feb., 1853.
Yass.....	William C. Johnson <sup>30</sup> .....	1 Dec., 1871	Ditto.....	200 0 0	1 Oct., 1857.

<sup>1</sup> Two receive a travelling allowance of 15s. per week each, and eight an allowance of 2s. per diem each when on duty; each allowed a cap, summer coat, two pairs blue cloth trousers, one pair blue serge trousers, and a waterproof cape. <sup>2</sup> Two receive a travelling allowance of 15s. per week each, and eight an allowance of 2s. per diem each when on duty. <sup>3</sup> Each allowed a cap, summer coat, two pairs blue cloth trousers, one pair blue serge trousers, and a waterproof cape; and the Letter Carriers at Albury, Bathurst (1), Goulburn, Hill End, Morpeth, Mudgee, Newcastle (2), Parramatta (2), St. Leonards (1), Singleton, Wagga Wagga (1), Wallend, Waterloo, Waverley, West Maitland (2), Alexandria, Balmain, and Grafton (2), allowed 2s. per diem; the one at Tamworth, 3s. per diem; the one at East Maitland, 4s. per diem; the one at Armidale, 25s. per annum; one at Newcastle, £26 per annum; the one at Wickham, £51 10s. per annum; the one at Windsor, £20 per annum; and one at Parramatta, £41 10s. per annum, in lieu of forage. <sup>4</sup> Allowed £12 per annum in lieu of quarters. <sup>5</sup> Each allowed a cap, two cloth jackets, two pairs blue cloth trousers, and one pair blue serge trousers. <sup>6</sup> Each allowed a cap, a summer coat, two pairs of Bedford cord trousers, and one pair blue serge trousers. <sup>7</sup> Allowed quarters, fuel, and light. <sup>8</sup> Allowed £50 per annum for house rent; also fuel and light, and 5 per cent. commission on the sale of postage stamps, and a commission on money orders and Savings' Bank business. <sup>9</sup> Allowed quarters, fuel, and light; also 5 per cent. commission on the sale of postage stamps, and a commission on money orders and Savings' Bank business. <sup>10</sup> Allowed quarters, fuel, and light; also 5 per cent. commission on the sale of postage stamps, and a commission on money orders and Savings' Bank business. <sup>11</sup> Allowed £25 per annum for house rent, and 5 per cent. commission on the sale of postage stamps. <sup>12</sup> Allowed quarters; also £5 per annum for postage of mails, and a commission of 5 per cent. on the sale of postage stamps, and a commission on money order and Savings' Bank business. <sup>13</sup> Allowed £25 per annum for house rent; also fuel and light, and 5 per cent. commission on the sale of postage stamps, and a commission on money order and Savings' Bank business. <sup>14</sup> Allowed quarters, fuel, and light; also 5 per cent. commission on the sale of postage stamps, and a commission on money order and Savings' Bank business. <sup>15</sup> Allowed quarters, fuel, and light; also 5 per cent. commission on the sale of postage stamps, and a commission on money order and Savings' Bank business. <sup>16</sup> Dismissed, 5 February. <sup>17</sup> To 28 February—appointed Postmaster at Haymarket. <sup>18</sup> Allowed quarters; also 5 per cent. commission on the sale of postage stamps, and a commission on money orders. <sup>19</sup> To 14 February—appointed Postmaster, Parramatta. <sup>20</sup> Allowed quarters; also £5 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>21</sup> Allowed £120 per annum for house rent, £4 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>22</sup> Allowed quarters and £2 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>23</sup> Allowed quarters and £20 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>24</sup> To 14 February—appointed Postmaster, Oxford-street. <sup>25</sup> Allowed quarters and £25 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>26</sup> Allowed quarters and £4 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>27</sup> To 14 February—disrupted to position of Mail Guard. <sup>28</sup> Allowed quarters and £4 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>29</sup> Allowed £32 10s. per annum for house rent and £3 per annum for fuel and light. <sup>30</sup> Allowed quarters and £5 per annum for fuel and light, and 5 per cent. commission on sale of postage stamps. <sup>31</sup> Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>POSTMASTER GENERAL—POST OFFICE—continued.</b>					
Assistant Postmasters—					
Albury (1st Assistant)	William Keohan	23 Mar., 1875	Postmaster General	175 0 0	23 Mar., 1875.
(2nd Assistant)	John George Elliott	8 May, 1876	Ditto	100 0 0	8 May, 1876.
Bathurst (1st Assistant)	Charles E. Dale	1 Aug., 1872	Ditto	175 0 0	1 Aug., 1872.
(2nd Assistant)	Jabez Hambley	1 Feb., 1874	Ditto	100 0 0	1 Feb., 1874.
(3rd Assistant)	Peter Martin	28 July, 1876	Ditto	104 0 0	7 Oct., 1875.
Deniliquin (1st Assistant)	William R. Bowen	18 Jan., 1875	Ditto	175 0 0	18 Jan., 1875.
(2nd Assistant)	Richard Fetherstone	1 June, 1876	Ditto	75 0 0	1 June, 1876.
Goulburn (1st Assistant)	Thomas P. Burgis <sup>1</sup>	15 May, 1875	Ditto	175 0 0	16 Sept., 1872.
(2nd Assistant)	William G. Ledsam <sup>1</sup>	14 May, 1875	Ditto	150 0 0	14 May, 1875.
(3rd Assistant)	John R. Eastcott	5 Feb., 1877	Ditto	100 0 0	1 Mar., 1875.
				to 13 Aug.	
				120 0 0	
				from 14 Aug.	
Mudgee (Assistant)	Thomas J. Lynch	1 Jan., 1877	Ditto	100 0 0	1 Oct., 1876.
Newcastle (1st Assistant)	Joseph Lee	1 Sept., 1872	Governor and Executive Council	175 0 0	1 June, 1868.
(2nd Assistant)	Joseph Thompson	1 Aug., 1873	Postmaster General	75 0 0	1 Aug., 1873.
				to 31 Jan.	
				100 0 0	
				from 1 Feb.	
(3rd Assistant)	Charles E. Nicholson	13 Dec., 1876	Ditto	75 0 0	26 July, 1876.
(4th Assistant)	Louis Emanuel	29 Dec., 1875	Ditto	150 0 0	29 Dec., 1875.
(and Stamper and Sorter).					
Parramatta (1st Assistant)	John Ashley	1 Aug., 1877	Ditto	104 0 0	7 June, 1875.
(2nd Assistant)	C. H. Dee	15 Feb., 1877	Ditto	50 0 0	15 Feb., 1877.
Yass (Assistant)	Robert G. Smith	1 Jan., 1877	Ditto	75 0 0	1 Jan., 1877.

<sup>1</sup> Allowed £35 per annum in lieu of quarters.  
 Note.—Security is given by the following officers:—Secretary, Superintendent of Mail Branch, Chief Clerk, and Cashier, each £1,000; Accountant, £500; Clerks, Postal Inspectors, Shipping Clerk, Shipping Messenger, Stammers and Sorters, Mail Guards, Railway Mail Sorters, Letter-carriers, Messengers, Boy Messengers, Mail-boys, Boy Servants, Mechanic, Storeman, Groom and Officekeeper, each £100; Official Postmasters at Balmain, Manly, Redfern, William-street, Paddington (Mr. Gale), Newtown, Albury, Armidale, Bathurst, Goulburn (Mr. Dennis), Penrith, and West Maitland, each £200; Hunter's Hill, £200; Waverley, Randwick, East Maitland, and Newcastle, each £400; the other Postmasters each £300, and the Assistant Postmasters, each £100.

**MONEY ORDER OFFICE.**

Superintendent	Francis William Hill	26 June, 1865	Governor and Executive Council	600 0 0	5 Aug., 1850.
Chief Clerk	Andrew James Doak	1 July, 1875	Ditto	350 0 0	1 Feb., 1864.
Clerks	Arthur Robert Docker	1 Jan., 1867	Ditto	350 0 0	1 Jan., 1867.
	William Burnet	17 April, 1867	Ditto	300 0 0	17 April, 1867.
	William Palgrave Simpson	1 July, 1866	Ditto	200 0 0	1 July, 1866.
	William A. Uhr	1 Mar., 1869	Ditto	200 0 0	1 July, 1866.
	Alexander Blackmore	1 July, 1875	Ditto	200 0 0	1 Mar., 1869.
	Edwin B. F. Lumsdaine	1 Nov., 1872	Ditto	150 0 0	1 May, 1872.
	Walter Moyse	1 April, 1874	Ditto	150 0 0	10 Aug., 1871.
	John Joseph Mooney	1 June, 1875	Ditto	100 0 0	1 June, 1875.
	Robert Kay <sup>1</sup>	1 July, 1875	Ditto	100 0 0	1 July, 1875.
Messenger (1) <sup>2</sup>			Postmaster General	100 0 0	
Officekeeper (1) <sup>2</sup>			Ditto	25 0 0	

<sup>1</sup> To 11 August—resigned. <sup>2</sup> Allowed quarters, fuel, and light.  
 Note.—The following officers give security:—Superintendent, £2,000; Chief Clerk, £400; Mr. Docker, £500; Messrs. Burnet, Simpson, and Uhr, each £400.

**ELECTRIC TELEGRAPHS.**

Chief Telegraph Office—					
Superintendent	Edward Charles Cracknell <sup>1</sup>	15 Jan., 1861	Governor and Executive Council, by Commission.	800 0 0	1 Jan., 1858.
Assistant Superintendent	Philip B. Walker <sup>2</sup>	1 Jan., 1866	Governor and Executive Council	450 0 0	18 Feb., 1858.
Accountant	Andrew M'Crackan <sup>3</sup>	1 Aug., 1873	Ditto	300 0 0	1 May, 1861.
Book-keeper	Harry C. Usher	1 Mar., 1876	Ditto	275 0 0	17 Aug., 1864.
Clerk	David C. Coote	2 April, 1876	Ditto	200 0 0	1 June, 1874.
Record Clerk	Edward Dean	1 Mar., 1874	Ditto	150 0 0	1 Mar., 1874.
				to 16 June.	
				200 0 0	
				from 17 June.	
Corresponding Clerk	Charles Cavenagh <sup>4</sup>	21 Aug., 1876	Ditto	200 0 0	21 Aug., 1876.
	succeeded by				
	Stephen P. Moylan	17 June, 1877	Ditto	150 0 0	6 Aug., 1876.
Clerks	Edward W. Bramble	1 April, 1877	Ditto	150 0 0	1 Sept., 1872.
	Thomas W. Ferris	23 June, 1877	Postmaster General	150 0 0	23 June, 1877.
Booking Clerks	John R. Miles	13 May, 1861	Governor and Executive Council	300 0 0	27 April, 1856.
	Francis W. Hulme	1 July, 1877	Ditto	250 0 0	1 Nov., 1867.
	Gregory Board	16 Feb., 1870	Ditto	175 0 0	1 April, 1869.
	Frederick C. Freeman	1 May, 1874	Ditto	150 0 0	1 Jan., 1872.
				to 30 June.	
				200 0 0	
				from 1 July.	
	John W. Miller	3 Feb., 1875	Ditto	150 0 0	1 May, 1873.
				to 30 June.	
				200 0 0	
				from 1 July.	
	Stephen P. Moylan <sup>5</sup>	6 Aug., 1876	Ditto	120 0 0	6 Aug., 1876.
				to 31 March.	
				150 0 0	
				from 1 April.	

<sup>1</sup> Allowed £100 per annum in lieu of equipment. Gives security to the amount of £500. Absent on leave to 31 January. <sup>2</sup> Allowed £75 per annum for house rent. Gives security to the amount of £200. Acting Superintendent from 1 to 31 January. <sup>3</sup> Gives security to the amount of £1,000. <sup>4</sup> To 16 June—resigned. <sup>5</sup> To 16 June—see above.

## NEW SOUTH WALES—1877.

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Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.	
				£ s. d.		
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>						
<i>Chief Telegraph Office—continued.</i>						
<i>Booking Clerks—continued.</i>	Eugene M'Carthy .....	1 Aug., 1877	Postmaster General .....	100 0 0	1 Aug., 1877.	
	William G. Anderson .....	2 April, 1876	Ditto .....	150 0 0	2 April, 1876.	
	Daniel J. O'Connor .....	23 Nov., 1876	Ditto .....	100 0 0	23 Nov., 1876.	
	Thomas Sinclair .....	1 Mar., 1877	Governor and Executive Council	104 0 0	1 Mar., 1877.	
	Thomas Griffiths .....	1 June, 1877	Ditto .....	104 0 0	1 June, 1877.	
	George Johnson .....	3 Sept., 1877	Ditto .....	100 0 0	3 Sept., 1877.	
	Frederick W. Knight .....	1 Sept., 1877	Ditto .....	52 0 0	1 Sept., 1877.	
	Henry H. Torr .....	1 Oct., 1877	Ditto .....	52 0 0	1 Oct., 1877.	
	<i>Chief Operating Room—</i>					
	Manager .....	William Wilson <sup>1</sup> .....	1 Jan., 1873	Ditto .....	300 0 0	1 Nov., 1858.
	Telegraph Instructors .....	John V. Dalgarno <sup>2</sup> .....	1 Jan., 1874	Ditto .....	250 0 0	9 Jan., 1860.
		William H. McGuire .....	11 April, 1876	Ditto .....	250 0 0	1 Jan., 1860.
	Check Clerk .....	John J. R. Ferris .....	1 Mar., 1876	Ditto .....	200 0 0	18 Nov., 1861.
	Operators .....	John J. Hunt .....	1 Oct., 1869	Ditto .....	200 0 0	16 Mar., 1861.
		Ralph S. P. Clay .....	6 June, 1876	Ditto .....	200 0 0	1 Jan., 1875.
	James Curry <sup>3</sup> .....	1 Mar., 1873	Ditto .....	200 0 0	18 Nov., 1861.	
	succeeded by					
	Richard C. Wills .....	11 July, 1877	Ditto .....	200 0 0	9 Dec., 1858.	
	Francis W. Hulme <sup>4</sup> .....	1 Mar., 1872	Ditto .....	200 0 0	1 Nov., 1867.	
	succeeded by					
	William J. Parsons .....	1 July, 1877	Ditto .....	200 0 0	1 Jan., 1872.	
	Charles T. Morgan .....	1 June, 1875	Ditto .....	200 0 0	1 June, 1863.	
	Henry Corbett .....	1 Sept., 1872	Ditto .....	200 0 0	1 Oct., 1869.	
	Thomas Hammond .....	13 May, 1873	Ditto .....	200 0 0	11 Dec., 1872.	
	Henry Robinson .....	1 June, 1873	Ditto .....	200 0 0	1 Dec., 1869.	
	Charles J. Murphy .....	1 Jan., 1874	Ditto .....	200 0 0	1 Dec., 1870.	
	Edwin J. Young .....	1 Feb., 1875	Ditto .....	200 0 0	5 Jan., 1872.	
	John Nelson .....	7 Mar., 1876	Ditto .....	200 0 0	13 May, 1873.	
	Percy Clay .....	1 Mar., 1875	Ditto .....	200 0 0	1 Mar., 1875.	
	Henry J. Sykes .....	26 Oct., 1876	Ditto .....	200 0 0	1 Mar., 1871.	
	Michael W. Maloney .....	1 June, 1874	Ditto .....	200 0 0	1 June, 1874.	
	Francis Bussell .....	6 June, 1876	Ditto .....	150 0 0	1 Sept., 1873.	
	Henry Martin .....	1 Mar., 1874	Ditto .....	150 0 0	1 April, 1872.	
	John Nesbitt, junr. ....	1 Jan., 1874	Ditto .....	150 0 0	1 Feb., 1872.	
	Edward W. Bramble <sup>5</sup> .....	6 June, 1876	Ditto .....	150 0 0	1 Sept., 1872.	
	succeeded by					
	George Rae .....	1 April, 1877	Ditto .....	150 0 0	1 June, 1875.	
	Henry Williams .....	6 June, 1876	Ditto .....	150 0 0	1 Jan., 1874.	
	Michael Howard .....	1 Mar., 1875	Ditto .....	150 0 0	1 Mar., 1875.	
	William C. Rush .....	26 Oct., 1876	Ditto .....	150 0 0	1 April, 1874.	
	George Gresty .....	6 June, 1876	Ditto .....	150 0 0	1 Oct., 1874.	
	Philip De Gruchy .....	1 Sept., 1875	Ditto .....	150 0 0	1 Sept., 1875.	
	Frank P. Brewer .....	1 April, 1874	Ditto .....	150 0 0	1 Feb., 1873.	
	Albion C. Croft .....	16 April, 1875	Ditto .....	150 0 0	16 April, 1875.	
	Alexander A. Direks .....	1 Sept., 1873	Ditto .....	150 0 0	1 April, 1873.	
	Percy Eldershaw .....	8 May, 1876	Ditto .....	150 0 0	1 Sept., 1873.	
	John Parsons .....	1 April, 1873	Ditto .....	150 0 0	1 April, 1873.	
	George H. Martin .....	15 Feb., 1876	Ditto .....	150 0 0	15 Feb., 1875.	
	Charles Chapple <sup>6</sup> .....	6 May, 1876	Ditto .....	150 0 0	1 Mar., 1872.	
	succeeded by					
	Robert W. Arnott .....	1 Oct., 1877	Ditto .....	150 0 0	3 June, 1876.	
	William J. Parsons <sup>7</sup> .....	1 April, 1877	Ditto .....	150 0 0	1 Jan., 1872.	
	William J. Aubin .....	13 Sept., 1876	Ditto .....	150 0 0	1 Aug., 1875.	
	Henry Burrows .....	26 Oct., 1876	Ditto .....	120 0 0	3 Feb., 1875.	
				to 30 June.		
				150 0 0		
				from 1 July.		
	Christopher Shepherd .....	1 Sept., 1875	Ditto .....	104 0 0	1 Sept., 1875.	
				to 30 June.		
				150 0 0		
				from 1 July.		
	Dugald McLean .....	1 May, 1877	Ditto .....	120 0 0	1 July, 1875.	
	William A. Blackstone .....	1 June, 1877	Ditto .....	120 0 0	1 Oct., 1874.	
	William F. Corbett .....	1 July, 1877	Ditto .....	120 0 0	1 June, 1874.	
	William Jenkins .....	10 Mar., 1876	Ditto .....	104 0 0	1 Oct., 1874.	
	George Rae <sup>8</sup> .....	1 June, 1875	Ditto .....	104 0 0	1 June, 1875.	
	Gustave Angles .....	1 Oct., 1874	Ditto .....	104 0 0	1 Sept., 1873.	
	Robert W. Arnott <sup>9</sup> .....	3 June, 1876	Ditto .....	104 0 0	3 June, 1876.	
	succeeded by					
	William B. Nesbitt .....	1 Oct., 1877	Ditto .....	104 0 0	1 Jan., 1875.	
	William G. Drew <sup>10</sup> .....	24 June, 1876	Ditto .....	104 0 0	24 June, 1876.	
	Benjamin Cox .....	1 June, 1877	Ditto .....	104 0 0	14 Oct., 1874.	
	William Wheatley .....	1 June, 1877	Ditto .....	104 0 0	1 June, 1877.	
	Richard P. Martin .....	14 Dec., 1877	Ditto .....	104 0 0	14 Dec., 1877.	
	James Cormick .....	14 Dec., 1877	Ditto .....	104 0 0	14 Dec., 1877.	
	Frank Whysall .....	1 Dec., 1875	Ditto .....	52 0 0	1 Dec., 1875.	
				to 31 Aug.		
				104 0 0		
				from 1 Sept.		

<sup>1</sup> Allowed £50 per annum for house rent. <sup>2</sup> To 10 July—appointed Station-master, Goulburn. <sup>3</sup> To 30 September—appointed Station-master, Hill End.

<sup>4</sup> To 31 March—promoted. <sup>5</sup> To 30 June—promoted. <sup>6</sup> To 31 March—promoted.

<sup>7</sup> To 30 September—promoted. <sup>8</sup> To 31 May—appointed to Parramatta.



Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
Chief Telegraph Office— <i>contd.</i>					
Operators— <i>contd.</i>	George Cleland	1 Dec., 1875	Governor and Executive Council	52 0 0 to 31 Aug. 104 0 0 from 1 Sept.	1 Dec., 1875.
	Ferdinand A. Tighe	1 Jan., 1877	Ditto	52 0 0 to 30 Sept. 104 0 0 from 1 Oct.	1 Nov., 1875.
	Edward J. Haslingden	1 Sept., 1877	Ditto	100 0 0	26 April, 1876.
	Arthur S. Cooper <sup>1</sup>	6 June, 1876	Ditto	75 0 0	6 June, 1876.
	Frank Waller	1 July, 1875	Ditto	75 0 0	1 July, 1875.
	Frederick Burgess <sup>2</sup>	1 Jan., 1877	Ditto	75 0 0	1 Aug., 1875.
	Robert Watson	1 Nov., 1877	Ditto	75 0 0	1 Nov., 1877.
	James M'Grath <sup>3</sup>	1 Nov., 1875	Ditto	52 0 0	1 Nov., 1875.
	Stanton C. Crouch <sup>4</sup>	1 Jan., 1877	Ditto	52 0 0	1 Dec., 1875.
	Edward A. Redman <sup>5</sup>	1 July, 1877	Ditto	52 0 0	1 June, 1877.
	Robert Thomson <sup>6</sup>	20 April, 1876	Ditto	52 0 0	20 April, 1876.
Instrument Room— Instrument Fitter	Gustave Kopsch	15 Mar., 1861	Ditto	350 0 0	15 Mar., 1861.
Assistant Instrument Fitters.	Charles Unbehaun <sup>7</sup>	3 Mar., 1873	Ditto	200 0 0	3 Mar., 1873.
	Augusta Gross	1 Jan., 1872	Ditto	200 0 0	1 Jan., 1872.
	Carl Simmatt	2 Nov., 1875	Ditto	150 0 0	2 Nov., 1875.
	Samuel South	26 May, 1875	Ditto	150 0 0	26 May, 1875.
	John Pollard	1 June, 1875	Ditto	52 0 0	1 June, 1875.
	Henry Frost	12 April, 1877	Postmaster General	10/- per diem	12 April, 1877.
	Richard Street	1 Oct., 1877	Ditto	10/- per diem	1 Oct., 1875.
Batteryman (1)				150 0 0	
Line Repairer	Robert Rutherford	8 June, 1868	Governor and Executive Council	230 0 0	8 June, 1868.
Assistant do.	Charles Biggs	1 Jan., 1874	Ditto	200 0 0	1 Jan., 1874.
Office-keeper (1)				200 0 0	
Storeman (1)				150 0 0	
Assistant Storeman (1)				75 0 0	
Stableman (1)				104 0 0	
Assistant Stableman (1)				75 0 0	
Messengers' Overseer (1)				150 0 0	
Messengers' Overseer (Night Duty) (1)				150 0 0	
Messengers (58)				52 0 0 7 at 0 15 0 21 at 0 10 0	each. per week, each.
Inspector of Telegraph Lines and Stations.	Alexander Tucker <sup>8</sup>	6 May, 1875	Governor and Executive Council	350 0 0	25 May, 1859.*
Inspector of Railway Tele- graph Lines and Stations.	Samuel J. Watson <sup>9</sup>	5 May, 1875	Ditto	250 0 0	30 Aug., 1858.
Inspectors of Telegraph Lines and Stations.	George W. L. Carroll <sup>10</sup>	1 Jan., 1877	Ditto	300 0 0	1 Jan., 1877.
	James W. Merfield <sup>11</sup>	9 Mar., 1877	Ditto	300 0 0	9 Mar., 1877.
<i>Suburban Offices.</i>					
Junior Operator, Ashfield...	Frauces E. Skarrett	1 Jan., 1877	Governor and Executive Council	104 0 0	8 Mar., 1875.
Messenger (1)				26 0 0	
Junior Operator, Balmain...	Mary J. Davies	1 Jan., 1877	Governor and Executive Council	104 0 0	8 Mar., 1875.
Messenger (1)				26 0 0	
Junior Operator, Burwood...	Henry Matthews	1 Sept., 1874	Governor and Executive Council	26 0 0	1 Sept., 1874.
				to 28 Feb. 52 0 0 from 1 Mar.	
Messenger (1)				26 0 0	
Junior Operator, Edgecliff...	Henrietta North	4 July, 1877	Governor and Executive Council	104 0 0	8 Mar., 1875.
Messenger (1)				52 0 0	
Junior Operator, Glebe...	Minnie L. Knott	15 Aug., 1877	Governor and Executive Council	75 0 0	16 Mar., 1875.
Messenger (1)				26 0 0	
Junior Operator, Hunter's Hill.	Rachel Lilla Twentyman	1 July, 1876	Governor and Executive Council	52 0 0	1 July, 1876.
Messenger (1)				0 3 0	per week.
Junior Operator, Haymarket	Mary Baileff	15 Mar., 1877	Governor and Executive Council	104 0 0	8 May, 1875.
Messenger (1)				39 0 0	
Junior Operator, Homebush	William Arthur	1 Dec., 1877	Governor and Executive Council	52 0 0	1 Dec., 1877.
Messenger (1)				26 0 0	
Junior Operators, LaPerouse	John Doutty	23 Nov., 1876	Governor and Executive Council	150 0 0	1 Aug., 1875.
	Christopher H. Fitzgerald	21 Aug., 1877	Ditto	104 0 0	1 June, 1876.
Junior Operators, Manly ...	Louise F. Stephen	9 May, 1876	Ditto	52 0 0	1 Mar., 1876.
	Edward A. Redman <sup>12</sup>	1 June, 1877	Ditto	52 0 0	1 June, 1877.
	succeeded by Alfred J. Levy <sup>13</sup>	1 July, 1877	Ditto	52 0 0	1 Mar., 1875.
	succeeded by Rosa E. W. Gibbes	14 Sept., 1877	Ditto	50 0 0	14 Sept., 1877.
Messenger (1)				0 12 0	per week.
Junior Operator, Newtown...	Melbourne S. Dargin	1 Jan., 1877	Governor and Executive Council	104 0 0	1 Sept., 1874.
Messenger (1)				0 10 0	per week.

<sup>1</sup> To 17 August—appointed to Goulburn. <sup>2</sup> To 31 October—appointed to Narrabri. <sup>3</sup> To 30 June—appointed to Grafton. <sup>4</sup> To 12 July—appointed to Cobargo. <sup>5</sup> To 20 August—appointed to Legislative Assembly. <sup>6</sup> To 17 January—appointed to Teunterfield. <sup>7</sup> To 10 February—resigned. <sup>8</sup> Allowed 30s. per diem when travelling. <sup>9</sup> To 30 June—appointed to Chief Office. <sup>10</sup> To 13 September—resigned. <sup>11</sup> Services not continuous.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.		Date of first Appointment under the Colonial Government.
				£	s. d.	
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>						
<i>Chief Telegraph Office—continued—</i>						
Junior Operator, Oxford-st.	Florence Eldershaw	1 Jan., 1877	Governor and Executive Council	104	0 0	8 Mar., 1875.
Messenger (1)				52	0 0	
Junior Operator, Paddington	Edward J. Haslingden <sup>1</sup>	26 April, 1876	Governor and Executive Council	100	0 0	26 April, 1876.
	succeeded by					
	Beatrice M. Rice	1 Sept., 1877	Ditto	75	0 0	1 Sept., 1877.
Messenger (1)				52	0 0	
Junior Operator, Parramatta-street.	Charlotte Dee <sup>2</sup>	1 May, 1875	Governor and Executive Council	20	0 0	1 May, 1875.
	succeeded by					
	Samuel J. Phillips	1 Mar., 1877	Ditto	50	0 0	19 Aug., 1876.
Messenger (1)				39	0 0	
Junior Operator, Petersham	Maurice O'Rourke <sup>3</sup>	1 Sept., 1874	Governor and Executive Council	26	0 0	1 Sept., 1874.
	succeeded by					
	Julia Andrews	1 Feb., 1877	Ditto	26	0 0	1 Feb., 1877.
				to 30 Nov.		
				78	0 0	
				from 1 Dec.		
Messenger (1)				26	0 0	
Junior Operator, Randwick	Elizabeth A. Douglas <sup>4</sup>	1 Jan., 1877	Governor and Executive Council	104	0 0	10 June, 1875.
	succeeded by					
	Angelina Dargin	1 Feb., 1877	Ditto	104	0 0	8 Mar., 1875.
Messenger (1)				26	0 0	
Junior Operator, St. Leonards.	Samuel J. Phillips <sup>5</sup>	19 Aug., 1876	Governor and Executive Council	52	0 0	19 Aug., 1876.
	succeeded by					
	Herbert Hanson	1 Mar., 1877	Ditto	52	0 0	1 Mar., 1877.
Messenger (1)				40	0 0	
Junior Operator, Waverley	Lizzie Isaac	5 Sept., 1876	Governor and Executive Council	52	0 0	3 July, 1876.
				to 30 Nov.		
				104	0 0	
				from 1 Dec.		
Messenger (1)				26	0 0	
Junior Operator, Waterloo.	Angelina Dargin <sup>6</sup>	1 Jan., 1877	Governor and Executive Council	104	0 0	8 Mar., 1875.
	succeeded by					
	Elizabeth A. Douglas	1 Feb., 1877	Ditto	104	0 0	10 June, 1875.
Messenger (1)				26	0 0	
Junior Operator, William-street.	Henrietta North <sup>7</sup>	1 Jan., 1877	Governor and Executive Council	104	0 0	8 Mar., 1875.
	succeeded by					
	Annie Halloran	4 July, 1877	Ditto	104	0 0	10 May, 1875.
Messengers (2)				52	0 0	
				26	0 0	
<i>Branch Offices.</i>						
Junior Operator, Exchange	James Furley	20 Mar., 1875	Governor and Executive Council	52	0 0	20 Mar., 1875.
				to 31 Aug.		
				104	0 0	
				from 1 Sept.		
Junior Operator, Legislative Assembly.	Christopher H. Fitzgerald <sup>8</sup>	1 June, 1876	Ditto	75	0 0	1 June, 1876.
	succeeded by					
	Edward A. Redman	21 Aug., 1877	Ditto	75	0 0	1 June, 1877.
<b>COUNTRY DISTRICTS.</b>						
Station-master, Adaminaby	James Waddell	7 Oct., 1876	Governor and Executive Council	104	0 0	7 Oct., 1876.
Station-master, Adelong	Alfred J. Bray	1 April, 1874	Ditto	104	0 0	1 April, 1873.
Station-master, Albury	Duncan J. M'Gauran	7 Mar., 1876	Ditto	300	0 0	7 Mar., 1876.
Operators, Albury	Charles W. Likely	1 April, 1874	Ditto	150	0 0	1 Jan., 1874.
	John Smith	7 Mar., 1876	Ditto	150	0 0	1 Jan., 1875.
	William J. Holahan	22 Jan., 1875	Ditto	150	0 0	1 July, 1874.
	Henry J. Aubin	17 Mar., 1875	Ditto	150	0 0	17 Mar., 1875.
Line Repairer, Albury	William J. M'Govern	10 July, 1877	Ditto	150	0 0	10 July, 1877.
Perforators, Albury	Minnie L. Knott <sup>9</sup>	16 Mar., 1875	Ditto	104	0 0	16 Mar., 1875.
	Mary K. Poole <sup>9</sup>	16 Mar., 1875	Ditto	104	0 0	16 Mar., 1875.
	Minnie E. Husing <sup>9</sup>	1 April, 1875	Ditto	104	0 0	1 April, 1875.
Messengers (2)				52	0 0	each.
Station-master, Anvil Creek	Alexander Taylor <sup>10</sup>	1 Jan., 1875	Governor and Executive Council	104	0 0	1 Jan., 1875.
	succeeded by					
	James C. O'Hara	23 Feb., 1877	Ditto	104	0 0	23 Feb., 1877.
Station-master, Araluen	Lot Mannix	1 Jan., 1877	Ditto	150	0 0	1 Sept., 1872.
Station-master, Armidale	Alfred G. Robins	1 Feb., 1873	Ditto	200	0 0	26 April, 1862.
Junior Operator, Armidale	John Cobley	7 July, 1876	Ditto	75	0 0	1 Aug., 1874.
Line Repairer, Armidale	Maurice Histon	10 Mar., 1875	Ditto	150	0 0	10 Mar., 1875.
Messenger, Armidale (1)				52	0 0	
Station-master, Ballina	Archibald Hunter	1 Jan., 1875	Governor and Executive Council	150	0 0	26 April, 1864.
Junior Operator, Ballina	William Mobbs	1 Aug., 1877	Ditto	75	0 0	1 Aug., 1877.
Station-master, Balranald	William H. Day	10 Mar., 1876	Ditto	180	0 0	1 July, 1875.
Junior Operator, Balranald	Arthur M. Kennedy	7 Aug., 1877	Ditto	75	0 0	7 Aug., 1877.
Station-master, Bathurst	Kenneth A. H. Mackenzie	2 Feb., 1876	Ditto	300	0 0	1 Sept., 1862.

<sup>1</sup> To 30 October—appointed to Chief Office.<sup>2</sup> To 28 February—resigned.<sup>3</sup> To 31 January—resigned.<sup>4</sup> To 31 January—appointed to Waterloo.<sup>5</sup> To 28 February—appointed to Parramatta-street.<sup>6</sup> To 31 January—appointed to Randwick.<sup>7</sup> To 3 July—appointed to Edgecliff.<sup>8</sup> To 20 August—appointed to La Perouse.<sup>9</sup> To 31 January—resigned.<sup>10</sup> To 22 February—appointed to Muswellbrook.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>							
<i>COUNTRY DISTRICTS—contd.</i>							
Junior Operators, Bathurst	John J. Moroney <sup>1</sup>	2 Mar., 1876	Governor and Executive Council	104	0	0	2 Mar., 1876.
	Henry J. Hazelden	1 April, 1875	Ditto	104	0	0	1 Jan., 1874.
	William Mulligan	1 Dec., 1875	Ditto	104	0	0	1 Dec., 1875.
	James Bennett	1 Nov., 1875	Ditto	104	0	0	1 Oct., 1874.
	Alfred S. Perry	1 Oct., 1877	Ditto	104	0	0	1 Oct., 1877.
	Richard M. Reid <sup>2</sup>	1 Jan., 1877	Ditto	104	0	0	1 Jan., 1877.
	succeeded by						
	Josiah Metcalfe	1 Dec., 1877	Ditto	104	0	0	1 Dec., 1877.
Line Repairer, Bathurst	John Hayes	1 April, 1875	Ditto	120	0	0	1 April, 1875.
Messengers (3)				{ 1 at	52	0	0
				{ 2 at	26	0	0
							each.
Operator, Barronjuey	Albert T. Black	1 Oct., 1869	Governor and Executive Council	104	0	0	25 April, 1867.
Station-master, Bega	Charles T. Harrison	1 Jan., 1873	Ditto	150	0	0	1 Jan., 1873.
Messenger (1)				52	0	0	
Station-master, Bendemeer	Edward J. Parsons	5 July, 1876	Governor and Executive Council	104	0	0	1 April, 1874.
Junior Operator, Berrima	Percy Rowe	16 Sept., 1875	Ditto	52	0	0	16 Sept., 1875.
Station-master, Bingera	Joseph Coleman	1 June, 1875	Ditto	150	0	0	1 June, 1875.
Junior Operator, Blacktown	John H. Fitzsimmons	1 Jan., 1876	Ditto	13	0	0	1 Jan., 1876.
Junior Operator, Blue Mountains.	James E. Muir	1 Jan., 1875	Ditto	25	0	0	1 Jan., 1875.
Station-master, Bombala	Michael E. Burke	23 April, 1867	Ditto	180	0	0	23 Oct., 1862.
Junior Operator, Bombala	Thomas Ella	1 Dec., 1877	Ditto	104	0	0	1 Dec., 1877.
Messenger, Bombala (1)				52	0	0	
Station-master, Boggabri	Luke Kingsmill <sup>3</sup>	29 Jan., 1876	Governor and Executive Council	104	0	0	29 Jan., 1876.
	succeeded by						
	William J. Lawless	1 July, 1877	Ditto	104	0	0	1 July, 1877.
Station-master, Bourke	Thomas Trader	15 July, 1873	Ditto	300	0	0	1 Oct., 1865.
Junior Operators, Bourke	Alfred J. Keegan <sup>4</sup>	1 Dec., 1875	Ditto	104	0	0	1 Jan., 1874.
	George W. Self	1 Jan., 1877	Ditto	104	0	0	1 Jan., 1877.
Messenger, Bourke (1)				26	0	0	
Line Repairer, Bourke	Oscar Hughan	1 Jan., 1877	Governor and Executive Council	120	0	0	1 Jan., 1877.
Station-master, Braidwood	Charles N. Ambrose	1 July, 1874	Ditto	180	0	0	4 Dec., 1860.
Junior Operator, Braidwood	Robert Graham	1 Oct., 1874	Ditto	104	0	0	1 Oct., 1874.
	Hugh Malone <sup>5</sup>	1 Dec., 1875	Ditto	52	0	0	1 Dec., 1875.
	succeeded by						
	Samuel R. Millard <sup>6</sup>	1 Oct., 1877	Ditto	52	0	0	1 Oct., 1877.
	succeeded by						
	Oliver W. Hinde	1 Dec., 1877	Ditto	52	0	0	26 July, 1877.
Operator, Branxton	James A. Tulloch	1 Jan., 1877	Ditto	50	0	0	1 Jan., 1877.
Station-master, Brewarrina	Charles J. Robins	1 Nov., 1874	Ditto	150	0	0	1 Nov., 1874.
Junior Operator, Brewarrina	George Gunning	1 Dec., 1877	Ditto	75	0	0	1 Dec., 1877.
Station-master, Bundarra	William H. Rowlands	1 April, 1875	Ditto	104	0	0	1 April, 1875.
Station-master, Bodalla	Robert J. Barr <sup>7</sup>	30 July, 1876	Ditto	104	0	0	30 July, 1876.
	succeeded by						
	Joseph Cox	15 Feb., 1877	Ditto	104	0	0	1 Feb., 1873.
Station-master, Bateman's Bay.	Charles E. Stoyles	10 July, 1876	Ditto	75	0	0	10 July, 1876.
Station-master, Baradine	Henry R. Thurlow	6 May, 1876	Ditto	150	0	0	1 Sept., 1873.
Station-master, Blayney	Henry C. Whittaker	10 Aug., 1876	Ditto	75	0	0	10 Aug., 1876.
				to 28 Feb.			
				104	0	0	
				from 1 March.			
Messenger (1)				26	0	0	
Station-master, Burrows	Daniel R. Kenane	1 Dec., 1874	Governor and Executive Council	150	0	0	1 Feb., 1873.
Station-master, Bullah Delah	Ernest V. Blackwell	16 Mar., 1877	Ditto	104	0	0	16 Mar., 1877.
Station-master, Broughton Creek.	George Brown	21 June, 1877	Ditto	104	0	0	21 June, 1877.
Station-master, Campbelltown.	Francis Mackel	1 Oct., 1875	Ditto	150	0	0	1 Oct., 1860.
Messenger (1)				52	0	0	
Station-master, Camden	John J. Moroney	1 Dec., 1877	Governor and Executive Council	120	0	0	2 Mar., 1876.
Station-master, Candelo	Myles Staphylton <sup>8</sup>	16 Sept., 1875	Ditto	104	0	0	16 Sept., 1875.
	succeeded by						
	George E. Draper	17 May, 1877	Ditto	104	0	0	1 Nov., 1876.
Station-master, Carcoar	George U. Hosking	1 May, 1871	Ditto	150	0	0	1 Sept., 1863.
Messenger, Carcoar (1)				39	0	0	
Station-master, Casino	Walter M. Scott	1 Mar., 1871	Governor and Executive Council	175	0	0	1 June, 1865.
Junior Operator, Casino	Edward Dean	1 June, 1877	Ditto	52	0	0	1 June, 1877.
Station-master, Cassilis	William T. Lee	1 Aug., 1872	Ditto	180	0	0	1 Feb., 1860.
Station-master, Clarence Town.	Thomas Phelan <sup>9</sup>	17 July, 1875	Ditto	120	0	0	17 July, 1875.
	succeeded by						
	Joseph T. Foley	1 Sept., 1877	Ditto	120	0	0	10 Mar., 1875.
Operator, Clarence River Heads.	Emma H. Pegus	1 Jan., 1874	Ditto	104	0	0	1 Jan., 1874.

<sup>1</sup> To 20 November—appointed to Camden.    <sup>2</sup> To 30 November—appointed to Cowra.    <sup>3</sup> To 30 June—appointed to Tabulam.    <sup>4</sup> To 9 February—resigned.  
<sup>5</sup> To 30 September—appointed to Molonglo.    <sup>6</sup> To 30 November—appointed to Wollongong.    <sup>7</sup> To 14 February—appointed to Kyamba.    <sup>8</sup> To 16 May—appointed to Cooma.    <sup>9</sup> To 31 August—appointed to Gunning.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
COUNTRY DISTRICTS—contd.					
Station-master, Cobargo ...	William Healey <sup>1</sup> .....	2 Nov., 1876	Governor and Executive Council	104 0 0	23 July, 1875.
	succeeded by				
	Stanton C. Crouch .....	13 July, 1877	Ditto .....	104 0 0	1 Dec., 1875.
Station-master, Coolah .....	Thomas King .....	1 April, 1875	Ditto .....	120 0 0	1 Sept., 1874.
Station-master, Cooma .....	John Kirwan .....	1 Dec., 1869	Ditto .....	180 0 0	1 Sept., 1861.
Junior Operator, Cooma ...	George E. Draper <sup>2</sup> .....	1 Nov., 1876	Ditto .....	104 0 0	1 Nov., 1876.
	succeeded by				
	Myles Stapylton .....	17 May, 1877	Ditto .....	104 0 0	16 Sept., 1875.
Messenger, Cooma (1) .....				52 0 0	
Station-master, Coonabarabran.	Frederick J. Fowler <sup>3</sup> .....	1 April, 1875	Governor and Executive Council	180 0 0	28 Feb., 1870.
	succeeded by				
	Thomas H. Ryan .....	1 Sept., 1877	Ditto .....	150 0 0	1 Mar., 1871.
Station-master, Coonamble..	Thomas H. Ryan <sup>4</sup> .....	6 July, 1876	Ditto .....	150 0 0	1 Mar., 1871.
	succeeded by				
	Frederick J. Fowler .....	1 Sept., 1877	Ditto .....	180 0 0	28 Feb., 1870.
Station-master, Cootamundra.	Richard C. Willans .....	1 April, 1875	Ditto .....	150 0 0	18 Feb., 1871.
Junior Operator, Cootamundra.	Walter G. Denshire .....	1 Jan., 1877	Ditto .....	52 0 0	1 Jan., 1877.
Station-master, Corowa .....	Frank Russell .....	14 Dec., 1874	Ditto .....	150 0 0	1 Feb., 1873.
Station-master, Cowra .....	John W. Clinch .....	1 April, 1874	Ditto .....	150 0 0	1 June, 1870.
Junior Operator, Cowra ...	Richard M. Reid .....	1 Dec., 1877	Ditto .....	104 0 0	1 Jan., 1877.
Messenger (1) .....				26 0 0	
Station-master, Deniliquin..	Robert Buckley .....	1 Nov., 1875	Governor and Executive Council	300 0 0	1 Mar., 1862.
Junior Operators, Deniliquin.	Mary Buckley .....	1 Dec., 1875	Ditto .....	52 0 0	1 Dec., 1875.
	Charles Holding <sup>5</sup> .....	1 June, 1875	Ditto .....	150 0 0	1 June, 1875.
	Thomas O'Connor .....	1 Sept., 1877	Ditto .....	150 0 0	1 Sept., 1877.
Line Repairer, Deniliquin...	James R. Holding <sup>6</sup> .....	1 June, 1873	Ditto .....	150 0 0	1 June, 1873.
	succeeded by				
	Peter A. Dunne .....	1 Sept., 1877	Ditto .....	150 0 0	1 Jan., 1875.
Messengers (2) .....				26 0 0	each.
Operator, Denman .....	George A. F. Kibble .....	5 Oct., 1868	Governor and Executive Council	52 0 0	5 Oct., 1868.
				to 30 Sept.	
				104 0 0	from 1 Oct.
Station-master, Deepwater..	Frederick Waddups <sup>7</sup> .....	1 Jan., 1877	Ditto .....	104 0 0	1 Jan., 1877.
	succeeded by				
	George B. Tate .....	30 May, 1877	Ditto .....	104 0 0	30 May, 1877.
Station-master, Dubbo .....	William P. Raper .....	24 Jan., 1876	Ditto .....	135 0 0	1 Sept., 1871.
Junior Operator, Dubbo ...	Edward Young .....	1 Oct., 1877	Ditto .....	104 0 0	1 Oct., 1877.
Messenger, Dubbo (1) .....				26 0 0	
Station-master, Dungog .....	Charles Fry .....	6 July, 1876	Governor and Executive Council	150 0 0	24 Oct., 1874.
Line Repairer, Dungog .....	John Sheridan .....	1 June, 1875	Ditto .....	120 0 0	1 June, 1875.
Station-master, Eden .....	Charles Kebby .....	1 June, 1868	Ditto .....	180 0 0	19 Sept., 1864.
Messenger, Eden (1) .....				52 0 0	
Station-master, Euston .....	Robert S. Johnson .....	16 Feb., 1876	Governor and Executive Council	180 0 0	1 June, 1871.
Junior Operator, Euston .....	George W. Myers .....	7 Aug., 1877	Ditto .....	75 0 0	7 Aug., 1877.
Station-master, Forbes .....	Edward Chapman .....	1 Feb., 1873	Ditto .....	180 0 0	1 Dec., 1870.
Line Repairer, Forbes .....	William H. Lewis .....	1 Aug., 1875	Ditto .....	120 0 0	1 Aug., 1875.
Messenger, Forbes (1) .....				26 0 0	
Station-master, Fordwich...	Joseph Miner .....	20 July, 1877	Governor and Executive Council	104 0 0	20 July, 1877.
Station-master, Fernmount.	Henry Litchfield .....	6 Nov., 1877	Ditto .....	120 0 0	6 Nov., 1877.
Junior Operator, Gabo Island.	Richard Musgrave .....	1 Dec., 1874	Ditto .....	52 0 0	1 May, 1874.
Station-master, Glen Innes	James K. Craig <sup>8</sup> .....	21 Dec., 1873	Ditto .....	180 0 0	6 Feb., 1870.
	succeeded by				
	William J. Chandler <sup>9</sup> .....	7 Mar., 1877	Ditto .....	180 0 0	1 Sept., 1872.
Junior Operator, Glen Innes	Frederick Waddups .....	30 May, 1877	Ditto .....	104 0 0	1 Jan., 1877.
	Henry A. Lott .....	7 July, 1876	Ditto .....	104 0 0	18 Jan., 1875.
Line Repairer, Glen Innes..	Michael Prout .....	1 Jan., 1877	Ditto .....	120 0 0	1 Jan., 1877.
Messenger, Glen Innes (1) ..				52 0 0	
Station-master, Goulburn...	Richard C. Wills <sup>10</sup> .....	1 Nov., 1875	Governor and Executive Council	250 0 0	9 Dec., 1858.
	succeeded by				
	James Curry .....	11 July, 1877	Ditto .....	250 0 0	18 Nov., 1861.
Junior Operators, Goulburn	William S. Bellamy <sup>11</sup> .....	6 May, 1876	Ditto .....	75 0 0	6 May, 1876.
	succeeded by				
	Arthur S. Cooper .....	18 Aug., 1877	Ditto .....	104 0 0	6 June, 1876.
	Alfred E. Ambrose .....	4 Aug., 1876	Ditto .....	104 0 0	7 June, 1875.
Line Repairer, Goulburn ...	John Dwyer .....	14 Nov., 1872	Ditto .....	120 0 0	14 Nov., 1872.
Messengers (2) .....				26 0 0	each.
Station-master, Grafton ...	Thomas Quirk .....	1 April, 1873	Governor and Executive Council	200 0 0	18 July, 1868.
Line Repairer, Grafton.....	William F. Corbett <sup>12</sup> .....	23 Sept., 1876	Ditto .....	120 0 0	1 June, 1874.
	succeeded by				
	George Williams .....	1 July, 1877	Ditto .....	150 0 0	1 July, 1877.

<sup>1</sup> To 12 January—resigned. <sup>2</sup> To 16 May—appointed to Candel. <sup>3</sup> To 31 August—appointed to Coonamble. <sup>4</sup> To 31 August—appointed to Coonabarabran. <sup>5</sup> To 9 July—resigned. <sup>6</sup> To 31 August—appointed to Wentworth. <sup>7</sup> To 29 May—appointed to Glen Innes. <sup>8</sup> To 6 March—resigned. <sup>9</sup> Appointed temporary from 1 February to 6 March—during Mr. Craig's suspension. <sup>10</sup> To 10 July—appointed to chief office. <sup>11</sup> To 17 August—appointed to Wagga Wagga. <sup>12</sup> To 30 June—appointed to chief office.

NOTE:—The allowances to the above officers will be found stated in a foot-note at the end of the return.

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
<i>COUNTRY DISTRICTS—contd.</i>					
Junior Operators, Grafton...	John James <sup>1</sup> .....	7 Feb., 1876	Governor and Executive Council	150 0 0	1 Jan., 1869.
	William Powell .....	1 Aug., 1877	Ditto .....	104 0 0 to 31 Aug. 150 0 0 from 1 Sept.	1 Sept., 1875.
	James M'Grath .....	1 July, 1877	Ditto .....	104 0 0	1 June, 1875.
	James Pearce Carter .....	16 June, 1877	Ditto .....	104 0 0	16 June, 1877.
	John Goldrick .....	7 Sept., 1877	Ditto .....	104 0 0	7 Sept., 1877.
Messengers, Grafton (2) ...				{ 1 at 52 0 0 1 at 26 0 0	
Station-master, Grenfell ...	John P. Olson .....	1 Mar., 1871	Governor and Executive Council	200 0 0	16 July, 1863.
Messenger, Grenfell (1) ...				26 0 0	
Station-master, Gulgong ...	George A. Reid .....	1 Oct., 1874	Governor and Executive Council	200 0 0	20 Mar., 1872.
Messenger, Gulgong (1) ...				39 0 0	
Station-master, Gundagai...	Colville Smith .....	1 Sept., 1860	Governor and Executive Council	200 0 0	6 Nov., 1858.
Junior Operator, Gundagai.	Michael Canty <sup>2</sup> .....	1 Nov., 1873	Ditto .....	104 0 0	1 Sept., 1872.
	succeeded by				
	Patrick Dowling .....	1 Oct., 1877	Ditto .....	104 0 0	1 Oct., 1877.
Line Repairer, Gundagai ...	Walter G. Mason <sup>3</sup> .....	9 Nov., 1873	Ditto .....	120 0 0	9 Nov., 1873.
	succeeded by				
	Michael Canty .....	1 Oct., 1877	Ditto .....	120 0 0	1 Sept., 1872.
Station-master, Gunnedah...	Thomas G. Croft .....	8 May, 1876	Ditto .....	180 0 0	27 April, 1861.
Messenger, Gunnedah (1)...				52 0 0	
Station-master, Gunning ...	Joseph T. Foley <sup>4</sup> .....	10 Mar., 1875	Governor and Executive Council	104 0 0	10 Mar., 1875.
	succeeded by				
	Thomas Phelan .....	1 Sept., 1877	Ditto .....	120 0 0	17 July, 1875.
Station-master, Gloucester...	Joseph Bridekirk .....	1 Sept., 1877	Ditto .....	104 0 0	1 Sept., 1877.
Station-master, Gadooga ...	John Bennett .....	27 Nov., 1877	Ditto .....	180 0 0	27 Nov., 1877.
Station-master, Hay .....	Alexander Burnett .....	25 April, 1876	Ditto .....	180 0 0	4 April, 1862.
Junior Operator, Hay .....	Aubrey H. Murray .....	13 May, 1876	Ditto .....	104 0 0	13 May, 1876.
Messenger, Hay (1) ...				52 0 0	
Station-master, Hill End ...	Thomas Channon <sup>5</sup> .....	24 Jan., 1876	Governor and Executive Council	150 0 0	1 Sept., 1873.
	succeeded by				
	Charles Chapple .....	1 Oct., 1877	Ditto .....	150 0 0	1 Mar., 1872.
Messenger, Hill End (1) ...				52 0 0	
Station-master, Inverell ...	John Eames .....	18 July, 1868	Governor and Executive Council	200 0 0	1 June, 1867.
Messengers, Inverell (2) ...				{ 1 at 52 0 0 1 at 26 0 0	
Station-master, Jerilderie...	Henry Jefferson .....	1 Dec., 1874	Governor and Executive Council	150 0 0	1 Dec., 1874.
Station-master, Jervis Bay...	Henry Gibson .....	1 Oct., 1873	Ditto .....	26 0 0	1 Oct., 1873.
Station-master, Jerry's Plains.	Charles N. Cowan <sup>6</sup> .....	11 April, 1876	Ditto .....	104 0 0	11 April, 1876.
	succeeded by				
	Patrick J. Howe .....	19 Sept., 1877	Ditto .....	104 0 0	1 Dec., 1875.
Station-master, Kiama .....	John F. Tyter .....	19 Oct., 1867	Ditto .....	150 0 0	19 Oct., 1867.
Line Repairer, Kiama .....	John M'Grane .....	21 Aug., 1875	Ditto .....	120 0 0	21 Aug., 1875.
Station-master, Kiandra ...	Henry Channon .....	4 Aug., 1876	Ditto .....	104 0 0	4 Aug., 1876.
Station-master, Kyamba ...	Joseph Cox <sup>7</sup> .....	1 Feb., 1873	Ditto .....	104 0 0	1 Feb., 1873.
	succeeded by				
	Robt. J. Barr .....	15 Feb., 1877	Ditto .....	120 0 0	30 July, 1876.
Station-master, Kynnumboon.	Neil Sharpe <sup>8</sup> .....	1 Nov., 1875	Ditto .....	104 0 0	1 Nov., 1875.
	succeeded by				
	William J. Grime .....	6 April, 1877	Ditto .....	104 0 0	6 April, 1877.
Station-master, Lawrence...	Frederick Barnett .....	1 Dec., 1875	Ditto .....	104 0 0	1 Dec., 1875.
Junior Operator, Lambton...	William Harris <sup>9</sup> .....	1 May, 1875	Ditto .....	52 0 0	1 May, 1875.
	succeeded by				
	John Harris .....	6 April, 1877	Ditto .....	75 0 0	6 April, 1877.
Station-master, Lismore ...	Isaac M. Hyam <sup>10</sup> .....	1 Jan., 1875	Ditto .....	150 0 0	10 Feb., 1871.
	succeeded by				
	Neil Sharpe .....	6 April, 1877	Ditto .....	120 0 0	1 Nov., 1875.
Station-master, Lithgow ...	Edwin J. Bowden <sup>11</sup> .....	5 Mar., 1877	Ditto .....	104 0 0	5 Mar., 1877.
	succeeded by				
	Charles N. Cowan .....	19 Sept., 1877	Ditto .....	104 0 0	4 April, 1876.
Junior Operator, East Maitland.	Edward Atkinson <sup>12</sup> .....	1 Mar., 1875	Ditto .....	104 0 0	1 Oct., 1874.
	succeeded by				
	Alfred C. Atkinson .....	31 May, 1877	Ditto .....	104 0 0	31 May, 1877.
Messenger, ditto (1) ...				26 0 0	
Station-master, West Maitland.	Charles H. Caspersonn ...	1 June, 1875	Governor and Executive Council	250 0 0	10 Nov., 1866.
Junior Operators, West Maitland.	William J. Parsons <sup>13</sup> .....	7 Mar., 1876	Ditto .....	150 0 0	1 Jan., 1872.
	Alfred W. Kelly .....	6 June, 1876	Ditto .....	104 0 0 to 31 Mar. 150 0 0 from 1 April.	6 June, 1876.
	George Brighton .....	1 April, 1877	Ditto .....	104 0 0	1 April, 1877.
	Thomas Dickson <sup>14</sup> .....	19 June, 1876	Ditto .....	52 0 0	19 June, 1876.
	John Richmond Stevenson	30 April, 1877	Ditto .....	52 0 0 to 30 Nov. 75 0 0 from 1 Dec.	30 April, 1877.

<sup>1</sup> To 17 April—appointed to Ulmarra. <sup>2</sup> To 30 September—appointed line repairer, Gundagai. <sup>3</sup> To 30 September—appointed to Poonaciri. <sup>4</sup> To 31 August—appointed to Clarence Town. <sup>5</sup> To 30 September—appointed to Narrabri. <sup>6</sup> To 18 September—appointed to Lithgow. <sup>7</sup> To 14 February—appointed to Bodalla. <sup>8</sup> To 5 April—appointed to Lismore. <sup>9</sup> To 5 April—appointed to Newcastle. <sup>10</sup> To 5 April—dismissed. <sup>11</sup> To 18 September—resigned. <sup>12</sup> To 30 April—appointed to Warialda. <sup>13</sup> To 31 March—appointed to Chief Office. <sup>14</sup> To 8 August—appointed to Quirindi.

NOTE.—The allowances to the above officers will be found stated in a foot-note at the end of the return.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>COUNTRY DISTRICTS—continued.</b>					
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
Junr. Operator, W. Maitland.	Frederick W. Smith	1 Oct., 1877	Governor and Executive Council	52 0 0	1 Oct., 1877.
Messengers (3)			{ 2 at 1 at	52 0 0 26 0 0	each.
Operator, Macleay River Heads.	Francis Scott	1 Oct., 1877	Governor and Executive Council	52 0 0	1 Oct., 1877.
	Mary A. J. Garrard <sup>1</sup>	24 June, 1875	Ditto	26 0 0	24 June, 1875.
	succeeded by				
	John B. Garrard	11 Feb., 1877	Ditto	26 0 0	11 Feb., 1877.
Junior Operator, Merimbula	George J. Dennis	1 Sept., 1875	Ditto	104 0 0	1 Sept., 1875.
				to 30 June. 63 10 0	
				from 1 July.	
Station-master, Merriwa	William Read	1 Feb., 1869	Ditto	150 0 0	1 Oct., 1861.
Station-master, Moama	Albert H. Davies	1 Sept., 1873	Ditto	150 0 0	1 Mar., 1870.
Station-master, Morpeth	Charles F. Wakely	1 Mar., 1872	Ditto	104 0 0	1 June, 1870.
Station-master, Moruya	John Walters	1 Jan., 1874	Ditto	52 0 0	1 Jan., 1874.
				to 30 June. 104 0 0	
				from 1 July.	
Operator, Moruya Heads	Richard M. Tranent	1 Jan., 1876	Ditto	26 0 0	1 Jan., 1876.
Operator, Manning Heads	Elizabeth A. Muir	30 Aug., 1876	Ditto	26 0 0	30 Aug., 1876.
Station-master, Moulamein	Charles Hammond	1 July, 1874	Ditto	180 0 0	22 April, 1862.
Station-master, Mount Victoria.	Charles W. Prott	1 Oct., 1875	Ditto	180 0 0	1 Oct., 1875.
Station-master, Mudgee	Henry Curry	24 April, 1876	Ditto	200 0 0	1 May, 1872.
Junior Operator, Mudgee	Marcus Lynch	1 Dec., 1875	Ditto	104 0 0	1 Dec., 1875.
Line Repairer, Mudgee	James Russell <sup>2</sup>	1 Dec., 1875	Ditto	120 0 0	1 Dec., 1875.
	succeeded by				
	William Henshawe Ore	27 Feb., 1877	Ditto	120 0 0	27 Feb., 1877.
Messenger (1)				52 0 0	
Station-master, Murrurundi	Alfred Tunks <sup>3</sup>	1 July, 1874	Governor and Executive Council	180 0 0	12 Nov., 1863.
	succeeded by				
	Francis O. Byrnes	23 Feb., 1877	Ditto	180 0 0	28 Oct., 1862.
Junior Operator, Murrurundi.	Edward H. J. Coleman <sup>4</sup>	6 June, 1876	Ditto	104 0 0	6 June, 1876.
	succeeded by				
	Walter E. Tomkinson	1 July, 1877	Ditto	104 0 0	22 April, 1875.
Line Repairer, Murrurundi.	John McCarthy	1 Jan., 1876	Ditto	120 0 0	1 Jan., 1876.
Messenger (1)				26 0 0	
Station-master, Muswellbrook.	Francis O. Byrnes <sup>5</sup>	1 Mar., 1874	Governor and Executive Council	150 0 0	28 Oct., 1862.
	succeeded by				
	Alexander Taylor	23 Feb., 1877	Ditto	150 0 0	1 Jan., 1875.
Junior Operator, Muswellbrook.	Patrick J. Doran	1 Jan., 1875	Ditto	52 0 0	1 Jan., 1875.
				to 31 May. 78 0 0	
				from 1 June.	
Station-master, Molong	John P. Gallagher	2 Mar., 1876	Ditto	150 0 0	21 Aug., 1871.
Station-master, Murrumburrah.	Harold F. Norrie	6 June, 1876	Ditto	150 0 0	6 June, 1876.
Station-master, Moree	John W. Culnane <sup>6</sup>	14 July, 1877	Ditto	150 0 0	1 Oct., 1874.*
	succeeded by				
	John Munro	8 Dec., 1877	Ditto	150 0 0	8 Dec., 1877.
Station-master, Morangarell	David J. Elliott	1 Dec., 1877	Ditto	150 0 0	1 Dec., 1877.
Station-master, Menindie	Augustus E. E. Knight	27 Nov., 1877	Ditto	180 0 0	27 Nov., 1877.
Station-master, Molonglo	Hugh Malone	1 Oct., 1877	Ditto	104 0 0	1 Oct., 1877.
Station-master, Millie	Edward J. Coleman	1 Nov., 1877	Ditto	104 0 0	1 Sept., 1877.
Station-master, Narrabri	James E. Ballard <sup>7</sup>	23 Nov., 1870	Ditto	180 0 0	1 April, 1867.
	succeeded by				
	Thomas Channon	1 Oct., 1877	Ditto	180 0 0	1 Sept., 1873.
Junior Operator, Narrabri	Edward J. Coleman <sup>8</sup>	1 Sept., 1877	Ditto	52 0 0	1 Sept., 1877.
	succeeded by				
	Frederick Burgess	1 Nov., 1877	Ditto	104 0 0	1 Aug., 1875.
Station-master, Nattai	Frederick Thompson	1 July, 1875	Ditto	52 0 0	1 July, 1875.
Station-master, Newcastle	Donald Graham	1 Feb., 1873	Ditto	200 0 0	14 April, 1864.
Junior Operators, Newcastle	Joseph Wakely	7 Mar., 1876	Ditto	150 0 0	22 Jan., 1873.
	John T. Cridge <sup>9</sup>	1 July, 1875	Ditto	104 0 0	1 July, 1875.
	succeeded by				
	William Etheridge	1 Feb., 1877	Ditto	104 0 0	1 Feb., 1877.
	Richard Finney	1 Dec., 1875	Ditto	104 0 0	1 Dec., 1875.
	Joseph Canovan	9 Sept., 1876	Ditto	52 0 0	7 June, 1876.
				to 31 Mar. 104 0 0	
				from 1 April.	
Messengers (4)	William Harris	6 April, 1877	Ditto	104 0 0	1 May, 1875.
				52 0 0	each.
				26 0 0	
Junior Operator, Nimbelle.	William Graham	1 Feb., 1872	Governor and Executive Council	104 0 0	1 Feb., 1872.
Station-master, Narrandera.	Charles Chapman	6 June, 1876	Ditto	120 0 0	1 May, 1875.
Station-master, Newton Boyd.	James A. Gordon	23 July, 1877	Ditto	120 0 0	23 July, 1877.
Station-master, Nambucca	Edward Leeson	5 Nov., 1877	Ditto	120 0 0	5 Nov., 1877.
Station-master, Orange	Charles Cooper	1 Oct., 1862	Ditto	180 0 0	1 Oct., 1862.

<sup>1</sup> To 10 February—resigned.

<sup>2</sup> To 26 February—resigned.

<sup>3</sup> To 22 February—dismissed.

<sup>4</sup> To 30 June—appointed to Tenterfield.

<sup>5</sup> To 22

February—appointed to Murrurundi.

<sup>6</sup> To 7 December—resigned.

<sup>7</sup> To 30 September—appointed to Tamworth.

<sup>8</sup> To 31 October—appointed to

Millie.

<sup>9</sup> To 31 January—appointed to Tenterfield.

<sup>10</sup> Services not continuous.

NOTE—The allowances to the above officers will be found stated in a foot-note at the end of the return.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary. £ s. d.	Date of first Appointment under the Colonial Government.
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
Junior Operator, Orange ...	Lewis S. Mackay .....	1 Dec., 1875	Governor and Executive Council	104 0 0	1 Dec., 1875.
	Charles Paul.....	14 June, 1876	Ditto .....	75 0 0 to 30 Sept. 104 0 0 from 1 Oct.	14 June, 1876.
Messengers, Orange (2) ...	.....	.....	.....	{ 1 at 52 0 0 1 at 26 0 0	.....
Station-master, Palmer's Island.	William Powell <sup>1</sup> .....	1 Sept., 1875	Governor and Executive Council	104 0 0	1 Sept., 1875.
	succeeded by	.....	.....	.....	.....
	John S. White .....	1 Aug., 1877	Ditto .....	100 0 0	1 Aug., 1877.
Station-master, Parkes .....	Walter A. Lorking .....	15 Feb., 1875	Ditto .....	150 0 0	1 Oct., 1874.
Junior Operator, Parkes ...	Frederick J. Colls <sup>2</sup> .....	28 April, 1876	Ditto .....	52 0 0	28 April, 1876.
	succeeded by	.....	.....	.....	.....
	John Parke .....	1 May, 1877	Ditto .....	52 0 0	1 Dec., 1875.
Messenger (1).....	.....	.....	.....	26 0 0	.....
Operator, Parramatta .....	William A. Blackstone <sup>3</sup> .....	6 May, 1876	Governor and Executive Council	120 0 0	1 Oct., 1874.
	succeeded by	.....	.....	.....	.....
	William G. Drew .....	1 June, 1877	Ditto .....	120 0 0	24 June, 1876.
Messenger, Parramatta.....	.....	.....	.....	25 0 0	.....
Station-master, Paterson .....	Ebenezer Doust .....	7 Mar., 1876	Governor and Executive Council	150 0 0	7 Mar., 1876.
Station-master, Pilliga .....	John E. Phelan .....	1 Sept., 1873	Ditto .....	150 0 0	1 Sept., 1872.
Line Repairer, Pilliga .....	Edward M'Carthy .....	1 Jan., 1877	Ditto .....	120 0 0	1 Aug., 1875.
Station-master, Pooncairi...	Walter G. Mason .....	1 Oct., 1877	Ditto .....	180 0 0	9 Nov., 1873.
Station-master, Port Macquarie.	John R. Cummins .....	1 Aug., 1870	Ditto .....	200 0 0	14 Dec., 1866.
Line Repairer, Port Macquarie.	James C. Toose .....	1 July, 1875	Ditto .....	120 0 0	1 July, 1875.
Operator, Port Macquarie Heads.	Edward St. A. Kingsford	21 April, 1876	Ditto .....	26 0 0	26 June, 1858.
Station-master, Quirindi ...	Thomas Dickson .....	9 Aug., 1877	Ditto .....	104 0 0 to 31 Oct. 150 0 0 from 1 Nov.	19 June, 1876.
Station-master, Queanbeyan	Michael H. Kelly.....	20 Aug., 1876	Ditto .....	100 0 0	8 May, 1858.
Messenger (1) .....	.....	.....	.....	52 0 0	.....
Station-master, Raymond Terrace.	William E. Shaw.....	16 April, 1868	Governor and Executive Council	104 0 0	16 April, 1868.
Messenger, Raymond Terrace (1)	.....	.....	.....	26 0 0	.....
Station-master, Richmond...	Gerald Plunkett .....	1 Sept., 1875	Governor and Executive Council	104 0 0	1 Sept., 1875.
Station-master, Rocky Mouth.	Benjamin Cox <sup>3</sup> .....	23 Sept., 1876	Ditto .....	104 0 0	14 Oct., 1874.
	succeeded by	.....	.....	.....	.....
	Theodore Lamy .....	1 June, 1877	Ditto .....	104 0 0	1 June, 1877.
Station-master, Rylstone ...	Henry J. Williams .....	1 Mar., 1875	Ditto .....	104 0 0	1 Mar., 1875.
Junior Operator, Scone.....	Thomas Harris.....	1 Jan., 1874	Ditto .....	104 0 0	1 Jan., 1874.
Station-master, Singleton...	Joseph Kelf .....	6 Sept., 1876	Ditto .....	100 0 0	20 Sept., 1868.
Junior Operators, Singleton	William B. Nesbitt <sup>4</sup> .....	1 Jan., 1875	Ditto .....	104 0 0	1 Jan., 1875.
	Thomas M'Mullen .....	26 Sept., 1876	Ditto .....	52 0 0	26 Sept., 1876.
Messenger, Singleton (1) ...	.....	.....	.....	26 0 0	.....
Station-master, Sofala .....	William Newbery .....	23 April, 1875	Governor and Executive Council	104 0 0	23 April, 1875.
Operator, South Creek .....	Ellen A. H. Pegus .....	1 Dec., 1875	Ditto .....	52 0 0	1 Dec., 1875.
Operator, Shoalhaven Heads	John Craig .....	1 Jan., 1876	Ditto .....	26 0 0	1 Oct., 1872.
Station-master, South Grafton.	John D. Sheriff .....	1 Jan., 1877	Ditto .....	120 0 0	1 Jan., 1877.
Messenger, South Grafton (1).	.....	.....	.....	26 0 0	.....
Station-master, Stroud .....	James Slattery.....	1 May, 1877	Governor and Executive Council	104 0 0	1 May, 1877.
Operator, Seal Rocks.....	James Glover .....	1 May, 1877	Ditto .....	104 0 0	1 May, 1877.
Station-master, Tabulam ...	William Prothero <sup>5</sup> .....	22 Aug., 1876	Ditto .....	150 0 0	1 Jan., 1875.
	succeeded by	.....	.....	.....	.....
	Luke Kingsmill .....	1 July, 1877	Ditto .....	150 0 0	29 Jan., 1876.
Station-master, Tamworth..	Thomas S. Beckett <sup>6</sup> .....	1 Jan., 1864	Ditto .....	180 0 0	1 Jan., 1864.
	succeeded by	.....	.....	.....	.....
	James E. Ballard.....	1 Oct., 1877	Ditto .....	180 0 0	1 April, 1867.
Junior Operators, Tamworth	Andrew Muir .....	5 July, 1876	Ditto .....	104 0 0	5 July, 1876.
	George D. Woodall.....	13 Jan., 1876	Ditto .....	104 0 0	13 Jan., 1875.
Line Repairer, Tamworth...	George S. Hay.....	1 July, 1875	Ditto .....	120 0 0	1 Aug., 1874.
Messenger (1) .....	.....	.....	.....	52 0 0	.....
Station-master, Tarcutta .....	John A. Kelly .....	1 June, 1875	Governor and Executive Council	120 0 0	1 June, 1875.
Station-master, Taree .....	Joshua W. Nunn.....	8 May, 1876	Ditto .....	180 0 0	13 Sept., 1862.
Messenger, Taree (1).....	.....	.....	.....	26 0 0	.....
Junior Operator, Ten-mile Creek.	Henry D. Edwards .....	1 Jan., 1872	Governor and Executive Council	104 0 0	1 Jan., 1872.
Station-master, Tenterfield.	Richard H. Hipsley .....	1 Nov., 1875	Ditto .....	300 0 0	11 Feb., 1858.
Junior Operators, Tenterfield.	William Chandler <sup>7</sup> .....	1 Jan., 1874	Ditto .....	150 0 0	1 Sept., 1872.
	succeeded by	.....	.....	.....	.....
	John T. Cridge .....	1 Feb., 1877	Ditto .....	150 0 0	1 July, 1875.
	Walter E. Tomkinson <sup>8</sup> .....	13 Sept., 1876	Ditto .....	150 0 0	22 April, 1875.
	succeeded by	.....	.....	.....	.....
	Edward H. J. Coleman ...	1 July, 1877	Ditto .....	150 0 0	6 June, 1876.

<sup>1</sup> To 31 July—appointed to Grafton. <sup>2</sup> To 30 April—resigned. <sup>3</sup> To 31 May—appointed to Chief Office. <sup>4</sup> To 30 September—appointed to Chief Office.

<sup>5</sup> To 30 June—dismissed.

<sup>6</sup> To 30 September—dismissed.

<sup>7</sup> To 31 January—appointed to Glen Innes.

<sup>8</sup> To 30 June—appointed to Murrurundi.

NOTE.—The allowance to the above officers will be found stated in a foot-note at the end of the return

Office.	Name.	Date of Appointment.	By whom appointed, and under what instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
<i>COUNTRY DISTRICTS—continued.</i>					
Junior Operators, Tenterfield— <i>continued.</i>	James Richards	7 Mar., 1876	Governor and Executive Council	104 0 0	7 Mar., 1876.
	Robert Thomson	18 Jan., 1877	Ditto	120 0 0	20 April, 1876.
	Richard E. Done	1 Jan., 1877	Ditto	104 0 0	1 Jan., 1877.
Perforators, Tenterfield	Mary Bailiff <sup>1</sup>	8 May, 1875	Ditto	104 0 0	8 May, 1875.
	Annie Halloran <sup>1</sup>	10 May, 1875	Ditto	104 0 0	10 May, 1875.
	Mary M'Gregor <sup>1</sup>	12 May, 1875	Ditto	104 0 0	12 May, 1875.
	Lizzie A. Lordner <sup>1</sup>	8 June, 1875	Ditto	104 0 0	8 June, 1875.
	Thomas Hanna	15 Dec., 1876	Ditto	120 0 0	15 Dec., 1876.
Line Repairer, Tenterfield... Messenger, Tenterfield (1)...	George J. Roberts	20 Aug., 1876	Governor and Executive Council	52 0 0	
Station-master, Terrara	Kenneth C. Mackenzie	1 July, 1871	Ditto	104 0 0	20 Aug., 1876.
Station-master, Tumut			Ditto	120 0 0	7 June, 1870.
Messenger, Tumut (1)				37 10 0	
Station-master, Ulladulla	Edward J. Mulligan	22 April, 1875	Ditto	150 0 0	16 Feb., 1870.
Junior Operator, Ulladulla	Elizabeth Gambell	18 April, 1876	Ditto	26 0 0	18 April, 1876.
Station-master, Ulmarra	Arthur J. Viles <sup>2</sup>	7 Feb., 1876	Ditto	150 0 0	1 Oct., 1874.
	succeeded by				
	John James <sup>3</sup>	18 April, 1877	Ditto	150 0 0	1 Jan., 1869.
	succeeded by				
	Arthur Flanders	12 Dec., 1877	Ditto	104 0 0	12 Dec., 1877.
Station-master, Uralla	James Falconer	1 Jan., 1875	Ditto	150 0 0	1 Jan., 1869.
Station-master, Urana	James T. Harrison	1 July, 1873	Ditto	180 0 0	1 Nov., 1855.
Station-master, Vegetable Creek.	William Barnes	1 Jan., 1877	Ditto	150 0 0	1 Dec., 1875.
Station-master, Wagga Wagga.	Cecil A. Middleton	23 Aug., 1869	Ditto	200 0 0	24 July, 1861.
Junior Operators, Wagga Wagga.	Alfred D. Turner	1 April, 1874	Ditto	150 0 0	1 April, 1874.
	Edward Cooper	1 Dec., 1875	Ditto	104 0 0	1 Dec., 1875.
Line Repairer, Wagga Wagga.	Samuel J. Padman <sup>4</sup>	5 Aug., 1873	Ditto	150 0 0	5 Aug., 1873.
	succeeded by				
	William S. Bellamy	18 Aug., 1877	Ditto	150 0 0	6 May, 1876.
Messenger, Wagga Wagga (1)				52 0 0	
Station-master, Walcha	David R. Thursby	1 Jan., 1877	Ditto	120 0 0	1 Jan., 1877.
Station-master, Warrah	Herbert A. Smith	22 Nov., 1877	Ditto	104 0 0	22 Nov., 1877.
Station-master, Walgett	James R. Battye	6 June, 1876	Ditto	150 0 0	1 May, 1875.
Junior Operator, Walgett	Donald A. Murehison	1 Jan., 1877	Ditto	104 0 0	1 Jan., 1877.
Station-master, Wallabadah	Patrick J. Howe <sup>5</sup>	1 Jan., 1877	Ditto	104 0 0	1 Dec., 1875.
	succeeded by				
	Arthur R. J. Meynink	19 Sept., 1877	Ditto	104 0 0	19 Sept., 1877.
Station-master, Wallsend	Oliver Haydock	9 Sept., 1876	Ditto	52 0 0	9 Sept., 1876.
				to 14 May. 75 0 0	
				from 15 May.	
Station-master, Waratah	John Banfield	1 May, 1875	Ditto	52 0 0	1 May, 1875.
Station-master, Warialda	Dugald M'Lean <sup>6</sup>	1 July, 1875	Ditto	150 0 0	1 July, 1875.
	succeeded by				
	Edward Atkinson	1 May, 1877	Ditto	150 0 0	1 Oct., 1874.
Messenger, Warialda (1)				26 0 0	
Station-master, Wee Waa	John Thurlow	6 May, 1876	Ditto	104 0 0	6 May, 1876.
Station-master, West Kempsey.	John Williams	1 Jan., 1872	Ditto	200 0 0	1 Jan., 1872.
Station-master, Warren	William J. Campbell	20 Aug., 1876	Ditto	120 0 0	1 June, 1875.
Station-master, Wellington.	Alexander Chrystal	1 Jan., 1875	Ditto	180 0 0	1 Nov., 1871.
Station-master, Wentworth	William Camper	1 June, 1867	Ditto	300 0 0	7 Dec., 1858.
Junior Operator, Wentworth	Peter A. Dunne <sup>7</sup>	1 Jan., 1875	Ditto	150 0 0	1 Jan., 1875.
	succeeded by				
	James R. Holding	1 Sept., 1877	Ditto	150 0 0	1 June, 1873.
	Patrick T. Whealy	1 May, 1877	Ditto	104 0 0	1 May, 1877.
Line Repairer, Wentworth	William Cunningham	17 May, 1867	Ditto	150 0 0	10 June, 1865.
Messenger, Wentworth (1)				52 0 0	
Station-master, Wiseman's Ferry.	John T. Marx	1 July, 1875	Ditto	150 0 0	1 July, 1875.
Station-master, Wollombi	John C. J. Smith	1 July, 1875	Ditto	180 0 0	1 Jan., 1870.
Station-master, Wollongong	Philip Mackel	1 April, 1870	Ditto	180 0 0	1 Jan., 1860.
Junior Operator, Wollongong.	John Parke <sup>8</sup>	1 Dec., 1875	Ditto	52 0 0	1 Dec., 1875.
	succeeded by				
	James A. Brooker <sup>9</sup>	1 May, 1877	Ditto	52 0 0	1 May, 1877.
	succeeded by				
	Oliver W. Hindle <sup>10</sup>	26 July, 1877	Ditto	52 0 0	26 July, 1877.
	succeeded by				
	Samuel R. Millard	1 Dec., 1877	Ditto	52 0 0	1 Oct., 1877.
Messenger, Wollongong (1)				26 0 0	
Station-master, Windsor	Jesse M. Cook	6 June, 1876	Ditto	104 0 0	6 June, 1876.
Messenger (1)				52 0 0	
Station-master, Yass	John R. Colls	1 Dec., 1874	Ditto	200 0 0	1 Jan., 1872.
Junior Operator, Yass	Frederick Lassen	22 July, 1876	Ditto	104 0 0	1 Aug., 1874.
Messenger, Yass (1)				13 0 0	
Station-master, Young	William M'Nab	1 July, 1873	Ditto	200 0 0	16 Dec., 1865.
Junior Operator, Young	Samuel J. Cunningham <sup>11</sup>	1 Oct., 1875	Ditto	104 0 0	1 Oct., 1875.
	succeeded by				
	John M. Shannon	6 Mar., 1877	Ditto	104 0 0	6 Mar., 1877.

<sup>1</sup> To 31 January—resigned.<sup>2</sup> To 18 September—appointed to Jerry's Plains.<sup>3</sup> To 17 April—resigned.<sup>4</sup> To 30 April—appointed to Chief Office.<sup>5</sup> To 11 December—dismissed.<sup>6</sup> To 31 August—appointed to Deniliquin.<sup>7</sup> To 30 April—appointed to Parkes.<sup>8</sup> To 25 July—resigned.<sup>9</sup> To 30 November—appointed to Braidwood.<sup>10</sup> To 5 March—resigned.

NOTE.—The allowance to the above officers will be found stated in a foot-note at the end of the Return.



Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>POSTMASTER GENERAL—ELECTRIC TELEGRAPHS—continued.</b>					
<i>COUNTRY DISTRICTS—continued.</i>					
Line Repairer, Young	Henry Kline	15 Dec., 1875	Governor and Executive Council	120 0 0	15 Dec., 1875.
Messenger, Young (1)				52 0 0	
Station-master, Yetman	Frederick W. Brown	1 Jan., 1877	Ditto	180 0 0	1 Dec., 1867.
<i>Construction Overseers—</i>					
West Kempsey to Grafton	William S. Harrison <sup>1</sup>	6 Dec., 1875	Secretary for Public Works	Each 16/- Ψ diem	6 Dec., 1875.
Uralla to Walcha	Thomas S. Pidding <sup>2</sup>	29 Aug., 1876	Ditto		20 June, 1873.
	Richard C. Rutter <sup>3</sup>	29 Aug., 1876	Ditto		10 Dec., 1875.
Dungog to Seal Rocks	Charles Tunks <sup>4</sup>	6 Dec., 1875	Ditto		6 Dec., 1875.
	William Court <sup>5</sup>	6 Dec., 1875	Ditto		6 Dec., 1875.
Glen Innes to Grafton	Edward S. Ruthven <sup>6</sup>	6 Dec., 1875	Ditto		6 Dec., 1875.
	James S. Drury <sup>7</sup>	6 Dec., 1875	Ditto		6 Dec., 1875.
Dubbo to Warren	John Elder <sup>8</sup>	6 Dec., 1875	Ditto		1 Sept., 1874.
Bourke to Wentworth	Ralph Richardson	1 Jan., 1877	Ditto		7 Aug., 1871.
	Henry C. Schrieber <sup>9</sup>	1 Jan., 1877	Ditto		1 Jan., 1877.
	George Macaulay	1 Jan., 1877	Ditto	1 Jan., 1877.	
	George B. Chalon	1 Jan., 1877	Ditto	1 Jan., 1877.	
	William A. Forster	1 Jan., 1877	Ditto	16 Dec., 1875.	
	Andrew Gray <sup>10</sup>	1 Jan., 1877	Ditto	1 Nov., 1875.	
	A. E. Derrig	1 Feb., 1877	Ditto	1 Feb., 1877.	
	William Cruden	1 Mar., 1877	Ditto	1 Dec., 1874.	
Bourke to Rutherford's	J. W. Carne	1 Jan., 1877	Ditto	1 Jan., 1877.	
	Brooks Forster <sup>11</sup>	1 Jan., 1877	Ditto	18 Dec., 1875.	
	succeeded by				
	James S. Drury	14 Mar., 1877	Ditto		6 Dec., 1875.
To connect Moree and Warialda.	Joseph Lee <sup>12</sup>	1 Jan., 1877	Ditto		14 Jan., 1876.
	Henry Chevalier <sup>13</sup>	1 Jan., 1877	Ditto		1 Jan., 1877.
	succeeded by				
	Edward Ryan	28 April, 1877	Ditto	Each 16/- Ψ diem	28 April, 1877.
Brewarrina to Gadooga, &c.	Thomas S. Pidding	1 Feb., 1877	Ditto		20 June, 1873.
	Lambert E. Peed <sup>14</sup>	1 Feb., 1877	Ditto		6 May, 1876.
Young to Morangarell	Henry Watsford <sup>15</sup>	1 Feb., 1877	Ditto		6 May, 1876.
	Richard C. Rutter <sup>16</sup>	1 Feb., 1877	Ditto		10 Dec., 1875.
Hay to Booligal	James Madden	1 Feb., 1877	Ditto		14 June, 1876.
	Charles H. Manton	1 Feb., 1877	Ditto		7 Aug., 1875.
Yass to Queanbeyan	Andrew Gray	1 Feb., 1877	Ditto		1 Nov., 1875.
	Thomas W. Wilson <sup>17</sup>	1 Feb., 1877	Ditto		6 Dec., 1875.
Parramatta to Wollombi	Charles Mooney <sup>18</sup>	8 June, 1877	Ditto		8 June, 1877.
Murrurundi to Tamworth	William S. Harrison	1 June, 1877	Ditto	6 Dec., 1875.	
	William Court <sup>19</sup>	1 June, 1877	Ditto	6 Dec., 1875.	
Bathurst to Orange	George H. Clarke <sup>20</sup>	25 April, 1877	Ditto	25 April, 1877.	
	William Moseley <sup>21</sup>	25 April, 1877	Ditto	25 April, 1877.	
	Duncan C. Jervois <sup>22</sup>	16 June, 1877	Ditto	16 June, 1877.	
Bathurst to Cowra	L. Makinson <sup>23</sup>	8 June, 1877	Ditto	8 June, 1877.	
Goulburn to Bowning	J. Elder	23 Jan., 1877	Ditto	1 Sept., 1874.	
	John H. Clarke	1 Feb., 1877	Ditto	1 Feb., 1877.	

<sup>1</sup> To 31 May—appointed to Line, Murrurundi to Tamworth. <sup>2</sup> To 18 January—appointed to Line, Brewarrina to Gadooga. <sup>3</sup> To 18 January—appointed to Line, Young to Morangarell. <sup>4</sup> To 31 March. <sup>5</sup> To 12 February—appointed to Line, Murrurundi to Tamworth. <sup>6</sup> To 28 February. <sup>7</sup> To 13 March—appointed to Line, Bourke to Rutherford's. <sup>8</sup> To 22 January—appointed to Line, Murrurundi to Tamworth. <sup>9</sup> To 17 December. <sup>10</sup> To 31 January. <sup>11</sup> To 13 March—deceased. <sup>12</sup> To 30 June. <sup>13</sup> To 31 March—resigned. <sup>14</sup> To 24 November. <sup>15</sup> To 30 September. <sup>16</sup> To 5 November. <sup>17</sup> To 31 October. <sup>18</sup> To 15 October. <sup>19</sup> To 16 May—resigned. <sup>20</sup> To 16 November. <sup>21</sup> To 24 November. <sup>22</sup> To 13 October.

*Notes.—Station-masters:—*Each allowed quarters and 12s. per diem when travelling on duty. Those at Bathurst, Cooma, and Goulburn each £30 per annum, and Station-master at Tenterfield £50 per annum, in lieu of forage, and those at Balranald, Eden, Euston, Glen Innes, Hay, Moulamein, Newton Boyd, Poonceiri, Urana, Wiseman's Ferry, Wollombi, and Yetman each allowed 4s. per diem in lieu of forage.

*Line Repairers:—*Each allowed 12s. per diem when travelling on duty, and those at Armidale, Bourke, Deniliquin, Glen Innes, Gundagai, Pilliga, Tamworth, Tenterfield, and Wentworth 4s. per diem in lieu of forage.

*Construction Overseers:—*Each allowed 4s. 6d. per diem forage allowance, except those engaged on line, Bathurst to Orange.

*N.B.—*All officers in charge of Stations give security to the amount of £100 each.

## GOVERNMENT SAVINGS' BANK.

Controller	Francis William Hill	1 Sept., 1871	Governor and Executive Council	100 0 0	5 Aug., 1850.
Cashier	Andrew James Doak	1 July, 1875	Ditto	67 0 0	1 Feb., 1864.
Teller	Arthur Robert Docker	1 July, 1875	Ditto	62 0 0	1 Jan., 1867.
Ledger-keepers	William Burnet	1 July, 1875	Ditto	60 0 0	17 April, 1867.
	William P. Simpson	1 July, 1875	Ditto	54 0 0	1 July, 1866.
	William D. Bayley <sup>1</sup>	1 Sept., 1871	Ditto	150 0 0	1 Sept., 1871.
				to 6 Mar. and again from 6 Dec.	
	John J. Mooney	7 Mar., 1877	Ditto	50 0 0	1 June, 1875.
	William Wood	1 June, 1875	Ditto	150 0 0	21 April, 1873.
Clerks	George F. White	17 July, 1875	Postmaster General	100 0 0	17 July, 1875.
	Frederick J. Bull	1 June, 1875	Governor and Executive Council	100 0 0	1 June, 1875.
	Henry Reeve	1 July, 1875	Ditto	100 0 0	1 July, 1875.
Messenger (1)			Postmaster General	25 0 0	

<sup>1</sup> Absent on leave from 7 March to 5 December without salary.

## PART XI.

## Miscellaneous.

## SUMMARY.

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## ECCLESIASTICAL ESTABLISHMENT.

RETURN of the ECCLESIASTICAL ESTABLISHMENT, for the Year 1877.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.			Date of first Appointment under the Colonial Government.
				£	s.	d.	
<b>CHURCH OF ENGLAND—DIOCESE OF SYDNEY.</b>							
Lord Bishop of Sydney and Metropolitan.	The Right Reverend Frederic Barker, D.D.	19 Oct., 1854	Her Majesty, by Letters Patent under the Great Seal of the United Kingdom.	2,000	0	0*	19 Oct., 1854.
Dean of Sydney	Very Rev. William Macquarie Cowper, M.A.	12 July, 1858	Governor and Executive Council	300	0	0	} 12 July, 1858.
Parish of St. Phillip (City)		1 Aug., 1858	Ditto	160	0	0	
Do.	Rev. Edward Rogers	1 Aug., 1858	Ditto	200	0	0	20 Jan., 1838.
Parish of St. Andrew (City)	" Thomas O'Reilly	15 Feb., 1863	Ditto	200	0	0	1 Oct., 1848.
Parish of St. James (City)	" Robert Allwood, B.A.	1 Jan., 1840	Governor	200	0	0	8 Dec., 1839.
Parish of Alexandria (Surry Hills, City).	" Hulton S. King	1 Jan., 1857	Governor and Executive Council	200	0	0†	
Ditto (Redfern)	" Alfred H. Stephen, B.A.	1 Sept., 1855	Governor	200	0	0	1 July, 1850.
Parish of Petersham (Cook's River).	" George King	15 Feb., 1863	Governor and Executive Council	200	0	0	15 July, 1849.
Ditto (Ashfield)	" William Lumsdaine	1 Oct., 1860	Ditto	150	0	0	1 Oct., 1860.
Parish of Willoughby (St. Leonards, North Shore).	" William B. Clarke, M.A.	1 Aug., 1846	Governor	200	0	0	26 May, 1839.
<b>DISTRICT OF PARRAMATTA.</b>							
Parish of St. John	Rev. Robert L. King, B.A.	1 July, 1855	Ditto	200	0	0	1 July, 1855.
Parish of Prospect	" Thomas Donkin, B.D.	1 Aug., 1855	Ditto	200	0	0	1 Jan., 1854.
<b>DISTRICT OF WINDSOR.</b>							
Parish of Pitt Town	Rev. Henry A. Palmer	1 Aug., 1861	Governor and Executive Council	200	0	0	
Parish of Ham Common	" John Elder	1 Nov., 1845	Governor	200	0	0	15 June, 1840.
<b>DISTRICT OF PENRITH.</b>							
Parish of Mulgoa	Rev. George Vidal, B.A.	1 July, 1855	Ditto	200	0	0	19 June, 1840.
<b>DISTRICT OF LIVERPOOL.</b>							
Parish of St. Luke	Rev. Charles F. D. Priddle	1 July, 1855	Ditto	200	0	0	1 Feb., 1855.
Parish of Minto	" George N. Woodd, B.A.	1 July, 1855	Ditto	200	0	0	5 Nov., 1837.
<b>DISTRICT OF CAMPBELLTOWN.</b>							
Parish of St. Peter	Rev. Edward Smith, B.A.	1 April, 1857	Governor and Executive Council	200	0	0	1 July, 1838.
<b>DISTRICTS—</b>							
Pictou	" Rev. James Carter	1 Jan., 1860	Ditto	80	17	6	
Wollongong	" Thomas C. Ewing	1 Sept., 1857	Ditto	200	0	0†	1 July, 1846.
Kiama	" Thomas Wilson, B.A.	1 Feb., 1862	Ditto	200	0	0	
Berrima (Sutton Forest)	" Thomas Horton	1 July, 1858	Ditto	200	0	0	1 Sept., 1852.
Yass	" Thomas Kemmis	12 Oct., 1859	Ditto	200	0	0	12 Oct., 1859.
<b>CHURCH OF ENGLAND—DIOCESE OF NEWCASTLE.</b>							
Lord Bishop of Newcastle	The Right Rev. William Tyrrell, D.D.	16 Jan., 1848	Her Majesty, by Letters Patent under the Great Seal of the United Kingdom, dated 25th June, 1847.	500	0	0	16 Jan., 1848.
<b>DISTRICTS—</b>							
Newcastle	Rev. G. C. Bode	1 Dec., 1862	Governor and Executive Council	100	0	0	1 June, 1859.
Paterson	" F. W. Addams	1 Oct., 1846	Governor	200	0	0	12 Jan., 1846.
Morpeth, Hinton, and Middlehope.	" C. Walsh	1 Aug., 1860	Governor and Executive Council	200	0	0	1 Aug., 1860.
East Maitland	" J. Tyrrell	1 Dec., 1862	Ditto	200	0	0	
West Maitland	" R. Chapman	1 Oct., 1846	Governor	200	0	0	25 July, 1840.
Raymond Terrace	" J. R. Blomfield	1 May, 1852	Ditto	200	0	0	16 Mar., 1851.
Lochmivar and Branxton	" F. D. Bode	1 Dec., 1862	Governor and Executive Council	100	0	0	
Singleton	" J. Blackwood, B.A.*	1 Oct., 1850	Governor	200	0	0	1 Oct., 1850.
Muswellbrook	" W. E. White	1 Mar., 1860	Governor and Executive Council	200	0	0	
Scone	" C. Child, B.A.	1 Feb., 1853	Governor	200	0	0	1 Jan., 1850.
Murrurundi	" J. J. Nash, M.A.	1 June, 1859	Governor and Executive Council	100	0	0	1 June, 1859.
Dungog	" S. Simm	1 Dec., 1862	Ditto	100	0	0	
Manning River	" W. C. Hawkins	1 Jan., 1861	Ditto	100	0	0	
Clarence River	" A. E. Selwyn	1 Jan., 1853	Governor	100	0	0	1 Jan., 1853.

\* Of this amount £500 paid from "Bishopthorpe Estate." † Paid from "Clergy and School Estates Fund."  
 ‡ Viz. —£100 paid from "Bishopthorpe Estate," and £100 from "Clergy and School Estates."

\* Left the Colony, 1 July, 1876.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>ECCLESIASTICAL ESTABLISHMENT—CHURCH OF ENGLAND—continued.</b>					
<b>CHURCH OF ENGLAND—DIOCESE OF GOULBURN.</b>					
Lord Bishop of Goulburn...	Right Rev. Mesac Thomas	25 Mar., 1863	Her Majesty, by Letters Patent under the Great Seal of the United Kingdom.	*100 0 0	25 Mar., 1863.
<b>DISTRICTS—</b>					
Bungonia .....	Rev. Edmond B. Proctor, M.A.	1 Sept., 1856	Governor and Executive Council	200 0 0	1 July, 1852.
Camberra (Queanbeyan) .....	" Pierce G. Smith, M.A.	26 May, 1855	Governor.....	150 0 0	26 May, 1855.
Queanbeyan .....	" Alberto D. Soares	1 April, 1857	Governor and Executive Council	200 0 0	1 April, 1857.
Collector (Yass) .....	" Daniel P. M. Hulbert, M.A.	1 April, 1857	Ditto .....	150 0 0	1 April, 1857.
Cooma .....	" Thomas Druitt.....	1 Dec., 1856	Ditto .....	100 0 0	1 Jan., 1854.
* From Bishopthorpe Estate.					
<b>CHURCH OF ENGLAND—DIOCESE OF BATHURST.</b>					
<b>DISTRICTS—</b>					
Bathurst .....	Rev. Thomas Sharpe, M.A. <sup>1</sup>	1 Jan., 1842	Governor.....	200 0 0	1 Oct., 1830.
Carcoar .....	" John A. Burke, M.A.	1 Aug., 1858	Governor and Executive Council	200 0 0	1 Aug., 1858.
Mudgee .....	" James Gunther	1 Jan., 1844	Governor.....	200 0 0	1 Jan., 1844.
<sup>1</sup> Allowed 2s. 6d. per diem in lieu of forage, from Schedule C; also £50 per annum for house rent, from the Clergy and School Estates Fund.					
<b>CHURCH OF ENGLAND—DIOCESE OF GRAFTON AND ARMIDALE.</b>					
<b>DISTRICTS—</b>					
Armidale .....	Rev. Septimus Hungerford	1 April, 1854	Governor.....	100 0 0	— 1853.
Glen Innes .....	" J. H. Johnson	1 Dec., 1862	Governor and Executive Council	100 0 0	— 1851.
Tamworth.....	" J. F. R. Whinfield	1 July, 1861	Ditto .....	100 0 0	— 1851.
Port Macquarie .....	" F. R. Kemp <sup>1</sup>	1 Jan., 1861	Ditto .....	150 0 0	1 Dec., 1851.
<sup>1</sup> Deceased, 8 August.					
<b>ROMAN CATHOLIC CHURCH.</b>					
Archbishop.....	Most Reverend John Bede Polding <sup>1</sup>	20 Feb., 1835	Secretary of State .....	800 0 0	20 Feb., 1835.
Vicar-General.....	Very Reverend Samuel J. A. Sheehy.	1 Feb., 1862	Governor and Executive Council	300 0 0	1 May, 1850.
<b>DISTRICT OF SYDNEY.</b>					
Parish of Alexandria (Surry Hills, City).....	Rev. John Sheridan.....	1 Oct., 1857	Ditto .....	200 0 0	1 May, 1850.
Parish of Petersham (Newtown).....	" John N. Quirk .....	15 May, 1863	Ditto .....	100 0 0	—
Parish of Willoughby (St. Leonards).....	" Patrick O'Farrell <sup>2</sup> ..	16 May, 1863	Ditto .....	150 0 0	1 Feb., 1855.
Parish of Hunter's Hill, District of Parramatta.....	" Claudius Maria Joly ..	1 April, 1859	Ditto .....	150 0 0	—
Parish of St. Luke, District of Liverpool.....	" Peter Young .....	1 July, 1860	Ditto .....	200 0 0	1 July, 1843.
Parish of Appin, District of Campbelltown.....	" James Paul Roche ..	1 May, 1850	Ditto .....	200 0 0	1 Sept., 1846.
<b>DISTRICTS—</b>					
Windsor .....	Rev. Patrick Hallinan, D.D.	1 May, 1852	Governor .....	200 0 0	1 Jan., 1846.
Camden.....	" J. J. Rigney.....	1 Nov., 1861	Governor and Executive Council	150 0 0	16 July, 1838.
Wollongong .....	" D. V. M. O'Connell...	10 May, 1863	Ditto .....	200 0 0	1 Sept., 1848.
Kiama .....	" Michael Flanagan ..	2 July, 1860	Ditto .....	150 0 0	—
Ditto (Millendary) .....	" Patrick Birch .....	16 July, 1859	Ditto .....	150 0 0	—
Shoalhaven .....	" David John D'Arvy...	1 Mar., 1863	Ditto .....	150 0 0	—
Berrima .....	" William Lanigan.....	1 Jan., 1862	Ditto .....	150 0 0	—
Goulburn .....	" Michael M'Alroy.....	1 May, 1862	Ditto .....	200 0 0	—
Ditto (Bungonia).....	" Eugene Luckie .....	16 May, 1863	Ditto .....	150 0 0	— 1848.
Braidwood (Araluen).....	" Edward O'Brien .....	15 July, 1852	Governor.....	150 0 0	15 July, 1852.
Queanbeyan .....	" Patrick White .....	1 Sept., 1862	Governor and Executive Council	200 0 0	—
Yass .....	" James Hanley .....	1 July, 1861	Ditto .....	200 0 0	1 Dec., 1843.
Carcoar .....	" Timothy M'Carthy ..	1 Nov., 1862	Ditto .....	200 0 0	1 Oct., 1853.
Mudgee.....	" Callagan M'Carthy ..	1 Sept., 1852	Governor.....	150 0 0	1 Mar., 1850.
Hartley .....	" James Phelan .....	16 Mar., 1858	Governor and Executive Council	150 0 0	1 Nov., 1853.
Orange .....	" Miles Edmund Athy..	1 Sept., 1862	Ditto .....	150 0 0	—
Albury .....	" Cornelius Twomey ..	1 July, 1857	Ditto .....	150 0 0	1 April, 1853.
East Maitland .....	" John Kenny .....	16 May, 1863	Ditto .....	200 0 0	1 Oct., 1844.
West Maitland.....	" Jerome Keating .....	16 May, 1863	Ditto .....	200 0 0	1 April, 1846.
Armidale .....	" John Thomas Lynch..	1 Nov., 1862	Ditto .....	150 0 0	16 July, 1838.
<sup>1</sup> Deceased, 16 March. <sup>2</sup> Deceased, 26 January.					

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.
				£ s. d.	
<b>ECCLESIASTICAL ESTABLISHMENT—continued.</b>					
<b>PRESBYTERIAN CHURCH.</b>					
<b>SYDNEY—</b>					
Pitt-street .....	Rev. Jas. Fullerton, LL.D.	3 Dec., 1838	Governor.....	200 0 0	3 Dec., 1837.
Paddington .....	" James Milne .....	1 July, 1854	Ditto .....	150 0 0	1 July, 1854.
Woolloomooloo.....	" John M'Gibbon .....	22 Mar., 1854	Ditto .....	150 0 0	22 Mar., 1854.
<b>DISTRICTS—</b>					
Bathurst .....	" J. B. Laughton .....	1 Jan., 1855	Ditto .....	150 0 0	1 Oct., 1851.
Hinton .....	" Alexander M'Ewan.....	1 Nov., 1860	Governor and Executive Council	200 0 0	1 May, 1854.
Muswellbrook .....	" Duncan Ross .....	1 Oct., 1860	Ditto .....	102 0 0	
Newcastle .....	" James Coutts, M.A. ....	1 May, 1861	Ditto .....	150 0 0	26 Mar., 1849.
Paterson .....	" Thomas Stirton .....	3 Feb., 1856	Ditto .....	150 0 0	1 Mar., 1854.
Port Macquarie .....	" Edward Holland .....	16 Aug., 1853	Governor.....	150 0 0	16 Aug., 1853.
Singleton .....	" James S. White .....	10 May, 1847	Ditto .....	150 0 0	10 May, 1847.
Windsor .....	" David Moore .....	1 Mar., 1863	Governor and Executive Council	150 0 0	
<b>WESLEYAN METHODIST CHURCH.</b>					
<b>DISTRICTS—</b>					
Sydney .....	Rev. G. Hurst .....	1 Jan., 1862	Governor and Executive Council	172 10 6	
Maitland .....	" Joseph Oram .....	1 April, 1862	Ditto .....	150 0 0	1 April, 1854.
Goulburn .....	" W. Curnow .....	1 Jan., 1862	Ditto .....	150 0 0	
Bathurst .....	" W. Kelynsack .....	1 Jan., 1860	Ditto .....	150 0 0	
Orange .....	" W. Clarke .....	1 Jan., 1862	Ditto .....	150 0 0	
Penrith .....	" J. W. Dowson.....	1 Jan., 1862	Ditto .....	150 0 0	
Manning River .....	" J. Somerville .....	1 Jan., 1862	Ditto .....	150 0 0	
Parramatta .....	" B. Chapman .....	1 Jan., 1863	Ditto .....	150 0 0	1 Jan., 1854.
Camden .....	" G. Martin .....	1 Jan., 1862	Ditto .....	150 0 0	

## EDUCATION.

## UNIVERSITY OF SYDNEY.

RETURN of the UNIVERSITY OF SYDNEY for the Year 1877.

Office.	Name.	Salaries.	Allowances.	Fees from Students.	Total.
		£ s. d.		£ s. d.	£ s. d.
Professor of Classics .....	Charles Badham, D.D. ....	900 0 0	House .....	*389 6 6	1,289 6 6
Professor of Mathematics.....	Theodore Gurney, M.A. ....	600 0 0	.....	*1443 8 0	1,043 8 0
Professor of Chemistry .....	John Smith, M.D. ....	825 0 0	.....	238 12 3	1,063 12 3
Professor of Geology.....	Archibald Liversidge .....	800 0 0	.....	*34 19 3	834 19 3
Assistant Professor of Classics .....	Hugh Kennedy, B.A. ....	100 0 0	.....	*194 13 3	694 13 3
Registrar .....		400 0 0			
Ex-Professor .....	M. B. Pell .....	412 10 0	.....	.....	412 10 0
Master of Studies .....	Ebenezer Barff, B.A. ....	150 0 0	.....	.....	150 0 0
Laboratory Assistant.....	W. Muir .....	200 0 0	.....	.....	200 0 0
Auditor .....	Geoffrey Eagar.....	25 0 0	.....	.....	25 0 0
Accountant.....	W. Clark .....	50 0 0	.....	.....	50 0 0
Bedell .....	J. Burrows .....	125 0 0	House .....	.....	125 0 0
Gardener.....	— Goodhew .....	125 0 0	House .....	.....	125 0 0
Messenger .....	— White .....	100 0 0	.....	.....	100 0 0
Under Gardener.....	J. Holle .....	100 0 0	.....	.....	100 0 0
Total.....		£ 4,912 10 0	.....	1,300 19 3	6,213 9 3

NOTE:—In addition to the above there is an Honorary Staff of Examiners, which does not receive pay.

\* Inclusive of Public Examination fees.

† This represents the emoluments of the Chair; £68 10s. of this amount was received by Professor Pell and Mr. Harlin before the arrival of Professor Gurney, in June, 1877.

## NEW SOUTH WALES—1877.

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## EDUCATION—continued.

## ST. PAUL'S COLLEGE.

## RETURN of ST. PAUL'S COLLEGE, for the Year 1877.

Office.	Name.	Salary per annum.	Fees from Students.	Total.
Warden.....	Rev. William Scott, M.A. <sup>1</sup> .....	£ s. d. 500 0 0	£ s. d. 120 0 0	£ s. d. 620 0 0
Vice-Warden.....	L. Stephenson, B.A. <sup>1</sup> .....	.....	.....	.....
Classical Lecturer.....	J. Skinner <sup>1</sup> .....	40 0 0	.....	40 0 0
Bursar.....	M. Metcalfe.....	.....	.....	.....
	Total.....	540 0 0	120 0 0	660 0 0

<sup>1</sup> Allowed a residence.

## ST. JOHN'S COLLEGE.

## RETURN of ST. JOHN'S COLLEGE, for the Year 1877.

Office.	Name.	Salary per annum.	Allowances.	Total.
Rector.....	Very Rev. W. A. Gillett <sup>1</sup> .....	£ s. d. 500 0 0	£ s. d. .....	£ s. d. 500 0 0
Lecturer in History.....	Rev. J. S. Vaughan <sup>1</sup> .....	.....	.....	.....
"    Classics.....	J. Cornishaw <sup>1</sup> .....	.....	.....	.....
"    Mathematics.....	J. Skinner.....	.....	.....	.....
	Total.....	500 0 0	.....	500 0 0

<sup>1</sup> Allowed a residence.

## ST. ANDREW'S COLLEGE.

## RETURN of ST. ANDREW'S COLLEGE, for the Year 1877.

Office.	Name.	Salary per annum.	Fees from Students.	Total.
Principal.....	Rev. John Kinross, B.A. <sup>1</sup> .....	£ s. d. 500 0 0	£ s. d. 6 6 0	£ s. d. 506 6 0
Secretary and Treasurer.....	Robert Anderson <sup>2</sup> .....	40 0 0	.....	40 0 0
	Total.....	540 0 0	6 6 0	546 6 0

<sup>1</sup> Allowed a residence.   <sup>2</sup> Salary paid from College funds.

## SYDNEY GRAMMAR SCHOOL.

## RETURN of the SYDNEY GRAMMAR SCHOOL, for the Year 1877.

Office.	Name.	Salaries.	Allowances.	Fees from Pupils.	Total.	Remarks.
Head Master.....	Albert Byethesen Weigall.....	£ s. d. 500 0 0	£ s. d. .....	£ s. d. 902 10 0	£ s. d. 1,402 10 0	Residence allowed.
Mathematical Master.....	Edward Pratt.....	400 0 0	50 0 0	500 5 0	950 5 0	£50 compensation for Rooms.
Classical Master.....	Edwin Whitfield.....	300 0 0	.....	300 0 0	600 0 0	Resigned, 31 Dec.
Second Classical Master.....	Edwin Bean.....	400 0 0	.....	.....	400 0 0	
Assistant Masters.....	Lawrence Stephenson.....	300 0 0	.....	.....	300 0 0	
	Henry Chas. Lennox Anderson.....	279 3 4	10 0 0	.....	289 3 4	Lecturer in Natural Sciences.
	Charles Henry Francis.....	291 13 4	.....	.....	291 13 4	
	Alfred de Lissa Hammond.....	241 13 4	.....	.....	241 13 4	
	John Perry.....	229 3 4	.....	.....	229 3 4	
	James G. Davis.....	233 6 8	.....	.....	233 6 8	
	J. H. Skinner.....	191 13 4	.....	.....	191 13 4	
	Frederick Lyon Weiss.....	116 13 4	.....	.....	116 13 4	Resigned, 30 June.
English Master.....	Charles John Fache.....	200 0 0	50 0 0	.....	250 0 0	
Writing Master.....	Carl Johan Nelson.....	225 0 0	.....	.....	225 0 0	
Master of Modern Languages.	Carl Lentzner.....	43 15 0	.....	.....	43 15 0	
Drawing Master.....	Joseph Fowles.....	66 13 4	.....	.....	66 13 4	Office abolished 1 Aug.
Janitor and Drill Sergeant.....	Walter R. H. Pope.....	100 0 0	12 0 0	.....	112 0 0	Residence allowed.
Secretary and Accountant to Trustees.	William Henry Catlett.....	100 0 0	55 5 4	.....	155 5 4	
	Total.....	£ 4,218 15 0	177 5 4	1,702 15 0	6,098 15 4	

## PENSIONS.

RETURN of PENSIONS payable out of the Revenues of the Colony, &amp;c., during the Year 1877.

Name of the Party.	Amount of Pension.			Authority under which the Pension was granted.	Date from which the Pension commenced.	Service for which the Pension was granted.
	£	s.	d.			
<b>PAID FROM THE CONSOLIDATED REVENUE FUND.</b>						
Sir Alfred Stephen, C.B., K.C.M.G.	1,400	0	0	18 and 19 Vict., cap. 54	10 Nov., 1873	Late Chief Justice.
Sir John N. Dickinson	1,050	0	0	Ditto	18 Feb., 1861	„ Puisne Judge.
Sir Edward Deas-Thomson, C.B., K.C.M.G.	2,000	0	0	Ditto	6 June, 1856	Formerly Colonial Secretary.
Francis L. S. Merewether	900	0	0	Ditto	6 June, 1856	„ Auditor General.
Sir William M. Manning, Q.C. <sup>1</sup>	800	0	0	Ditto	26 Aug., 1856	„ Solicitor General.
James Larmer	167	0	0	Governor General and Executive Council.	1 April, 1853	} Late Surveyors.
John G. Galloway	143	19	9	Ditto	6 Oct., 1857	
James Warner	70	0	0	Ditto	1 June, 1853	Late Assistant Surveyor.
William C. Greville	366	13	4	Ditto	1 April, 1859	„ Clerk in the Colonial Secretary's Office.
Colin Mackenzie	35	10	0	Ditto	1 Jan., 1856	„ Clerk in the Supreme Court.
Osborne Homersham	40	0	0	Ditto	1 Mar., 1857	„ Clerk in the Customs.
Mrs. Susannah Mileham	100	0	0	Secretary of State	29 Sept., 1824	Widow of Surgeon Mileham.
Michael Doyle	39	10	0	Governor General and Executive Council.	1 April, 1857	Late Messenger, Colonial Treasury.
Thomas Bevan	9	2	6	Secretary of State	1 July, 1850	„ Trooper, Mounted Police.
Bryan Naughton	12	10	0	Governor and Executive Council.	1 Jan., 1850	„ Constable, Sydney Police.
Edward Wilson	14	18	3	Ditto	1 July, 1850	„ „ Penrith Police.
Thomas H. B. Venour	116	1	2	Ditto	1 April, 1859	„ Shipping Master.
Christopher M'Donnell	34	4	10	Ditto	9 Feb., 1861	„ Turnkey, Maitland Gaol.
James Bean	29	7	3	Ditto	4 July, 1860	„ Messenger, Survey Department.
Thomas Reilly	32	13	4	Ditto	17 Dec., 1859	„ Sergeant to the Governor General's Orderlies.
William W. Darke	153	0	11	Ditto	1 Jan., 1860	„ Assistant Surveyor.
John Bramwell <sup>2</sup>	25	3	0	Ditto	10 May, 1859	„ Landing Waiter, Customs.
David Nash <sup>3</sup>	40	12	6	Ditto	10 May, 1859	„ Warehousekeeper, Customs.
H. R. Labatt	53	12	7	Ditto	1 Dec., 1871	„ Engineer, Department of Harbours and River Navigation.
Mrs. Shanks	50	0	0	Ditto	— 1871	Widow of the late Pilot Shanks.
Lady Forbes	200	0	0	Ditto	9 Nov., 1841	Widow of Sir Francis Forbes, formerly Chief Justice.
Lady Dowling	200	0	0	Ditto	28 Sept., 1844	Widow of Sir James Dowling, late Chief Justice.
Mrs. Anne Petrie	100	0	0	Ditto	1 Jan., 1853	Daughter of the late Captain Flinders, R.N.
Lady Mitchell	200	0	0	Ditto	1 Jan., 1861	Widow of Sir T. L. Mitchell, formerly Surveyor General.
Catherine Lovett	100	0	0	Ditto	20 Mar., 1864	Widow of J. Lovett, late Pilot, Newcastle.
David Moores	48	12	2	Ditto	1 Aug., 1864	Late Foreman, Colonial Stores.
John Hayes	44	8	0	Ditto	1 Aug., 1864	„ Storeman, Colonial Stores.
Mrs. Maria Bate Wise	200	0	0	Ditto	28 Sept., 1865	Widow of Justice Wise.
Mrs. Smyth	26	0	0	Ditto	1 Jan., 1870	Late Court-keeper, Supreme Court, King-street.
Mrs. Margaret Edwards	50	0	0	Ditto	22 June, 1867	Widow of Pilot Edwards.
Mrs. Julia Robinson	150	0	0	Ditto	29 July, 1867	„ Robinson.
Mrs. Jane Reeder	75	0	0	Ditto	29 July, 1867	„ Reeder.
Mrs. Hannah Pope	1/3 <sup>p</sup> diem			Ditto	10 May, 1867	Late Housekeeper, Colonial Secretary's Office.
Eileen Del Prado	39	11	8	Ditto	1 Jan., 1871	„ „ Audit Office.
John S. Adam	238	11	5	Ditto	14 Mar., 1876	Chief Draftsman, Survey Office.
Mrs. Gowlland	150	0	0	Ditto	1 July, 1875	Widow of Lieut. Gowlland.
Mrs. Petersen	30	0	0	Ditto	1 July, 1875	„ „ late Mr. Petersen.
Mrs. Wickham <sup>3</sup>	84	0	0	Ditto	1 Jan., 1877	Late Postmistress, Parramatta.
Mrs. Haveland	30	0	0	Ditto	1 Jan., 1877	Widow of T. Haveland.
Thomas Scott	240	0	0	Ditto	1 Jan., 1877	For Public Services.
E. H. Hargraves	250	0	0	Ditto	1 Jan., 1877	„ „

<sup>1</sup> To 27 April, 1876—appointed Puisne Judge.<sup>2</sup> In receipt of a pension from the Customs Superannuation Fund.<sup>3</sup> In receipt of a pension granted under the Civil Service Superannuation Repeal Act.

## Pensions granted under the "Superannuation Repeal Act of 1873." (36 VICTORIA, No. 29.)

Robert Allen Hunt	310	0	0	Governor and Executive Council.	1 July, 1864	Late Superintendent of the Money Order Office.
Stephen Greenhill	600	0	0	Ditto	1 July, 1864	„ Chief Clerk, Pay Branch, Treasury.
John Goulesbury Lennon	180	0	0	Ditto	20 Dec., 1864	„ Principal Clerk, Revenue Branch, Treasury.
Nicholas Nelson	156	5	0	Ditto	1 Feb., 1865	„ Clerk, General Post Office.
E. C. Brewer	64	3	4	Ditto	12 May, 1865	„ Sheriff's Bailiff.
J. R. Humbley	123	15	0	Ditto	16 June, 1865	„ Clerk, Audit Office.
George Brett	55	8	4	Ditto	1 May, 1865	„ Tide Waiter, Customs.
Thomas Jones	75	0	0	Ditto	1 June, 1866	„ Sheriff's Bailiff, Bathurst.
John Wells	373	6	8	Ditto	1 Mar., 1866	„ Under Secretary for Finance and Trade.
William C. Still	280	0	0	Ditto	21 Mar., 1866	„ Landing Surveyor, Customs.
Lewis Gordon	250	0	0	Ditto	1 Aug., 1866	„ District Surveyor.
Thomas K. Abbott	220	16	8	Ditto	1 Sept., 1866	„ Secretary, General Post Office.
William Thompson	75	0	0	Ditto	1 Oct., 1866	„ Official Postmaster, Bathurst.

Name of the Party.	Amount of Pension.	Authority under which the Pension was granted.	Date from which the Pension commenced.	Service for which the Pension was granted.
	£ s. d.			
<b>PENSIONS—PENSIONS GRANTED UNDER THE SUPERANNUATION REPEAL ACT OF 1873—continued.</b>				
John Chippendall	99 3 4	Governor and Executive Council.	13 May, 1867	Late Gaoler, Bathurst.
E. H. Statham	62 6 8	Ditto	1 Mar., 1867	Storekeeper and Manager, Lunatic Asylum, Parramatta.
John Wallace	70 0 0	Ditto	14 June, 1867	Gaoler at Maitland.
Edward Rogers	310 0 0	Ditto	1 Jan., 1868	Clerk of the Peace.
Francis Campbell <sup>1</sup>	216 13 4	Ditto	1 Jan., 1868	Superintendent, Lunatic Asylum, Tarban.
John E. Turner <sup>2</sup>	68 15 0	Ditto	15 Feb., 1868	Landing Waiter, Customs.
Stephen Cole	217 10 0	Ditto	11 June, 1868	Commissioner of Crown Lands.
Samuel Elyard	206 13 4	Ditto	18 Aug., 1868	Clerk, Colonial Secretary's Office.
James Prout	30 0 0	Ditto	20 Sept., 1868	Second Assistant Bailiff, Sydney.
Charles Tompson	360 0 0	Ditto	1 Feb., 1869	Clerk of Legislative Assembly.
W. H. Palmer	300 0 0	Ditto	1 June, 1869	Police Magistrate, Bathurst.
Charles E. Newcombe	292 10 0	Ditto	1 June, 1869	Police Magistrate, Bathurst.
William King	81 5 0	Ditto	1 July, 1869	Police Magistrate, Queanbeyan.
Michael Fitzpatrick <sup>3</sup>	426 13 4	Ditto	19 Dec., 1869	Landing Waiter, Customs.
J. Wickham <sup>4</sup>	84 0 0	Ditto	1 Jan., 1870	Under Secretary for Lands.
John Kelleher	82 0 0	Ditto	1 Jan., 1870	Postmistress, Parramatta.
Edgar Beckham	233 6 8	Ditto	1 Jan., 1870	Foreman of Works, Dry Dock.
C. J. Williams	120 0 0	Ditto	1 Jan., 1870	Commissioner of Crown Lands.
Gother K. Mann	536 13 4	Ditto	1 April, 1870	Locker, Customs.
Thomas Cronin	133 6 8	Ditto	1 May, 1870	Engineer-in-Chief, &c., Cockatoo Island.
Charles H. Horsley	112 10 0	Ditto	1 Jan., 1870	Master of Dredge, "Hercules."
F. Underwood	186 13 4	Ditto	16 June, 1870	Locker, Customs.
Allan Williams	113 6 8	Ditto	1 June, 1870	Clerk, Lands Department.
H. Fitzgerald	82 0 0	Ditto	1 Jan., 1870	Accountant, Survey Department.
S. B. Warburton	241 13 4	Ditto	1 April, 1870	Foreman of Works, Dry Dock.
T. J. Jaques	326 13 4	Ditto	15 Dec., 1870	Chief Clerk, Lands Department.
W. C. Mayne	504 0 0	Ditto	23 May, 1871	Registrar General.
William Thomas	113 6 8	Ditto	1 Mar., 1871	Auditor General.
John R. Chambers	94 7 0	Ditto	16 June, 1871	Clerk, Lands Department.
Joseph Chambers	174 3 4	Ditto	17 Feb., 1872	Lands Department.
Harry Mackenzie	90 13 4	Ditto	1 May, 1873	Crown Prosecutor, Western District.
William Mair	145 13 4	Ditto	1 May, 1873	Clerk, Audit Office.
W. Hampden Platt	116 11 0	Ditto	1 May, 1873	Inspector, Public Revenue Collectors' Accounts.
Jane Manson	48 0 0	Ditto	1 Jan., 1874	First Clerk, Pay Branch, Treasury.
Thomas Adams	155 0 0	Ditto	1 Feb., 1874	Matron, Hospital for the Insane, Gladsville.
George A. Gordon	225 0 0	Ditto	1 Jan., 1875	Overseer, Government Printing Office.
Martha Betts	60 2 8	Ditto	16 Mar., 1875	Police Magistrate, Deniliquin.
Jasper Creagh	49 11 8	Ditto	1 Feb., 1875	Matron, Protestant Orphan School.
				Clerk of Petty Sessions, Wingham.

<sup>1</sup> Deceased, 19 October.<sup>2</sup> Deceased, 6 July.<sup>3</sup> To 18 December—appointed Colonial Secretary.<sup>4</sup> In receipt of a Pension under Supplement to Schedule B.

## Pensions in abeyance.

John James Ahlman	250 0 0	Governor and Executive Council.		Police Magistrate, Goulburn.
Thomas Cade Battley	84 11 8	Ditto		Clerk of Petty Sessions, Gosford.

## Paid from the Customs Superannuation Fund.

John L. Deane	100 0 0	The Lords of the Treasury	1 July, 1853	Late 1st Landing Waiter, Customs, Sydney.
Charles L. Neville	110 0 0	Ditto	1 July, 1853	Formerly 2nd Landing Waiter, do. do.
John Bramwell <sup>1</sup>	54 15 2	Ditto	1 May, 1859	Late do. do. do.
David Nash <sup>1</sup>	54 15 2	Ditto	1 May, 1859	Warehousekeeper, do. do.

<sup>1</sup> In receipt of a Pension also from the Consolidated Revenue Fund.

## Paid by the Commissariat from Imperial Funds, "Convict Service."

John McLean	191 0 0	The Lords of the Treasury	1 Jan., 1856	Late Principal Superintendent of Convicts.
Daniel Geary	18 5 0	Ditto	1 April, 1851	As a Constable, Office of Principal Superintendent of Convicts.



Name of the Party.	Amount of Pension.	Authority under which the Pension was granted.	Date from which the Pension commenced.	Service for which the Pension was granted.
<b>PENSIONS—continued.</b>				
<b>Paid from the Police Reward and Police Superannuation Funds.</b>				
John Harris	3/1½ P diem	Governor and Executive Council.	1 Sept., 1856	Late Constable in the Police.
Thomas M'Gee	45 0 0	Ditto	1 May, 1855	" Chief Constable.
Ann Kendall	40 0 0	Ditto	1 Jan., 1856	Widow of the late Chief Constable Kendall, Penrith.
Thomas J. Powell	2/3 P diem	Ditto	1 Jan., 1856	Late Inspector of Water Police.
John Marsh	2/- "	Ditto	1 Dec., 1852	" District Constable.
James Egan	2/9 "	Ditto	1 April, 1857	" Ordinary Constable.
Elizabeth Murphy	50 0 0	Ditto	4 Jan., 1858	Widow of the late Chief Constable Peter C. Murphy, Port Macquarie.
Louisa Codrington	18 5 0	Ditto	1 July, 1858	Widow of the late Trooper Robert Godrington.
Michael Murphy	3/1 P diem	Ditto	8 Feb., 1859	Late Ordinary Constable.
Robert M'Janett	123 6 8	Ditto	1 Jan., 1859	" Chief Constable.
James Perry	3/7 P diem	Ditto	10 April, 1859	" Trooper, Sydney.
Michael Cassidy	4/6 "	Ditto	1 Feb., 1859	" Sergeant in the Gold Police, Bathurst.
Ann Watham	26 0 0	Ditto	1 Jan., 1859	Widow of the late District Constable John Watham, Casino.
Edward Giles	7/8 P diem	Ditto	1 July, 1859	Late Sergeant-Major, Western Gold Police.
Michael Reilly	3/10 "	Ditto	1 Sept., 1859	" Ordinary Constable, Wellingrove.
Julia Ledgerwood	40 0 0	Ditto	11 Oct., 1859	Widow of the late Ordinary Constable William Ledgerwood, Newcastle.
William Kershaw	5/6 P diem	Ditto	1 July, 1860	Late Sergeant, Mounted Patrol, Western Road.
Thomas Handcock	3/3 "	Ditto	1 July, 1860	" Trooper, " "
John Cannon	3/7 "	Ditto	7 Feb., 1861	" Ordinary Constable.
Margaret Wood	62 10 0	Ditto	7 Jan., 1855	Widow of the late Chief Constable Wood, Maitland.
Samuel B. Horne	116 0 0	Ditto	1 Mar., 1862	Late Chief Constable.
Frederick Williams	146 0 0	Ditto	1 Mar., 1862	" Ordinary Constable.
George Drury	90 0 0	Ditto	1 Mar., 1862	" Chief Constable.
Thomas Hildebrand	123 0 0	Ditto	1 Mar., 1862	" " "
John Lee	97 0 0	Ditto	1 Mar., 1862	" District Constable.
Robert Handcock	94 0 0	Ditto	1 Mar., 1862	" Mounted Trooper.
Charles Lane	3/4 P diem	Ditto	1 May, 1862	" Senior Constable, Newcastle.
John Sherman	126 0 0	Ditto	1 May, 1862	" Senior Sergeant.
Abraham Kershaw	6/4 P diem	Ditto	1 July, 1863	" " Goulburn.
John Thomas	4/1 "	Ditto	6 Nov., 1862	" Chief Constable, Kempsey, M'Leay River.
Eliza Watson	20 0 0	Ditto	1 May, 1862	Widow of the late Ordinary Constable Thomas Watson, Maitland.
John Micklegun	5/4 P diem	Ditto	1 Mar., 1862	Late District Constable, Carroar.
James Farrant	3/- "	Ditto	1 July, 1863	" Ordinary Constable, Mudgee.
Roger Kennedy	3/4 "	Ditto	10 June, 1862	" Senior Constable, Maitland.
Peter Connolly	3/4 "	Ditto	5 June, 1862	" Senior Constable, Dungog.
John Davis	50 0 0	Ditto	11 Mar., 1862	" Chief Constable, Wollongong.
Edward Kedwell	3/- P diem	Ditto	1 May, 1862	" Ordinary Constable, Maitland.
George Taylor	3/- "	Ditto	1 Oct., 1862	" Ordinary Constable, Port Macquarie.
Ann Foy	30 0 0	Ditto	1 July, 1863	Widow of the late John Foy, District Constable, Tabulam.
John Stafford	5/6 P diem	Ditto	19 Jan., 1864	Late Sergeant.
William S. Daugar	3/- "	Ditto	1 July, 1863	" Ordinary Constable, M'Leay River.
Norman M'Beath	3/- "	Ditto	19 Jan., 1864	" Ordinary Constable, Mudgee.
James Skelton	70 0 0	Ditto	1 Jan., 1864	" Chief Constable, Albury.
James St. Clair	6/- P diem	Ditto	18 May, 1864	" Senior Sergeant, Gundagai.
Octavius Smith	3/- "	Ditto	1 April, 1864	" Ordinary Constable, M'Leay River.
Patrick Cain	3/- "	Ditto	22 Sept., 1864	" Trooper.
Mrs. Maginnity	*100 0 0	Ditto	24 June, 1864	Widow of Sergeant Maginnity.
R. Gorman	4/6 P diem	Ditto	22 Sept., 1864	Late Ordinary Constable.
James Gibson	4/9 "	Ditto	12 Jan., 1865	" Senior Sergeant.
Edward Everson	3/- "	Ditto	8 Jan., 1866	" Ordinary Constable.
Martin Doyle	3/- "	Ditto	24 Feb., 1866	" " "
E. H. Cowell	4/9 "	Ditto	6 Oct., 1866	" Senior Sergeant.
Thomas Hogg	200 0 0	Ditto	23 June, 1867	" Sub-Inspector.
Thomas Briggs	3/- P diem	Ditto	7 Feb., 1868	" Ordinary Constable.
Jeremiah Frewin	†3/6 "	Ditto	14 May, 1868	" Sergeant.
Oliver Rae	2/- "	Ditto	14 May, 1868	" Ordinary Constable.
James Roberts	3/- "	Ditto	22 Aug., 1868	" " "
Thomas Moss	3/- "	Ditto	22 Aug., 1868	" " "
Michael Reilly	3/- "	Ditto	22 Aug., 1868	" " "
Henry Turner	3/- "	Ditto	7 Nov., 1868	" " "
Francis Rooney	4/1 "	Ditto	7 Nov., 1868	" " "
Samuel Sneyd	142 10 0	Ditto	24 Nov., 1868	Formerly Chief Constable.
John Buckley	4/9 P diem	Ditto	1 May, 1869	Late Senior Sergeant.
Adam Ballantyne	3/- "	Ditto	1 May, 1869	" Constable.
Thomas Kelly	3/4 "	Ditto	1 May, 1869	" Senior Constable.
James M'Hale	3/4 "	Ditto	8 July, 1869	" Constable.
George Lamont	3/4 "	Ditto	20 May, 1870	" Ordinary Constable.
Edward Bruce	3/- "	Ditto	16 Nov., 1870	" " "
Christopher Carnes	3/- "	Ditto	16 Nov., 1870	" " "
Elizabeth Nelson	15 0 0	Ditto	1 Jan., 1871	Widow of late Constable Nelson.
John Sheaves	3/- P diem	Ditto	3 Mar., 1871	Late Ordinary Constable.

\* Reduced to £30 from 24 June, 1874.

† Reduced to 2s. a day from 1 June, 1871—Chief Warder, Goulburn Gaol.

Name of the Party.	Amount of Pension.	Authority under which the Pension was granted.	Date from which the Pension commenced.	Service for which the Pension was granted.
	£ s. d.			
<b>PENSIONS—PAID FROM THE POLICE REWARD AND POLICE SUPERANNUATION FUNDS—continued.</b>				
James Smith .....	3/- p diem	Governor and Executive Council.	17 July, 1871	Late Ordinary Constable.
John Callaghan .....	3/- "	Ditto .....	28 May, 1872	Do.
Lawrence Dwyer .....	4/1 "	Ditto .....	28 May, 1872	Sergeant, 2nd Class.
Mark Price .....	3/- "	Ditto .....	21 Aug., 1872	Ordinary Constable.
Patrick Donoghue .....	3/- "	Ditto .....	22 Nov., 1873	Do.
John A. Henderson .....	3/3 "	Ditto .....	21 Nov., 1873	Senior Constable.
John Murray .....	3/- "	Ditto .....	10 July, 1873	Ordinary Constable.
William Green .....	4/9 "	Ditto .....	1 Jan., 1873	Senior Sergeant.
James Nolan .....	4/- "	Ditto .....	15 Sept., 1873	Ordinary Constable.
John Pagett .....	4/4 "	Ditto .....	16 Sept., 1873	Senior Constable, 2nd Class.
William Smith .....	4/- "	Ditto .....	22 Nov., 1873	Ordinary Constable.
George Eagar .....	3/- "	Ditto .....	9 Feb., 1874	Do.
James Potter .....	3/3 "	Ditto .....	13 Dec., 1874	Senior Constable, 2nd Class.
William Rourke .....	3/- "	Ditto .....	19 Feb., 1874	Ordinary Constable.
James Thompson .....	3/- "	Ditto .....	19 Feb., 1874	Senior Constable.
George Brooks .....	6/8 "	Ditto .....	20 Aug., 1875	Senior Sergeant.
Michael Costelloe .....	4/4 "	Ditto .....	20 Aug., 1875	Constable.
Benjamin Johnson <sup>1</sup> .....	5/- "	Ditto .....	2 Nov., 1875	Senior Sergeant.
James M'Kay .....	4/8 "	Ditto .....	20 Aug., 1875	Senior Constable.
Catherine Bannon .....	2/- "	Ditto .....	9 April, 1875	Widow of late Constable Bannon.
E. Broomfield .....	3/9 "	Ditto .....	16 Feb., 1876	Late Senior Constable.
William Cook .....	3/9 "	Ditto .....	13 May, 1876	Do.
H. Garvin .....	£250 p ann.	Ditto .....	1 July, 1876	Sub-Inspector.
T. Graham .....	3/6 per diem	Ditto .....	1 Sept., 1876	Constable.
E. Goldrick .....	4/4 "	Ditto .....	6 Dec., 1876	Sergeant.
Robert Mayne .....	4/4 "	Ditto .....	13 May, 1876	Constable.
D. M'Kee .....	3/9 "	Ditto .....	1 Sept., 1876	Senior Constable.
T. Sullivan .....	3/3 "	Ditto .....	1 Sept., 1876	Constable.
M. Tierney .....	2/- "	Ditto .....	13 May, 1876	Do.
George Wyatt .....	4/4 "	Ditto .....	15 June, 1876	Do.
R. Walker .....	3/6 "	Ditto .....	6 Dec., 1876	Do.
John F. Lane .....	6/8 "	Ditto .....	9 Oct., 1877	Senior Sergeant.
James Levick .....	3/3 "	Ditto .....	16 Feb., 1876	Ordinary Constable.
Thomas Leonard .....	3/3 "	Ditto .....	19 Feb., 1877	Do.

<sup>1</sup> Resumed duty 1 April, 1875.

## FOREIGN CONSULS.

RETURN of CONSULS of FOREIGN COUNTRIES residing in NEW SOUTH WALES in the Year 1877.

Name of Consul.	Name of the Country which he represents.	If confirmed, state the date of his Exequatur.	Remarks.
Gabriel Eugene Simon (C).....	France.....	{ 7 February, 1872. ....	Absent.
Comte de Castlenau (C).....			
Jacob Levi Montefiore (C).....			
Octavius Levi Montefiore (C).....	Belgium .....	{ .....	Absent.
Carl Ludwig Sahl (C).....	German Empire.....		
George King (C).....	18 October, 1872.		
Gabriel Eugene Simon A.C. (C.A., from 22 Dec., 1876)	Italy .....	19 October, 1865 .....	Absent.
Thomas Fitzgerald (C.A., from 20 Mar., 1877)			
James H. Williams (C).....	United States of America.....	{ .....	
Don Guillermo E. Eldred (C).....	Chili .....		
Anton Tange (C).....	Denmark.....	6 March, 1857.	
Francis Maenab (C).....	Netherlands.....	29 June, 1866.	
Henry Moore (V.C.).....	Spain .....		
Robert Peel Raymond (V.C.).....	Brazilian Nation .....		
William Woffen (C).....	Sweden and Norway .....		
Alfred Hilder (V.C.).....			
Edmund Monson Paul (C).....	Russia.....		
Edward Reeve (C.G.).....	Hawaiian Islands .....	{ .....	
Alexander Speed Webster (C.).....			
Ernest Octavius Smith .....	Portugal .....	1874.	
Andrew Henry Julius Buass (C.).....	Peru .....	29 Dec., 1870.	
Auguste Parrot (C.).....	Austria .....	2 March, 1877.	
	Swiss Confederation .....	10 February, 1876.	
<b>AT NEWCASTLE.</b>			
Carlos Kramer Walter (V.C.).....	Spain .....	{ .....	
James Cole Ellis (V.C.).....	German Empire.....		
John Rayden Bingle .....	Netherlands.....	16 May, 1873.	
George Tully (C.A.).....	Italy .....		
Robert Barclay Wallace (V.C.).....	France.....		
John Campbell Dibbs .....	Sweden and Norway .....		
Ernest Augustus White (C.).....	Denmark.....		
	Chili .....		
	Hawaiian Islands .....		

(C.G.) Consul General.

(C.) Consul.

(V.C.) Vice-Consul.

(C.A.) Consular Agent.

(A.C.) Acting Consul.

BLUE BOOK OF  
RETURNING OFFICERS.

RETURN of RETURNING OFFICERS in the Year 1877, and Dates of Appointment.

Electoral District.	Name.	Date when appointed.	Electoral District.	Name.	Date when appointed.
Argyle .....	Andrew Gibson Finlay .....	17 Feb., 1872.	The Murrumbidgee	Frederick Anslow Tompson succeeded by	25 Feb., 1869.
Balranald .....	John Cramsie .....	17 Nov., 1860.		Harry Berkeley Fitzhardinge	25 Sep., 1877.
	John Clark Bowden .....	2 Oct., 1877.	Narellan .....	Edward Palmer .....	24 Mar., 1859.
Bathurst .....	John Findlater Clements .....	23 Mar., 1876.	The Nepean .....	John King Lettbridge .....	4 Dec., 1863.
The Bogan .....	George Henry Taylor .....	8 Nov., 1872.	Newcastle .....	Francis James Shaw .....	4 May, 1869.
Braidwood .....	John William Bunn .....	16 Nov., 1864.	New England .....	George Allingham .....	26 May, 1876.
Camden .....	John Macquarie Antill .....	10 Mar., 1876.	Newtown .....	William Bailey .....	4 April, 1873.
Cauterbury .....	Frederick Joseph Underwood .....	15 Feb., 1876.	Northumberland .....	Charles Boscawen Ranclaud	27 Nov., 1860.
Carcoar .....	James Lithgow Cobb .....	28 June, 1867.	Orange .....	James Dale .....	1 Feb., 1871.
The Clarence .....	Alfred Lardner .....	17 May, 1859.	Paddington .....	Henry Beckman Morgan .....	24 Mar., 1859.
Central Cumberland	Charles Ambrose Scrivener .....	11 April, 1876.	Parramatta .....	John Golledge .....	1 Dec., 1870.
Eden .....	Solomon Solomon .....	12 Dec., 1864.	The Paterson .....	George Jackson Frankland .....	13 June, 1876.
The Glebe .....	Thomas Stephenson Rountree .....	17 April, 1873.	Patrick's Plains .....	John Crichton Stuart M'Douall.	24 Mar., 1859.
Goulburn .....	William Conolly .....	27 April, 1860.	Queanbeyan .....	Andrew Morton succeeded by	26 June, 1868.
The Gwydir .....	James Moseley .....	7 July, 1873.		Thomas Parr .....	27 Feb., 1877.
	Alfred John Doyle .....	12 Mar., 1877.	St. Leonards .....	William Tucker succeeded by	16 Nov., 1869.
Hartley .....	Charles George Norris .....	25 Oct., 1876.		Isaac Ellis Ives .....	25 Sept., 1877.
The Hastings .....	John Lowry Ruthven .....	23 Mar., 1876.	Shoalhaven .....	Thomas Morton Richards .....	29 Sept., 1876.
The Hawkesbury .....	James Bligh Johnston .....	29 Oct., 1866.		Zaccheus Glanville Bice .....	22 Oct., 1877.
The Hume .....	Lewis Solomon .....	7 Dec., 1869.	East Sydney .....	Archibald Thompson .....	23 July, 1869.
The Hunter .....	John Lee .....	6 Feb., 1872.	West Sydney .....	John Williams .....	17 Sept., 1868.
The Lower Hunter	John Riddell Fenwick .....	3 May, 1876.	Tenterfield .....	Charles Alfred Lee .....	23 Mar., 1874.
The Upper Hunter	Alexander Johnston .....	17 Feb., 1876.	Tumut .....	William John Shelley .....	7 April, 1874.
Illawarra .....	Francis Peter M'Cabe .....	25 Oct., 1876.		Roland Mansfield Shelley .....	27 Feb., 1877.
Kiama .....	David Lindsay Waugh .....	9 Aug., 1860.	Wellington .....	Robert Rygate .....	20 Feb., 1871.
The Lachlan .....	William Douglas Campbell .....	13 Nov., 1860.	The Williams .....	William Henry Holmes .....	3 July, 1873.
Liverpool Plains .....	John Gill .....	1 Mar., 1867.	Windsor .....	Robert Dick .....	18 Sept., 1873.
East Macquarie .....	William Morgan, Junior .....	27 May, 1872.	Wollombi .....	Thos. Somerville Townshend succeeded by	28 April, 1876.
West Macquarie .....	Alfred John Peeschy .....	11 Dec., 1874.		Alfred Elliott .....	2 Oct., 1877.
East Maitland .....	James Nixon Bruncker .....	29 Jan., 1869.	Was Plains .....	John Fraser Gray .....	14 Dec., 1871.
West Maitland .....	James Ephraim Wolfe .....	4 April, 1873.	Gold Fields North	Francis Hollis Woods .....	24 Nov., 1874.
Monaro .....	Frederick Blaxland .....	23 Dec., 1876.	Gold Fields South	Richard Wicksted Perkins .....	18 Oct., 1870.
Morpeth .....	Jas. Brand Richie Robertson .....	12 Jan., 1869.	Gold Fields West .....	Denis Donnelly .....	19 Dec., 1865.
Mudgee .....	Wilson Ramsay .....	7 Jan., 1871.	University of Sydney	Sir Edward Deas Thomson*	
	William Richard Blackman .....	28 Feb., 1877.			
The Murray .....	Robert Landale .....	10 Dec., 1869.			
	James Henry Davidson .....	25 May, 1877.			
	Alexander Landale .....	25 Oct., 1877.			

\*Chancellor. Returning Officer *ex officio* under 22 Vic., No. 20.

## AGREEMENTS VALIDATING OFFICERS.

RETURN of AGREEMENTS VALIDATING OFFICERS, for the year 1877.

Office.	Name.	Date of Appointment.	By whom appointed, and under what Instrument.	Annual Salary.	Date of first Appointment under the Colonial Government.			
GERMANY.								
Berlin .....	Eduard Frauck .....	6 May, 1876	Governor and Executive Council, by Commission. (Under Act 39 Victoria, No. 29.)	A Fee of 5s. is allowed for certifying agreement in the case of each person.				
Bremen .....	Heinrich Löffler .....	6 May, 1876						
Hamburg .....	Albert Evers .....	6 May, 1876						
NEW ZEALAND.								
Auckland .....	David B. Cruickshank .....	25 May, 1876						
Christchurch .....	Harold Selwyn Smith .....	9 June, 1876						
Dunedin .....	James A. Walcott .....	12 Oct., 1877						
QUEENSLAND.								
Cooktown .....	John Walsh .....	6 May, 1876						
SOUTH AUSTRALIA.								
Adelaide .....	William Russell Hunt .....	2 Aug., 1876						
SWITZERLAND.								
Geneva .....	Louis Chapalay .....	29 Sept., 1876						
TASMANIA.								
Hobart Town .....	Luke Richard Castray .....	29 Jan., 1877						
UNITED KINGDOM.								
England—								
Liverpool .....	William Gracie .....	15 Sept., 1876						
London .....	Andrew Abercrombie Jopp <sup>1</sup> .....	6 May, 1876						
Do. ....	Harry Howe Speed-Andrews .....	6 May, 1876						
Ireland—								
Belfast .....	Henry Atkinson .....	25 May, 1876						
Cork .....	John George McCarthy .....	25 May, 1876						
Scotland—								
Aberdeen .....	Charles Duncan .....	9 June, 1876						
Glasgow .....	Alexander Stuart .....	6 May, 1876						
UNITED STATES OF AMERICA.								
Boston .....	William Henry Wilkinson .....	25 May, 1876						
New York .....	Roderick William Cameron .....	6 May, 1876						
Philadelphia .....	Augustus Morris <sup>2</sup> .....	6 May, 1876						
San Francisco .....	J. C. Merrill .....	6 May, 1876						
VICTORIA.								
Melbourne .....	William Wilmot Couche .....	31 May, 1876						

<sup>1</sup> Secretary to the Agent General for the Colony of New South Wales.<sup>2</sup> Emigration Agent to the Agent General for the Colony of New South Wales.

NOTE.—Statements of current rates of wages, house-rent, food, and clothing are supplied monthly to officers in the United Kingdom by the Agent General for the Colony, and to all others, by the Immigration Agent, Sydney.

## GUARDIANS OF MINORS.

RETURN of Gentlemen appointed, under the 11th section of the Act of Council 19th Victoria, No. 30, as GUARDIANS OF MINORS, to give consent in cases of Marriage in the Colony.

<b>ALBURY</b> — Marcus Freeman Brownrigg. George Grey. Jeffrey James Keatinge. J. L. Carey. Robert Lowes. Michael Langford.	<b>DUBBO</b> — John Byrie. Walter Hugh Tibbits. Jean Emile Serisier. Walter Flood. John Egan. Harris Cohen.	<b>MURRUMBUNDI</b> — Andrew Loder. Phillip W. Wright. George Gray Brodie.	<b>SOFALA</b> — Whittingdale Johnson. Joseph Walford. Henry Hinton.
<b>ARMIDALE</b> — James Buchanan. Charles William Marsh. Thomas Augustus Perry.	<b>DUNGOO</b> — George M'Kay.	<b>MUSWELLBROOK</b> — James White. John Hudson Keys.	<b>SYDNEY</b> — George Allen, Toxteth Park, Glebe (deceased). Edmund Fosbery, Inspector General of Police. John Milbourne Marsh, Water Police Magistrate. David Charles Frederick Scott, Central Police Office James Sheen Dowling. Edward Grant Ward, Registrar General. Charles Cowper, Sheriff.
<b>BALBRANALD</b> — Stephen Cole—Euston. William Ross—Meilman. Richard B. Mitchell.	<b>EDEN</b> — John Lloyd. Henry Wren. George Plunkett Keon.	<b>NARRABRI</b> — Thomas G. Dangar. Andrew Doyle. Charles Edward Smith.	<b>TAMBAROOBA</b> — Joseph Whitehead Lees.
<b>BATHURST</b> — William Hall Palmer. James Byrne Richards. Benjamin Lee, junr.	<b>FORBES</b> — Josiah Strickland. Frederick Dalton.	<b>NEWCASTLE</b> — Edward C. Merewether. Charles B. Ranelaud. Helenus Scott. Richard Maunsell.	<b>TAMWORTH</b> — David W. Irving. P. G. King. James Rigney. T. A. Johnston—Gunnedah. D. H. Dunlop—Gunnedah.
<b>BERRIMA</b> — Charles Lindsay Nicholson.	<b>GOULBURN</b> — John Allman. Charles S. Alexander.	<b>NUNDELE</b> — George Douglas.	<b>TENTERFIELD</b> — James B. Graham.
<b>BURROWA</b> — Edgar Beckham. Cornelius O'Brien. William Douglas Campbell. Charles Sanderson—Grenfell. David Pyne—Grenfell. Robert M. Vaughan—Grenfell.	<b>GRAPTON</b> — Rowland Broadhurst Hill. Edward Michael Ryan. Thomas Bawden.	<b>ORANGE</b> — John Tom Lane. John Arthur Templar.	<b>TRIMMUT</b> — Levi Mandelson. Frederick W. Vyner.
<b>BOMBALA</b> — William Graham. John Nicholson.	<b>GUNDAGAI</b> — A. Broughton. A. C. S. Rose. William Love.	<b>PARRAMATTA</b> — George Langley.	<b>ULLADULLA</b> — David Warden. Percy Hale Shenffe.
<b>BOURKE</b> — James Foott. Alexander Ogilvie Grant. Robert Maurice Hughes.	<b>GUNNING</b> — Henry Saxby.	<b>PATERSON</b> — C. Boydell. Edward Gostwyck Cory. William Barker Boydell.	<b>WAGGA WAGGA</b> — Henry Baylies. John Gordon. John Leitch. John Lupton.
<b>BRADWOOD</b> — Robert Maddrell. William John Bennison. Thomas Lake Crommelin.	<b>HARTLEY</b> — Andrew Brown. Thomas Brown. John Delany.	<b>PATRICK'S PLAINS</b> — Henry Glennie. Robert Adamson Rodd.	<b>WALGETT</b> — Edward J. Sparke. Charles John Horsley.
<b>BRISBANE WATER</b> — Hovenden Hely. Boyd Horsburg.	<b>HAY</b> — Joseph Ede Pearce. William Browne.	<b>PENRITH</b> — William Russell. John King Lethbridge.	<b>WARRIALDA</b> — Alfred Augustus Adams. Hugh Rowland Labatt. F. Wyndham.
<b>BROOKE</b> — William Stewart Caswell. William Truman Collett. Gordon Forbes Davidson.	<b>INVERELL</b> — Colin Ross.	<b>PICTON</b> — John Macquarie Antill.	<b>WELLINGROVE</b> — W. W. Fraser. Angus John M'Innes.
<b>CAMDEN</b> — John Norton Oxley.	<b>KIAMA</b> — James Mackey Gray. John Marks.	<b>PORT MACQUARIE</b> — Donald M'Donald. Charles A. Sinclair.	<b>WELLINGTON</b> — Edward Kater. H. T. B. Gaden.
<b>CAMPBELLTOWN</b> — John Bray. Thomas Chippendale.	<b>LIVERPOOL</b> — Richard Sadleir, R.N. Nathaniel George Bull.	<b>PORT STEPHENS</b> — Thomas Nicholls. Phillip Snape.	<b>WINDSOR</b> — James Ascough. Robert Dick.
<b>CARCOAR</b> — Lawrence Vance Dulhunty. Thomas Icely. William Montague Rothery.	<b>MANNING RIVER</b> — Henry Flett. Henry J. Cornish. James C. Duff.	<b>QUEANBEYAN</b> — Henry Hall. William Foxton Hayley. Frederick Brown Russell.	<b>WOLLAMBI</b> — Henry Chester Master. James Norton Brooks. Henry Gordon.
<b>CASSILIS</b> — William Busby.	<b>MATTLAND</b> — Peter Greer. James Smith. John Lee. G. W. F. Addison.	<b>RAYMOND TERRACE</b> — Archibald Windeyer.	<b>WOLLONGONG</b> — Charles Fairs. George Waring. Alfred Allaston Turner.
<b>CLARENCE TOWN</b> — William Love.	<b>MACLEAY RIVER</b> — Frederick William Chapman. Robert A. H. Kemp. James H. Kemp. William M'Lean. John Bartholomew Casey.	<b>RICHMOND RIVER</b> — Wellington C. Bundock. Charles Hugh Fawcett. Alexander Mackellar. Johnson George King.	<b>YASS</b> — Isidore Maurice Blake. Allan Campbell
<b>COOMA</b> — Robert Barrington Dawson. Elihu Body.	<b>MENINDIE</b> — Rudolf R. Morisset.	<b>RYDE</b> — John Blaxland.	<b>YOUNG</b> — George O'Malley Clarke.
<b>COONABARRAN</b> — Frederick W. Edwards.	<b>MOLONG</b> — William Cousins. Francis Smith.	<b>RYLSTONE</b> — Edward K. Cox. George Robertson Maclean. William Wield Armstrong.	
<b>DENILIQUIN</b> — Lawrence Cockburn. William Rawlins. George Augustus Gordon. James Mair.	<b>MORPETH</b> — Osman E. Middleton.	<b>SCONE</b> — James Smith. John Garrett. John Mildred Creed.	
	<b>MUDGEE</b> — Robert Lowe. W. D. Meares. Thomas Alexander Browne— Gulgong.	<b>SHOALHAVEN</b> — Alfred Elyard.	

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ANDERSON'S ARTIZANS COLLEGE AND HOME FOR  
FATHERLESS BOYS.  
(CORRESPONDENCE.)

*Ordered by the Legislative Assembly to be printed, 1 May, 1878.*

## SCHEDULE.

NO.		PAGE.
1.	The Under Secretary, Colonial Secretary's Office, to the Inspector of Public Charities. 21 March, 1878 .....	1
2.	The Inspector of Public Charities to the Principal Under Secretary. 26 March, 1878 .....	1
3.	The Under Secretary, Colonial Secretary's Office, to the Inspector of Public Charities. 16 April, 1878 .....	2
4.	The Inspector of Public Charities to the Principal Under Secretary. 26 April, 1878 .....	2

## No. 1.

The Under Secretary, Colonial Secretary's Office, to The Inspector of Public Charities.

Sir,

Colonial Secretary's Office, Sydney, 21 March, 1878.

Mr. Anderson, the founder of a species of Orphanage at Balmain, called the "Artizans' College," having requested that you should visit the Institution and report upon it, I am directed to inform you, that the Colonial Secretary will be glad if you will take an opportunity of doing so.

I have, &amp;c.,

M. R. ALLAN.

## No. 2.

The Inspector of Public Charities to The Under Secretary, Colonial Secretary's Office.

Sir,

Office of Inspector of Public Charities, 26 March, 1878.

I have the honor to state, for the information of the Colonial Secretary, that, in accordance with his instructions, I have visited the "Artizans' College, and Home for Fatherless Boys," recently started by Mr. Anderson. The scheme was described to me by its originator, as combining the elements of philanthropy with those of ordinary business gains. His intentions are to provide a good home to boys who are otherwise friendless, to raise them in the social scale, and provide them with a certain means of self support, while, at the same time, he wishes to demonstrate that the above is practicable without interfering with his ordinary business avocations.

The workshop is situated at Balmain, and the Home at Hunter's Hill, Lane Cove.

At the former I found ten boys at work under the direction of four tradesmen, engaged in the rudimentary parts of furniture making, upholstering, &c. The premises are good and clean, and the boys looked clean and healthy.

The Institution was opened in August; the first boy entered six months ago,—others are only recent arrivals. All answered my questions readily, and expressed themselves as happy, and contented with their prospects.

I then accompanied Mr. Anderson to the Home, Hunter's Hill. Here I found the dormitories very clean, and the bedding good. Mrs. Anderson and a servant do the house-work, but the boys assist in the smaller duties; they call Mrs. Anderson mother, and from various details I gathered that a family feeling and *esprit de corps* is springing up. The boys, accompanied by Mr. Anderson, row in their boat between the Home and workshop daily; on Sundays they attend Church and Sunday-school, and on week-day evenings read in classes, &c.

Altogether I was much pleased with what I saw.

Mr.

Mr. Anderson wishes the Institution placed under the Industrial Schools Act, and to receive Government countenance and aid. He stated that he had received upwards of a hundred applications from persons desirous of placing youths in his charge, but had not means to embark in so large a scheme.

While acknowledging the good work he proposed doing I endeavoured to show him that the age at which he received his apprentices was beyond that at which under ordinary circumstances Government had to provide for children, and that therefore he was not in fact relieving Government of their maintenance. I believe, however, Mr. Anderson is worthy of assistance, and suggest two ways in which it might be given:—

1. Let him be placed on a somewhat favoured footing in supplying such articles of furniture as he is able to make, so long as in quality and price he can compete in the open market.
2. Let a sum of £100 be paid him, to go as rent for three years, or during such time as his scheme is struggling into maturity.

In event of the Government deciding on doing away with the Nautical School Ship "Vernon," and adopting my suggestions, I believe Mr. Anderson's Institution could be made to render valuable aid to the Government in the disposal of certain of the senior boys, who, after satisfactorily serving a probationary term on the Government Pilot Vessels, declined to serve on the Men-of-War.

I have, &c.,

HUGH ROBISON,  
Inspector of Public Charities.

### No. 3.

The Under Secretary, Colonial Secretary's Office, to The Inspector of Public Charities.

Sir,

Colonial Secretary's Office, Sydney, 16 April, 1878.

In acknowledging the receipt of your letter of the 26th of last month, respecting the result of your inspection of the "Artizans' College and Home for Fatherless Boys," recently established by Mr. Anderson, I am directed by the Colonial Secretary to inform you that, while it affords him great satisfaction to read of the success attending Mr. Anderson's unaided effort, he regrets that he cannot accede to either of your suggestions as to special privilege in the purchase of furniture manufactured by Mr. Anderson, and as to the payment of rent.

2. I am to request, however, that you will ascertain and state the number of boys that Mr. Anderson could properly accommodate if the Government should see fit to bring his establishment under the Industrial Schools Act.

I have, &c.,

M. R. ALLAN.

### No. 4.

The Inspector of Public Charities to The Under Secretary, Colonial Secretary's Office.

Sir,

Office of Inspector of Public Charities, Hyde Park, Sydney, 26 April, 1878.

In reply to letter of 16th April, requesting me to ascertain the number of boys Mr. Anderson is prepared to accommodate in his "Artizans' College and Home, &c.," I have the honor to state I have had further conversation with Mr. Anderson, who tells me he can receive a total number of twenty-five apprentices, that is fifteen beyond his present number.

He further expressed a fear lest bringing his Institution within the Industrial Schools Act might disturb the purely voluntary character of the contract between his apprentices and himself, or compel him to introduce a coercive element into his relations with his boys.

He also dwelt at much length on the great advantage it would be to him could he obtain small Government contracts or work at rates not exceeding current prices.

In arriving at his decision on this matter I would, with highest respect, solicit the Colonial Secretary to keep in view:—

- 1st. That the chief value of Mr. Anderson's scheme lies in his statement that it is self-supporting.
- 2nd. That there exists throughout the Colony a demand beyond the supply for the labour of youths of the apprenticing ages, say 13 to 16 years, and over, and that therefore no actual pecuniary relief is given by Mr. Anderson's Establishment to the Government.

These considerations caused me to suggest the temporary aid contained in my former letter as a sufficient recognition of Mr. Anderson's philanthropic intentions, and in fact assisting him in the direction he himself pointed out.

I have, &c.,

HUGH ROBISON,  
Inspector of Public Charities.

1877-8.

## NEW SOUTH WALES.

## APPREHENSION OF DESERTERS FROM MERCHANT SHIPS.

(DESPATCH RESPECTING, BELONGING TO KINGDOM OF MADAGASCAR.)

Presented to Parliament by Command.

The Treasury, New South Wales,  
8th May, 1878.

His Excellency the Governor directs the publication, for general information, of the following Circular Despatch from the Principal Secretary of State for the Colonies, transmitting Order of Her Majesty in Council, providing for the apprehension of Deserters from Merchant Ships belonging to the Kingdom of Madagascar, under the "Foreign Deserters Act, 1852."

H. E. COHEN.

Circular.)

Downing-street,  
7th December, 1877.

Sir,

I have the honor to transmit to you a copy of an Order of the Queen in Council, dated the 28th December, 1866, applying the "Foreign Deserters Act, 1852," to the Kingdom of Madagascar.

This Order appears to have been sent out in original to the Governor of Mauritius without any steps having been taken at the time to communicate it to the rest of the Colonies. It is therefore now forwarded for your information and for publication in the Colony under your Government.

I have, &c.,  
CARNARVON.The Officer Administering  
the Government of New South Wales.At the Court at Osborne House, Isle of Wight,  
the 28th day of December, 1866.*Present:*

The Queen's Most Excellent Majesty in Council.

WHEREAS by the "Foreign Deserters Act, 1852," it is provided that whenever it is made to appear to Her Majesty that due facilities are or will be given for recovering or apprehending seamen who desert from British merchant ships in the territories of any foreign power, Her Majesty may, by Order in Council stating that such facilities are or will be given,

declare that seamen, not being slaves, who desert from merchant ships belonging to such power when within Her Majesty's dominions, shall be liable to be apprehended and carried on board their respective ships, and may limit the operation of such Order, and may render the operation thereof subject to such conditions and qualifications, if any, as may be deemed expedient; and whereas it has been made to appear to Her Majesty that due facilities are given for recovering and apprehending seamen who desert from British merchant ships in the territories of Her Majesty the Queen of Madagascar.

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said "Foreign Deserters Act, 1852," and by and with the advice of Her Privy Council, is pleased to order and declare, and it is hereby ordered and declared that from and after the publication hereof in the London Gazette, seamen, not being slaves, and not being British subjects, who, within Her Majesty's dominions, desert from merchant ships belonging to the Kingdom of Madagascar, shall be liable to be apprehended and carried on board their respective ships.

Provided always, that if any such deserter has committed any crime in Her Majesty's dominions, he may be detained until he has been tried by a competent Court, and until his sentence (if any) has been fully carried into effect.

And the Right Honorable the Earl of Carnarvon, the Right Honorable Viscount Cranborne, and the Right Honorable Spencer Horatio Walpole, three of Her Majesty's Principal Secretaries of State, are to give the necessary directions accordingly.

EDMUND HARRISON.





1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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**AUCTIONEERS' LICENSING ACT.**

(PETITION FROM ALFRED NEWMAN.)

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*Ordered by the Legislative Assembly to be printed, 12 March, 1878.*

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

The Petition of Alfred Newman, Auctioneer, of Hill End,—

HUMBLY SHOWETH:—

1. That your Petitioner is a licensed auctioneer.
2. That in the present Auctioneers' Act there is no clause that enables him to sell the stock-in-trade of a licensed victualler.
3. That a licensed victualler cannot hold an auctioneer's license, and is thus precluded from selling his stock by public auction.
4. That Clerks of Petty Sessions, Curators of Intestate Estates, Poundkeepers, Bailiffs, and others, can sell without holding a license.
5. That persons styling themselves "Cheap Jacks" evade the law by selling downwards, though in point of fact they sell to the highest bidder, and that at all hours of the night.
6. That an auctioneer cannot sell after sunset or before sunrise.
7. That the fee for a district license is too small.

Your Petitioner therefore humbly prays that measures may be taken to amend the present Auctioneers' Act, more particularly in reference to clauses 2, 4, 5, and 7, as set forth in this Petition.

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

Hillend, January 29, 1878.

ALFRED NEWMAN.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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**BEER'S DISABILITIES BILL.**

(PETITION OF FREDERICK BEER, M.D.)

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*Ordered by the Legislative Assembly to be printed, 13 February, 1878.*

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

The humble Petition of Frederick Beer, M.D., of Sydney, in the said Colony,—

RESPECTFULLY SHOWETH:—

That a Bill, which has been read a first time, is now before your Honorable House to relieve your Petitioner from all disabilities arising from his having been illegally and erroneously convicted of felony in the year one thousand eight hundred and fifty-six.

And whereas before the said Bill comes on for its second reading your Petitioner earnestly desires to be heard by Counsel, learned in the law, at the Bar of your Honorable House.

Your Petitioner therefore humbly prays that he may be heard by Counsel as aforesaid.

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

FREDERICK BEER, M.D.

Dated at Sydney, this eleventh day of February, A.D. 1878.

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1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

BRITISH DUTIES ON AUSTRALIAN WINES.  
(CORRESPONDENCE AND PAPERS RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

## SCHEDULE.

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4.	Same to same (with enclosures). 18 October, 1877.....	4

## BRITISH DUTIES ON AUSTRALIAN WINES.

## No. 1.

The Agent General for New South Wales to The Colonial Secretary.

Sir,

London, 21 December, 1876.

I have the honor to enclose herewith copy of a letter from the Colonial Office, dated 22nd ultimo, relating to the duty on Australian wines, and covering report by the Board of Customs, dated 13th ultimo, in reply to my letter to the Colonial Office dated 11th October last, a copy of which was transmitted to you under cover of my letter, No. 172, of the 19th October last.

I have, &amp;c.,

WILLIAM FORSTER.

Submitted.—5/2/77. The Treasurer.—JOHN R., 9/2/77. The Under Secretary for Finance and Trade, B.C., 9/2/77.—H.H.

I would suggest that my hon. colleague should urge again that a reconsideration be made of the regulation, so that without denying the general proposition laid down by the Commissioners, the door may be opened for admission into England of Colonial wines.—A.S., 10/2/77.

The Under Secretary, Colonial Secretary's Department, B.C. 14/2/77. G.E.

To be carried out.—21/3/77, JOHN R.

Mr. Malcolm to Mr. Forster.

Sir,

Downing-street, 22 November, 1876.

With reference to your letter of the 11th October, relating to duty charged on Australian wines in this country, I am directed by the Earl of Carnarvon to transmit to you a copy of a report by the Board of Customs on the subject, which he has received from the Lords Commissioners of the Treasury.

I am, &amp;c.,

W. R. MALCOLM.

(No. 367.) The Commissioners of Customs to The Treasury.

YOUR Lordships having referred to us the annexed letter from the Colonial Office, with copy of a letter therein referred to from the Agent General of New South Wales, enclosing copy of a report of Mr. Lumsdaine, Chief Inspector of Distilleries at Sydney, on the subject of the alcoholic strength of Australian wines, and requesting that the expediency of revising the Customs Tariff may be again considered, on the ground that natural wines from the Australian Colonies contain more than 26 degrees of proof spirit, the limit of strength under which they can be imported into this country at the duty of 1s. per gallon,—

We report—

That in our report to your Lordships, dated the 11th August last, No. 285, on a previous letter from the Colonial Office enclosing a report from Mr. Leslie Moody, Chief Inspector of Distilleries in Victoria, suggesting that the existing Customs Tariff on Wine should be replaced by a sliding scale of duties, with the view to the admission of natural wine from Australia on more advantageous terms, we stated that the points raised by Mr. Moody had been fully discussed in our report to your Lordships, dated 6th January, 1875, No. 4, in which we pointed out that it had never been maintained that natural wine could not be produced under exceptional circumstances of climate, soil, or mode of manufacture, containing more than 26 degrees per cent. of proof spirit, but our contention had been that the great bulk of all the natural wines of the world would not yield, by simple fermentation, that amount of spirit, and we submitted that Mr. Moody's suggestion should not be adopted.

In the present application the Agent General of New South Wales would appear to attach much importance to the report of Mr. Lumsdaine, and he states that he is disposed to think that if we had been acquainted with that report we might possibly have arrived at a different conclusion, or at any rate have considerably modified the conclusion at which we did arrive.

We have examined the report of Mr. Lumsdaine, and we gather therefrom that he procured from several vineyards samples of grape must, which were fermented and tested by Mr. Moody, and subsequently sent to Mr. Lumsdaine for analysis, who found that the strength varied from 28° to 32° 4', and he alleges that a determination of a higher percentage than 26° and 28° of proof spirit in Australian wines has been conclusively established.

Upon which we have to observe that, taking into consideration the care which appears to have been bestowed in selecting the samples of must, and the scientific manner in which they have been fermented and tested by Mr. Moody, and subsequently analysed by Mr. Lumsdaine, the results obtained are not only possible but such as might have been expected; and they only prove what we have always admitted, viz., that natural wine may, under exceptional circumstances, contain more than 26° of proof spirit; but they do not in any way disprove the allegation that the great bulk of all the natural wines of the world will not yield by simple fermentation that amount of spirit; and we are of opinion that no new facts have been adduced of sufficient weight to call for a reconsideration of the principle upon which the wine duties are levied in this country.

F. GOULBURN.

GRENVILLE L. BERKELEY.

Custom House, 13 November, 1876.

## No. 2.

The Under Secretary, Colonial Secretary's Department, to The Under Secretary for Finance and Trade.

Sir,

Colonial Secretary's Office, Sydney, 4 April, 1877.

With reference to your communication of the 14th of February last, returning with a minute of the late Colonial Treasurer's the Agent General's letter and its inclosures concerning the English duty on Australian wines, I am directed by the Colonial Secretary to state that Mr. Forster has now been instructed

instructed to endeavour to obtain from the Imperial Government a reconsideration of the regulation affecting such wines, so that without any denying of the general proposition laid down by the Commissioners of Customs in their report of the 13th of November last, the door may be opened for the admission of Colonial wines into England.

I have, &c.,  
HENRY HALLORAN.

Seen.—W.R.P., 10/4/77.

No. 3.

The Agent General to The Colonial Secretary.

London, 3, Westminster Chambers, Victoria-street, S.W.,  
23 August, 1877.

Sir,

With reference to your despatch, No. 77-1,173 of the 3rd April, 1877, on the subject of the duty on Australian wines, I have now the honor to enclose a copy of a letter dated 7th instant, which I addressed, in compliance with the request contained in your above quoted despatch to the Under Secretary of State for the Colonies, with a view to obtain from the Imperial Government a reconsideration of the regulation affecting such wine, and of the reply dated 17th instant.

I have, &c.,  
WILLIAM FORSTER.

The Colonial Treasurer.—JOHN R., 12/10/77.

The Under Secretary for Finance and Trade.—B.C., 12/10/77, H.H.

To be laid on the Table of the House.—W.A.L., 7/12/77.

The Agent General to The Under Secretary of State for the Colonies.

3, Westminster Chambers, Victoria-street, S.W.,  
7 August, 1877.

My Lord,

Having forwarded to my Government a copy of recent correspondence with the Colonial Office on the subject of the duty on Australian wines, I have in reply received from the Chief Secretary a despatch, dated Sydney, 3rd April, 1877, a copy of which I have the honor to submit for your Lordship's consideration—in which I am instructed to endeavour to obtain from the Imperial Government a reconsideration of the regulation affecting such wines.

I was in hopes that my Government would have seen fit to make a special remonstrance to the Imperial Government with reference to these duties, whether or not in co-operation with the Government of Victoria. I regret exceedingly that the responsibility has been thrown upon me of re-submitting the question to the Imperial Government, simply because I feel that I have nothing to add to what has been already said and done in a former correspondence between this Office and the Colonial Office.

I trust that Her Majesty's Ministers will have perceived that the arguments adduced by Her Majesty's Commissioners of Customs, and apparently relied upon by Her Majesty's Ministers in the course they took of declining to accede to the wishes of the two Colonies chiefly concerned for a reduction of the duties to such an extent, or in such a form as might admit Colonial wines upon equal or nearly terms as Continental into the United Kingdom, have been sufficiently controverted by the representations made, and facts adduced by official investigations made under the authority of the two Governments of New South Wales and Victoria, which seem conclusively to prove that the scientific data upon which Her Majesty's Commissioners of Customs based their conclusions were insufficient, inasmuch as it now appears certain from the official investigations alluded to that a large quantity of perfectly pure wines, which have not been fortified by the addition of artificial or extraneous alcohol, but which are unfortunately above the standard of wines entitled to admission under the shilling duty, have been manufactured, and are constantly being manufactured, in New South Wales and Victoria, and that this species of manufacture tends to be largely increased in proportion to the obviously increasing public demand for these wines.

I submit that, as a question of morality and social improvement, it is the duty of every Government, and I cannot doubt that it is the desire of Her Majesty's Ministers to afford all possible facilities and encouragement for the general use of these wines, or wines of such character, in substitution for the consumption of alcohol and alcoholic beverages properly so called. I submit further that such a reduction of the duties as will admit Australian to the benefits of the present Imperial tariff is clearly most consistent with the understood objects of that tariff, namely, to encourage the consumption of a certain class of wines, and in some measure to extend approximately the doctrines of free trade; and that with regard to this latter object, New South Wales, from her well known recognition of free trade principles, has a peculiar claim upon the consideration of the Imperial Government.

I trust therefore that the desire of the Government of New South Wales that the question should be further considered by Her Majesty's Ministers will not only induce such reconsideration, but that the trifling advantage asked for of a slight alteration of the standard of strength for wines subject to the lowest duty may be ultimately conceded.

I have, &c.,  
WILLIAM FORSTER.

Mr. J. Bramston to The Agent General.

Sir,

Downing-street, 17 August, 1877.

I am directed by the Earl of Carnarvon to acknowledge the receipt of your letter of the 7th instant, enclosing copy of a communication from the Chief Secretary of the Government of New South Wales, urging a reconsideration of the regulation affecting the importation of Australian wines into this country.

Lord



Lord Carnarvon has forwarded a copy of your letter and enclosure to the Lords Commissioners of the Treasury, for their consideration, and the question will no doubt receive further consideration, though at present Lord Carnarvon believes that the Board of Treasury and the Customs authorities do not see their way to the concession desired in favour of Australian wines.

I am, &c.

JOHN BRAMSTON.

No. 4.

The Agent General to The Colonial Secretary.

Sir, London, 3, Westminster Chambers, Victoria-street, S.W., 18 October, 1877.

In continuation of my despatch, No. 295-77, of the 23rd August last, relative to the duty on Australian wines, I have the honor to enclose herewith a copy of a further letter, dated 20th ult., which I have addressed to the Secretary of State for the Colonies, and of His Lordship's reply, dated 4th inst., on this subject. A recent parliamentary paper, entitled a "Translation of the New Spanish Tariff, dated July 17, 1877, with an Explanatory Report by Sir J. Walsham, Bart., Her Majesty's Chargé d'Affaires at Madrid," a copy of which I enclose, led me again to address the Secretary of State, as the paper appeared to me to afford some arguments in our favour. And as the matter had recently been discussed in the *Times* (see the enclosed leading article from the *Times* of 30th August last), I also wrote to the Editor of that paper, and I enclose copy of my letter, taken from the *Times* of the 11th instant.

I have, &c.,

WILLIAM FORSTER.

Submitted.—6/12/77. The Treasury.—JOHN R., 7/12/77. The Under Secretary for Finance and Trade, B.C., 7/12/77.—H.H. To be returned.

The Agent General to The Secretary of State for the Colonies.

My Lord, 3, Westminster Chambers, Victoria-street, S.W., 20 September, 1877.

Since my receipt of Mr. Bramston's letter of the 17th ultimo, in reply to mine of the 7th ultimo, with reference to the question of a proposed alteration of the Imperial Tariff, with a view to facilitate the introduction of pure Australian wines of such alcoholic strength as to subject them to a duty of not more than one shilling, a parliamentary paper has been published purporting to be a "Translation of the New Spanish Tariff, with an Explanatory Report by Sir J. Walsham, Bart., Her Majesty's Chargé d'Affaires at Madrid," from which it appears that a very important difference of opinion upon a question of fact has arisen between the Spanish Government and Her Majesty's representative. The translation shows, page 6, that Great Britain is not included among those nations "which concede to the products of Spain, by reason of treaty stipulations, the Customs duties established for the most favoured nation." And Sir John Walsham says, in his report, page 29, "As regards Great Britain, it is contended that differential duties are imposed on Spanish wines, and that consequently British commerce cannot expect to receive better treatment in Spain." Sir John Walsham proceeds to deny the contention, and asserts that "Spanish produce and manufacture enjoy under the Customs tariff of the United Kingdom the same treatment as the produce and manufacture of all other Countries." No doubt Sir John Walsham is literally correct in his statement. But it cannot be supposed that the Spanish Government would make an exactly contrary statement without some reasonable or at least colourable grounds. And the difference upon the question of fact may perhaps be accounted for by the difference in character between French and Spanish wines, the alcoholic strength of the former being in general so low as to admit the greater number of them under the shilling duty, while of the latter the alcoholic strength is such that although they may be equally pure wines as those of France, they are virtually excluded from the British market by being subject on a higher duty.

The publication of this paper, and the circumstances to which it refers, appear to me to constitute a favourable occasion for again calling your Lordship's attention to the subject, and for requesting your Lordship to take such steps as may be necessary to move Her Majesty's Commissioners of Customs to reconsider their former decision in the matter under whatever fresh light may be thrown upon it in connection with the effect of the Imperial Tariff upon the importation of Spanish wines. I would respectfully submit that, whatever grounds of complaint or dissatisfaction with the operation of the tariff in this respect the Spanish Government may have, still stronger grounds of complaint and dissatisfaction exist in the case of the Australian Colonies, considered as British dependencies and component parts of the Empire, and that the fidelity of New South Wales to the principles of free trade entitles her to still more favourable consideration. I submit further, that the attitude assumed by the Spanish Government in this matter furnishes additional evidence of the insufficiency of the reasons, from a general point of view, upon which the concession prayed for by the Australian Colonies is understood to have been declined by the Imperial Government.

I would further respectfully express a hope that if the Imperial Government should not be able to see their way to a general reduction of the duty on wine, or to such an increase of the standard of alcoholic strength as may admit a larger number of wines of the class now virtually excluded, some compromise in the shape of a sliding scale might be adopted which would admit some of the wines last referred to at an intermediate rate.

I have, &c.,

WILLIAM FORSTER.

Mr. W. R. Malcolm to The Agent General.

Sir, Downing-street, 4 October, 1877.

I am directed by the Earl of Carnarvon to acknowledge the receipt of your letter of the 20th of September in reference to the effect of the wine duties now levied in this Country upon the importation of wine grown in the Australian Colonies and in Spain, and I am to inform you that a copy of it has been transmitted to the Lords Commissioners of the Treasury for their consideration.

I am, &c.,

W. R. MALCOLM.

(The

(The Times, Thursday, August 30, 1877.)

A PARLIAMENTARY paper just issued contains the text of the new Spanish Tariff and an explanatory letter from Sir John Walsham, our *Chargé d'Affaires* at Madrid. When we say it is an unsatisfactory story, we do not mean that our representative in Spain has failed to do his duty, but that the light he throws upon the motives of the Spanish Ministry makes us fear there may be some prolonged difficulty in obtaining a repeal of the differential duties to which our manufactures are exposed. We are not indeed, the only sufferers. France and the United States are in the same position as ourselves; and it would seem that the Government of France has already had a proof of the temper which prevails at Madrid. It is reported that the French Government requested the Spanish Government to suspend the application of the differential scale of duties to French commodities until an agreement had been made for a new Treaty of Commerce, and that the request has been met with a distinct refusal. The Government of Spain has backed up this refusal with a counter demand that Spain shall have the treatment accorded by France to the "most favoured nation." We do not know in what particular this treatment is at this moment withheld by France. As for ourselves we make no discrimination among the countries with which we deal. We have the same scale of duties, whatever the country of origin of the commodities imported into the United Kingdom. We might, therefore, claim at once that, as we give Spain the treatment of the "most favoured nation," we ought to receive, and, according to Spanish professions, we are entitled to receive, the treatment of the "most favoured nation." But the Spanish Government has a reply, which it holds to be conclusive. It admits that we put no special import duties on Spanish commodities, but it says that the higher duty we levy on wines of greater alcoholic strength does, in fact, operate as a special tax on Spanish wines, and that while the staple export of the Peninsula is thus placed at a disadvantage, their country is practically denied the treatment of the "most favoured nation." The argument thus stated is very fallacious, but the chance of speedily dislodging it from the minds of Spaniards does not appear to be promising.

The history of the new Spanish Tariff is exceedingly simple. Previous to it the import duties on commodities brought into Spain were regulated by the Tariff of 1869. The principle of this Tariff was to levy certain *ad valorem* duties on special conventional values. Prices, however, change, and in the last seven or eight years they have greatly changed in Spain, and when the Minister of Finance brought in his Budget this year he proposed to revise these duties. There was no intention to effect any radical alterations in the duties levied, but to substitute specific duties consequent on a new valuation of prices for the *ad valorem* duties formerly levied. The Minister, Señor Barzanallana, however, suggested that the opportunity might be taken, first, to impose special surcharges on the produce of countries that in any way specially compete with the produce and commerce of Spain, and, secondly, to withhold from nations not conceding to Spain "most favoured nation" treatment the benefit of any incidental reductions which might follow upon the revaluation of prices and substitution of specific for *ad valorem* duties. It appears that on the 11th of July the Cortes approved the propositions of the Finance Minister, and we ought to have been then warned that alterations of the Tariff prejudicial to our interests might be expected. Nothing, however, has been done in the way of imposing surcharges on the commodities of nations supposed to do special harm to Spanish commerce. It is under the second part of the Finance Minister's proposals that we suffer. The revaluations have been made, and a list of specific duties published; but where these duties are lower than those which have been levied under the Tariff of 1869, we are left, with France and the United States, under the operation of the pre-existing and higher duties. The complaint against the United States is probably the same as against ourselves—that they levy duties on wines varying according to their alcoholic strength, so that sherries are, as a rule, subjected to higher duties than clarets. The same thing is, of course, true of ports; but the Spaniards appear to regard Portugal as an *annexe* of Spain. We are so indifferent to the nationality of wines that we tax the produce of our own Colonies at the same rate as the produce of foreigners, and where, as in the case of the wines of the Cape Colony, they come within the operation of the test of greater alcoholic strength, the higher duty of 2s. 6d. per gallon is levied upon them, with the effect, as the Cape colonists aver, of extinguishing entirely what was a flourishing and increasing trade. Have the Spaniards any ground of complaint in our method of levying duties on wines, and, if so, can we remove it? As we have said, and it cannot too often be repeated, we never ask where the grapes were grown or the wine made. Our Tariff exactly fulfils the conditions Señor Barzanallana himself laid down. We have no convention with Spain promising to put Spanish commerce on the "most favoured nation" footing; but, to use his words, we have, "without conventions, applied our Customs system to the commerce of Spain in exactly the same way, and on precisely the same conditions, as we apply it to the commerce of other countries, no distinction being made between any particular Spanish produce and similar produce of other countries." Nevertheless, it is quite true that sherries do, as a rule, pay 2s. 6d. per gallon. The lighter unbranded sherries and Val de Peñas are admitted at the lower rate of 1s. per gallon, but when the alcoholic test shows more than 26 degrees the higher duty is exacted. This is not done for the purpose of protecting any particular wine trade, nor with the intention, as seems to have been erroneously stated in Spain, of protecting our spirit distilleries. On spirits themselves we levy a uniform duty of 10s. 6d. per gallon, whether they are British or foreign; and the sole purpose of the additional duty on the wines of greater alcoholic strength is to save the revenue raised by the duty on spirits from being filched away by the introduction of highly-branded wines at nominal rates. This object is so important that we can hold out no hopes of the reduction of the duties on wine to the uniform rate of 1s. per gallon. There might be some break in the transition from 1s. to 2s. 6d. The increase is evidently disproportionately great; and while it must be perfectly right to charge so-called wine having 40 degrees of spirit with 2s. 6d. a gallon, it is difficult to defend the transition under which wine with 25 degrees pays 1s. and wine with 27 degrees pays 2s. 6d. The *maximum* of alcoholic strength now permitted in wine might be reduced, and in any case an intermediate grade of duty could be instituted. It cannot, however, be admitted that Spain has suffered under our present Tariff. The last three or four years have not been favourable to the Spanish wine trade, but this has not been in consequence of the import duties we levy on wines. Civil war is never likely to develop trade, and Spain is no exception to the rule. But Spaniards, if they look at long averages and the general current of commerce, will be forced to acknowledge that the increase in the importation of wine from Spain was, up to the time of the war, absolutely greater than the increase in the importation of wine from France since the French Treaty. The relative increase of the French wine trade was, no doubt, greater because this trade was extremely limited when  
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the Treaty was negotiated; but sherry long retained its pre-eminence, and with the return of peace in Spain it will regain the position in our imports which has for the moment been endangered or lost.

No man can examine the position taken by the Spanish Government without being reminded of the complaint, now become inveterate, of the inequalities of taxation levied upon the inhabitants of that part of the United Kingdom called Ireland. Señor Barzanallana and Mr. Mitchell Henry assume the same position. A man is not subject to any unequal taxation because he is an Irishman, but if he buys a shilling's worth of whisky he contributes more to the Exchequer than if he buys a shilling's worth of beer. In the same way the wine bought of the Spanish merchant and brought into England does not pay an additional farthing of duty because it comes from Spain; but if a gallon of Spanish wine contains three pints of alcohol, we must tax it at a higher rate than a pint of Rhenish or Gascon wine that does not contain more than a pint. A Spanish Minister of Finance may be pardoned if he remonstrates against this principle of taxation, but, after his remonstrance has been made, we must continue to pursue the same course. There may be some modification of details; there can be no abandonment of the main principle until the golden day arrives when neither for fiscal nor for moral reasons shall it be necessary to impose any special impost on the vending of alcoholic drinks. If this statement is not accepted as satisfactory at Madrid—and we do not suppose it will be at once received as conclusive—we must wait till it makes its way. After all, we work in a world where the fact that the same thing is viewed by different men from different lights must be accepted as a condition of practical life. Señor Barzanallana and Sir Stafford Northcote do not occupy the same point of view. Our fathers did not always realize this truth, and when they did they took little account of it. We are ready to recognise it, but while we bear it in mind, we cannot alter the whole scheme of our fiscal system in consequence of it.

(*The Times*, Thursday, October 11, 1877.)

SPANISH AND AUSTRALIAN WINES.

To the Editor of the Times.

Sir,

A recently published Parliamentary paper, purporting to be a "Translation of the new Spanish Tariff, with an explanatory Report by Sir J. Walsham, Her Majesty's Chargé d'Affaires at Madrid," discloses a singular difference of opinion upon an important question of fact between the Spanish Government and Her Majesty's representative. By this Tariff—page 6—Great Britain is not included among those nations "which concede to the products of Spain, by reason of treaty stipulations, the Customs duties established for the most favoured nation." Sir J. Walsham, in his Report—page 29—says, "As regards Great Britain, it is contended that differential duties are imposed on Spanish wines, and that, consequently, British commerce cannot expect to receive better treatment in Spain." But Sir J. Walsham denies the fact, and positively asserts that "Spanish produce and manufacture enjoy, under the Customs Tariff of the United Kingdom, precisely the same treatment as the produce and manufacture of all other countries." Now, it cannot be for a moment supposed that in a matter of so much importance, and by way of rejoinder to a previous statement of the Spanish Government, Sir J. Walsham would be capable of mis-stating such a fact, even by inadvertence. But, on the other hand, it is highly improbable that the Spanish Government had no grounds whatever for their contrary statement. It will strike any one acquainted with the manner in which the Customs Tariff of the United Kingdom affects Australian wines that the difficulty may be explained by the difference in character between Spanish and other wines, particularly French, and that probably, although Sir J. Walsham may state the literal fact with perfect accuracy and sincerity, the Spanish Government may yet be right in the spirit of their complaint. It is well known that the last alteration of the British Tariff was effected ostensibly in the interests of free trade, but also with the avowed object of admitting and introducing into general consumption the light French wines. The alteration consisted mainly in reducing the duty on wines containing only 26 per cent. of alcohol to 1s. per gallon, wines above that strength remaining subject to a duty of 2s. 6d. per gallon. As no complaints appear to come from or on the part of France, it may be assumed that the Tariff has so far accomplished its intended purpose by admitting the greater number of light and pure French wines, or, at any rate, of those which it is considered desirable to export. But, from the testimony of certain correspondents of yours, and the course taken in this matter by the Spanish Government, it may be gathered that this Tariff virtually excludes a number of Spanish wines similar in other respects to light French wines, and although perfectly pure—that is to say, not artificially mixed with or strengthened by alcohol—yet of sufficient alcoholic strength to render them subject to the higher and almost prohibitory duty of half-a-crown per gallon. To admit these wines and bring them into general competition, or, in other words, to place them upon an equal footing with French wines, would require either a reduction of the duty upon all pure wines, or an increase of the standard of strength to which wines subject only to the shilling duty are at present limited. In these circumstances, if the alteration of the tariff were intended, or could be regarded, as a manifestation of free trade principles, and not as an instance of favour shown to a particular nation, the Spanish Government are not so entirely without reason in the course they have taken as would appear from Sir J. Walsham's Report.

No doubt it is simply from inadvertence or ignorance of the facts, that, while your correspondents show themselves fully alive to the alleged claims of Spain to a more favourable treatment of her wine-growers, the at least equal claims, whether from a national or commercial point of view, of the Australian Colonies have been entirely overlooked. It appears to be far from generally known that the claims and interests of Australian wine-growers in this matter of the Tariff run on all fours with those of the Spanish, and possibly also of Italian, Cape, and many other wine-growers, whose wines are the produce of rich volcanic soils, similar to those of Australia. It is only lately that scientific analysts and physiologists have been brought to acknowledge the existence, in any quantity, of pure wines strong enough to contain, say, 30 per cent. of what is called natural alcohol. But the fact has been long notorious in Australia, where it has been recently established upon both an official and a scientific basis, by an investigation instituted by the Governments of New South Wales and Victoria. The natural result has been a series of remonstrances, through their respective Agents General, addressed to the Imperial authorities, against the virtually prohibitory character of their Tariff in the matter of Australian wines, but hitherto without effect. I had almost said that in this, as in other cases, we experience the benefit of being British subjects  
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and members of the British Empire in our exclusion from certain benefits conceded to foreigners and foreign nations. But I shall probably be reminded that by this exclusion Spain, as well as other wine-growing nations, are sufferers no less than the Australian Colonies; and it remains to be seen whether an identity of interest in the case before us will avail to secure for the Colonies concerned fuller and more effective consideration than they could obtain on their own account. Certainly there is no reason why Spain should expect an impartiality not extended to British Colonies. But it is obvious that a Tariff which practically excludes the bulk of the same class of commodities of one nation which it admits in the case of another, can have no pretension to be considered either an exemplification of free trade principles or of strictly impartial treatment of the world in general. I willingly admit the courtesy with which these Colonial remonstrances have been received and considered by the Imperial authorities; but the fact remains that no concession has been made, although the question is still under consideration. I admit, also, the difficulties by which the question is surrounded, and which, no doubt, stand greatly in the way of the desired concession. But I am in hopes that these difficulties, which appear to consist chiefly in a somewhat exaggerated apprehension of loss of revenue, partly from the direct effect of reduction of duty and partly from the indirect effect of possible adulteration, may not be found insuperable; and I submit that the Colonies are entitled to expect some sacrifice of mere revenue from the Mother Country, for reasons similar to those which were effectually urged for the reduction of duty on wines imported from a foreign country. The fidelity of New South Wales to free trade principles, which has been frequently the subject of eulogy in your columns, would perhaps be generally held to give her a special claim to consideration.

I remain, &c.,

WILLIAM FORSTER,

Agent General for New South Wales.

Translation of the New Spanish Tariff, dated July 17, 1877; with an Explanatory Report by Sir J. Walsham, Bart., Her Majesty's Chargé d'Affaires at Madrid.

No. 1.

*Royal Decree sanctioning the new Customs Tariff.*

(Translation.)

*Ministry of Finance.*

In conformity with the reasons set forth by my Minister of Finance, and in accordance with the opinion of the Council of Ministers,

I decree as follows:—

Article 1.—There shall be immediately published the new "Arancel de Aduanas" (Customs Tariff) as reformed by Article 31 of the "Ley de Presupuestos" (Budget Law) of July 11, 1877, with the imposts and dispositions established in Articles 28, 29, and 34 of the said law.

Art. 2.—In accordance with the powers conceded to the Government by Article 35 of the said Budget Law, the reduction of duties in the new tariff shall only be applicable to the produce and exports of the nations which have treaties with Spain containing "the most-favoured-nation clause."

Given in Gijon, this 17th of July, 1877.

(Signed)

ALFONSO.

(Countersigned)

MANUEL DE OROVIO,

*Minister of Finance.*

*Rules for the application of the Tariff.*

RULE NO. 1.—*Articles free of duty.*

The following articles shall be exempt from Customs duties on importation into the Peninsula and the Balearic Isles:—

1. Mineral waters, with the exception of their "envases."\*
2. Trees ("arboles"), vine shoots ("sarmientos"), and plants.
3. Lime (protoxide of calcium).
4. Collections of plants and herbs, scientifically formed.
5. Minerals in loose pieces or in collections for study.
6. Mineral of copper.
7. Mineral of gold.
8. Mineral of silver.
9. Models in small pieces of any kind.
10. Samples of textiles and of felt-stuffs in pieces sufficient to show the pattern.
11. Samples of stained paper ("papel pintado") for the obtaining of orders.
12. Archeological and numismatical objects.
13. Gold, silver, and platinum in ornaments, jewels ("alhajas"), and table services ("vajillas") broken up. Ingots ("barras"); coins ("moneda"); pieces and dust of precious metals, and "tejos" (silver or gold in an unmanufactured form).
14. Gold, silver, and platinum worked up and assayed in Spain.
15. Pearls, broken pearls, and mis-shapen pearls ("aljofar"), and precious stones.
16. Silk in pod, waste silk, and silkworms' eggs.
17. Gypsum (sulphate of lime).

RULE NO. 2.—*Articles free of duty, subject to the observance of the formalities determined in Appendix 16 of the Customs Regulations.*

1. Packages, bottles, &c., for exportation of national merchandises.
2. Casks, barrels ("piperia"), sacks, and the large inner packages of metal imported with merchandises paying no duty, including the said "envases," when they are to be exported.
3. National wines and their "envases" returned from abroad.
4. Carriages, horses, mules, and beasts of burden, cattle ("ganados"), animals broken in ("adiestrados") alone, or with the carriages to which they belong; portable theatres, wax figures, and other like objects for public entertainments, introduced temporarily, to be re-exported.
5. Spanish carriages and their teams—horses, mules, &c. ("ganados") leaving Spain by land, and returning the same way.

6.

\* The word "envases" will occur frequently. It signifies the package in which the substance is contained—as, for example, the bottle for liquids, drugs, medicines, wines, spirits, &c.; the tin case for such things as sardines, fruits, biscuits, &c.; the inner packings of damageable articles, to the exclusion of the wooden case, box, cask, or barrel.

6. Used furniture of persons resident in the Spanish Colonial provinces, and the Canary Islands, also of Spaniards resident abroad, and of foreigners coming to reside in Spain.
7. Furniture, luggage, carriages, and effects of the Diplomatic Corps.
8. National articles returned from foreign Exhibitions.
9. Foreign articles coming to Spanish Exhibitions.
10. Submarine telegraphic cables.
11. Salvage effects of national vessels wrecked on foreign shores.

*Articles free of duty, subject to the observance of the formalities expressed below.*

1. Wearing apparel ("ropas hechas"), toilette objects, bed and table linen, books, tools, portable instruments, theatrical costumes, jewels, ornaments, and table services, bearing evident signs of having been used, brought by travellers in their luggage, in quantities proportioned to their class, profession, and circumstances. When the travellers do not bring their effects with them, the clearing of the same may be made by the conductors or persons authorized for the purpose, provided they prove to the satisfaction of the Administration that the effects are destined for private use.
2. Coral collected by Spaniards and imported in Spanish vessels, subject to proof of the fact.
3. Works of fine art executed by Spaniards abroad, and those acquired by the Government, the academies, or other corporations, destined for museums, galleries, or lecture halls ("Salas de Estudio") in all cases where due proofs can be given.
4. Pictures and objects of fine art returned from abroad, originally exported under Customs permit, subject on re-importation to declaration of the number of the said document, or its presentation in duplicate for the purpose of the necessary proof.
5. Rosaries and other pious objects, introduced with the proper authority.
6. Spanish books returned from abroad, in whose permit of exportation the number of copies, the title of the work, and the name of the printer, has been expressed.

NOTE.—If the regulations in each case are not complied with, or if the examination is not perfectly satisfactory, the exemption will be annulled, and the Customs will impose the corresponding duties.

**RULE No. 3.—Special Duties.**

1. Cotton ("con pepita"), in pod or with seed, shall pay half the duties fixed under the number ("partida") 96.
2. Uncleaned rice shall pay half the duties fixed under No. 227.
3. Ground breadstuffs ("harinas") shall pay the duties of the grain from which they are derived, plus 50 per cent.
4. Made-up clothing, &c. ("Ropas hechas") (Note 1), shall pay on their total weight the duties fixed for the material of which they may be composed in their exterior part, plus 50 per cent. If embroidered ("tela bordada"), this 50 per cent. shall be paid over and above the duty on the embroidery.
5. Materials embroidered by hand or machine, and those with a mixture of fine metals or imitations thereof, shall pay the duty corresponding to the class of textiles to which they belong, plus 50 per cent.
6. Textiles of flax, wool, and silk which contain a mixture of cotton in the warp or the weft only shall be assessed for duty as if for linen, wool, or silk without mixture.
7. Textiles of wool and silk or waste silk whose warp or weft may be of one or other of these materials shall pay one-fifth duty as silk, and four-fifths duty as wool.
8. Textiles of flax and silk, or waste silk ("borra de seda"), whose warp or weft may be of one of these materials, and those of cotton and silk, or waste silk, whose warp or weft may be all cotton, shall pay four-fifths duty on the weight as textiles of linen or cotton as the case may be, and one-fifth as textiles of silk.
- Plush ("felpas") and velvets ("terciopelas") shall be excepted, which shall pay three-fifths according to No. 106, and two-fifths according to No. 146.
9. Textiles of flax and wool, whose warp or weft may be of one of these two materials, shall pay on three-fifths of the weight as wool, and two-fifths as linen. The same duty shall be paid on carpets, plushes, and velvets which contain one warp of wool and another of linen, and a weft of cotton, or *vice versa*.
10. Textiles of flax and cotton, whose warp or weft may be all of cotton, shall pay on half the weight as textiles of cotton, and on the other half as linen.
11. Textiles which have all their warp or weft of flax, wool, silk, or cotton, and on the other side of the material two or more of these materials, shall pay as per former rules, being considered as of linen, wool, silk, or cotton, or of the mixed material which pays the highest duties.
12. Tulles which have their foundation of silk, although bordered, embroidered, or mixed with cotton or other materials, shall pay as tulles of silk. Tulles of cotton foundation, although bordered, embroidered, or mixed with silk or other material, shall be assessed as tulles of cotton. When there is a mixture in the foundation the duty shall be paid on the preponderating material.
13. Large pieces of iron and steel generally employed in the construction of edifices, bridges, &c., composed of bars, or of bars and plates held together with rivets, &c., shall pay, according to No. 25 of the tariff, plus 30 per cent.
14. Wire gauze, &c., unworked, shall pay double the duty of the wire of which it is wrought.
15. Carpets of jute and cotton shall pay according to No. 125 when they do not contain more than 33 per cent. of the latter material.
16. Washed wools shall pay double the duty fixed on unwashed in Nos. 127, 128.
17. Spun silk and textiles of black silk shall pay 80 per cent. of the duty fixed in their respective numbers in the tariff.
18. Instruments of science and of art, not otherwise expressed in the tariff, shall pay on the material of the part which has the greatest weight, including the cases and boxes ("estuches") in which they are contained.
19. Salvage of foreign vessels wrecked on the Spanish coasts shall pay 8 per cent. on the value as realized by public auction ("subasta publica") conducted in conformity with the formalities of Article 204 of the Customs Regulations.

**RULE No. 4.—Packings ("Envases y Empaques").**

Articles whose duty is fixed by weight, oils, greases, and fats (except wax), honey, flesh, fish, &c., in brine (*i.e.*, salted), machinery, drugs, and chemical products, shall pay on the gross weight ("peso bruto") when they come in one single package or enclosure (casks, keg, barrel, packing-case, &c.)

If they come in two or more inclosures, or in packets contained in one single inclosure ("envase"), there shall only be included in the weight of the merchandise that of the interior "envases" or packets.

All other merchandise shall pay duty also on paper wrappings, silk or cotton ribbons or tapes ("cintas"), packing, or interior "envases," provided always that these are not "estuches" or "cajas" (fancy boxes, &c.), assessed separately in the Tariff.

Exceptions from this rule:—1. The caps and capsules for fire-arms, hooks and eyes, pins, eyelet-holes of metals, steel pens, games, instruments of science, art, &c., which pay also when the interior fancy boxes &c., ("cajas ó estuchas interiores"), containing them, and with which they are generally sold by retail; and 2. China silk handkerchiefs, which pay on their net weight, without including paper or wrappings.

The rollers, or boards of wood, or pieces of cardboard on which fabrics come wrapped, and those for oil-cloths ("hules") and laces, ribbons, &c., ("pasamaneria"), shall be deducted from the weight of the articles on payment of duty.

Casks and barrels which remain fit for the holding of liquids, and the large interior metal linings of cases fit to contain other merchandise than that brought in them, shall pay (independently of their contents) the duties corresponding to their class.

Sacks ("sacos") introduced as serving for "envase" shall pay 10 c. of a peseta each (1d.), except when they contain drugs, chemical products, or articles paying duty by weight ("derecho de balanza"). In these cases they shall be subject to the stipulations of paragraph 1 of this Rule.

By "envase exterior" shall be understood that which is visible when the package ("bulto") is unopened. Every inclosure contained therein is an "envase interior."

**RULE**

RULE No. 5.—*Tares.*

From the gross weight ("peso bruto") of the undermentioned merchandise there shall be deducted as tare the following percentage:—

	Deduction per cent.
Steel in cases .....	10
Reels of cotton or thread .....	40
Indigo (anil) in bags .....	10
Ditto, in boxes .....	15
Sugar of any kind, in boxes and casks .....	14
Cinnamon, in its original bags .....	8
Ditto in boxes .....	20
Liebig's extract of meat, for the pot or vessel in which contained .....	70
Thread, in bundles or packages .....	3
Tin, in boxes .....	10
Matches, when they come in tin boxes and wooden cases .....	50
Ditto, when in tin boxes only .....	30
Grancina (madder dye) in casks .....	20
Earthenware, in cases and casks .....	30
Ditto, in crates .....	16
Laces, ribbons, &c., when the interior is of wood, cardboard, &c., except textiles (off the net weight) .....	10
Clay pipes for smoking, in barrels .....	30
Perfumery, for all interior envasos and packings .....	25
Silk, floss silk, and twisted silk, on reels, for the reels .....	45
Glass and glass-ware, in packages (not earthenware, Note 2) .....	40
Ditto, in crates .....	20

RULE No. 6.—*Exportation and re-importation.*

Merchandise not included in the Tariff of Exportation may be sent abroad free of duty.

Goods, fruits, and effects exported to the Spanish Colonial Provinces shall be exempt from duty on their return to the Peninsula or Balearic Islands, subject to the proof that they are the same as exported. This proof shall be by presenting at the time of clearance a certificate from the Colonial Customs setting forth the description of the merchandise, according to the Tariff, the vessel of importation, the number and date of the exportation permit. The Customs shall compare the export permit with the other declarations, and if there be conformity the freedom of duty shall be conceded, the quantities returned being noted in the said permit. Of these notations account shall be given to the original exporter where a third person appears as the clearer on re-importation. Newspapers and other publications, and works sent to the Colonies by post, may be freely returned, but the declarations must be made by the authors, editors, or directors of the newspapers or works, or by persons duly authorized by the same; they must indicate in the document the titles of the publications, the names of the authors, editors, directors, and printers.

These data shall be compared with the printed matter returned. When the packages are returned unaccompanied by the said certificate from the Colonial Customs, or when there is any other informality, but the examination shows nationality and marks of constructor, &c., there shall be paid an exceptional penalty of 5 per cent. of the Customs duty. In all other cases the default of any of the indicated formalities shall annul the exemption from duty.

The goods, fruits, and other national effects exported to foreign countries and returned to the Peninsula or Balearic Islands shall be considered as foreign, and pay the duties fixed in the Tariff of Importation. There shall be excepted those comprehended in Rule 2, the oars and staves from the Mountain Irati, in the Province of Navarre, and national merchandise passing through Portugal, always provided that the prescriptions of the Reglamento of February 7, 1877, are observed.

RULE No. 7.—*Commerce with the Canary Islands.*

The ports of Santa Cruz de Tenerife, Orotava, Ciudad de Real de Las Palmas, Santa Cruz de la Palma, Arracife de Lauzarote, Puerto de Cabras, San Sebastian y Valverde, in the Canary Islands, are the only ones which can trade with the ports of the peninsula.

From the said islands the following articles shall be admitted as national products:—

Oil of Tartago (Aceite de Tartago)	Garbanzos, pease (Garbanzos)
Almonds (Almendras)	Seeds (Semillas)
Lupines (Altramuces)	Indian corn (Maiz)
French beans (Alubias)	Dyes (Orchilla)
Mineral soda (Barrillas)	Potatoes (Patatas)
Chestnuts (Castañas)	Fish (Pescado)
Barley (Cebada)	Filtering stones (Piedras de filtro)
Onions (Cebollas)	Stones for paving (Losetas)
Rye (Centena)	Silk in cocoon or pod (Seda en capulla)
Cochineal (Cochinilla)	" in skein (en rama y)
Sweetmeats (Dulces)	" worked up (elaborada)
Straw, for hats (Esterilla)	Wheat grain (Trigo)
Fruits (Frutas)	Wines (Vino)

Goods, fruits, and effects exported from the Canary Islands as unsaleable, and from other similar causes, lose their nationality. Merchandise from the Spanish Colonies of Ultramar, touching or landing at the Canaries, shall preserve their nationality on introduction into the peninsula, the said ports being considered as deposits, but subject to the certificates referred to in Article 317 of the Ordenanzas.

RULE No. 8.—*Commerce with the Spanish Provinces of America.*

(See Note 3 to this Tariff, and Article 317 of the Ordenanzas.)

Merchandise the product of and proceeding from these provinces, not having their duties fixed in the Tariff, shall pay the half of what foreign produce of like kind would pay.

RULE No. 9.—*Commerce with the Spanish Provinces of Oceania.*

(See No. 3 to this Tariff, and Article 317 of the Ordenanzas.)

Merchandise the product of and proceeding from these provinces shall pay the fifth part of what foreign produce of like kind would pay.

RULE No. 10.—*Commerce with Fernando Po.*

(See Note 3 to this Tariff, and Article 317 of the Ordenanzas.)

Merchandise the product of and directly proceeding from the Spanish Island of Fernando Po, and its dependencies Annobon, Corisco, Elobey, and Cabo de San Juan, shall pay no duties on introduction into the peninsula, as the trade is considered coasting ("cabotaje").

The products of the West Coast of Africa brought into the said islands and thence imported directly into the peninsula shall pay three-fifths of the duties assigned in the Tariff, always provided they are accompanied by the documents required by the Customs Regulations.

RULE No. 11.—*Commerce with Ceuta, Melilla, Alhucemas, Penon de la Gomera and Chafarinas Islands.*

The above being declared free ports by the Law of May 18, 1863, and Royal Order of August 30, 1872, the goods, fruits, and effects of national production imported from them into the peninsula and adjacent islands shall be considered as foreign, and shall therefore pay the full duties of this Tariff.

There

There shall only be admitted free of duty fish the product of and proceeding from the tunny fisheries of Ceuta, Malilla, and Chafarine Islands, subject to the formalities established in the Regulations.

**RULE NO. 12.—Commerce with the Nations that have concluded Treaties with Spain.**

The duties in the present Tariff (column 2), inferior to those fixed in 1869, shall only be applicable to goods the product of and proceeding from the German Empire, Switzerland, Belgium, Italy, Austria-Hungary, Sweden and Norway, Netherlands, Russia, Portugal, Morocco and Turkey, which nations concede to the products of Spain, by reason of Treaty stipulations, the Customs duties established for the most-favoured nation. To prove that the merchandise is the product of and proceeds from the said countries, the interested parties must present at the time of importation into Spain a certificate from the Foreign Custom-house, *visé* by the Spanish Consul, establishing the exportation of the said merchandise.

If the products of the before-mentioned nations pass in transit through any other foreign country on their way to Spain, the transit must be verified by a certificate from the Administration of Customs of the said foreign country through which the merchandise passes, *visé* by the Spanish Consul.

When any of these documents cannot be presented, the highest scale of duties fixed in the Tariff of 1869 (column 1) shall be imposed.

**RULE NO. 13.**

The following articles are forbidden to be imported into the kingdom :—

1. Arms, projectiles, and ammunition, except by permission of the Government (note 4).
2. Hydrographic charts, published by the Navy Department.
3. Maps and plans by Spanish authors, whose right of property has not expired, except by permission of the same.
4. Books and printed matter in Spanish, in cases prescribed by the law of literary property (copyright).
5. Missals, breviaries, and other liturgical books of the Catholic Church.
6. Paintings, figures, or any other objects offensive to morality.
7. Pharmaceutical preparations or secret remedies, whose composition cannot possibly be discovered, or whose formula has not been published.
8. Tobacco in the form and with the coverings specified in the rules of the monopoly.
9. Moorish coinage ("ochavos Morunos").
10. Catapults and air-guns, &c. ("cervatanas y bastones escopetas de viento").
11. Rosaries, sanctuaries, and other pious objects of the holy places ("santos lugares"), introduced by traders and private individuals, except those imported by the Commissary-General of the Obra Pia de Jerusalem, who has the privilege of their introduction into Spain and her dominions.

*Temporary Prohibitions.*

Roots, shoots, graftings, seeds, or plants of the genus "cissus" and "ampelopsis:" all that may be attempted to be introduced will be destroyed.

12. Potatoes, their leaves, shoots, sprouts, parings, peelings, and cuttings, and the sacks or packages ("envases"), in which they may be brought, from any part of America: those which may be attempted to be introduced will be destroyed, together with their sacks or packages ("envases").

**TARIFF of Duties on Foreign and Colonial Merchandise Imported into the Peninsula and Balearic Islands.**

[The figures in parentheses refer to the notes on pages 16-19.]

No.	Articles.	Unit.	Duties.		
			Nations.		Surcharge.
			Without Treaty.	With Treaty.	
	1st Class.		Pesetas.	Pesetas.	Pesetas.
	STONES, EARTHY MATTERS, MINERALS, GLASS AND EARTHENWARE, AND PRODUCTIONS OF POTTERY ("CERAMICAS.")				
	1st Group.—Stones and Earthy Productions employed in Construction, Art, and Industry.				
1	Marble, jasper, and alabaster in the rough or in dressed pieces, squared and prepared for taking the form ... ..	100 kilog.	0 37	0 37	0 07
b 2	Ditto, of all classes, cut into blocks, steps, or pieces of any dimensions, polished or not... ..	"	3 75	3 75	0 75
b 3	Ditto, worked up into statues, bass-relievos, and utensils of any class, with ornaments, foliage, or chisellings, not expressed otherwise in this Tariff ... ..	"	8 00	8 00	1 60
* 4	Other stones and earthy substances (tierras) employed in construction, arts, and industries ... ..	"	0 06	0 06	...
	2nd Group.—Coal, Carbon.				
* 5	Mineral carbon (coal) and coke (5) ... ..	Ton of 1,000 kilog.	2 50	2 50	...
	3rd Group.—Schists, Earthy and Bituminous matter ("Betunes") and their Products.				
* 6	Tar, pitch, brea, asphalt, schist, bitumen, and crude petroleum ... ..	100 kilog.	0 41	0 41	...
7	Petroleum and other mineral oils, refined, and benzine ... ..	"	5 50	5 00	...
	4th Group.—Minerals.				
8	Mineral ores ... ..	Ton of 1,000 kilog.	0 25	0 25	...
	5th Group.—Glass, Earthenware, &c. ("Cristal y Vidreo.")				
b 9	"Vidrio hucce." All sorts of common green glassware (bottles, mugs, &c.), common and ordinary (7) ... ..	100 kilog.	8 00	7 50	1 20
b 10	Glass and common glassware, and vidrious ware, in imitation of glass (7)... ..	"	45 00	40 00	6 40
b 11	Window and sheet glass ... ..	"	17 50	17 50	3 50
b 12	Glass, silvered, as mirrors, looking-glasses, &c., and the glasses for spectacles, &c., and for clocks and watches ... ..	"	80 00	80 00	12 80

No.	Articles.	Unit.	Duties.		
			Nations.		Surchatge.
			Without Treaty.	With Treaty.	
	1st Class— <i>continued.</i>		Pesetas.	Pesetas.	Pesetas.
	6th Group.— <i>Clay worked up, "Loza," Porcelain, &amp;c.</i>				
13	Clay, in tiles, large and small, for walls and floorings; pieces of the same; bricks, roofing-tiles, sanitary and water-pipes of clay, and similar objects ...	100 kilog.	1 50	1 50	0 60
b 14	"Loza de pedernal" (all sorts of table earthenware, plates, cups, &c.), and of fine clay, such as water bottles, &c., of clay ...	"	37 50	37 00	7 40
a 15	Porcelain ...	"	52 50	52 00	13 00
	2nd Class.				
	METALS AND ALL MANUFACTURES IN WHICH METAL ENTERS AS A PRINCIPAL ELEMENT.				
	1st Group.— <i>Gold, Silver, and Platinum.</i>				
16	"Gold in alhajas" (gold and silver plate or jewellery, 8, 10), including those with precious stones and pearls ...	Hectog.	25 00	25 00	5 00
17	Silver in ditto, although with pearls and precious stones ...	"	3 50	3 50	0 70
18	Gold, silver, and platinum worked into other objects (9, 10) ...	"	2 00	2 00	0 32
	2nd Group.— <i>Iron and Steel.</i>				
b 19	Cast-iron in ingots, pigs, &c., and old castings ...	100 kilog.	2 50	2 31	0 37
b 20	Ditto in pipes of all classes ...	"	4 70	4 12	0 65
b 21	Iron in ordinary manufactures ...	"	7 50	7 50	1 00
b 22	Ditto in fine manufactures, <i>i.e.</i> , those polished or furnished, with coating of porcelain and ornaments of other metals ...	"	17 50	13 75	2 20
b 23	Iron and steel rails ...	"	8 00	7 50	1 00
b 24	Ditto in sheets or pieces ("chapas") from six millimètres inclusive, thickness, and rivets ...	"	9 00	8 10	1 08
b 25	Ditto in bars of any shape, in sheets up to six millimètres thickness the axles, axle-trees, tires, plates, and springs for carriages, and the flat steel for same ...	"	13 00	10 50	1 40
a 26	Iron wire ...	"	8 00	7 20	1 80
b 27	" nails and screws, although with brass heads ...	"	20 00	18 00	2 40
b 28	" tubes (this must mean wrought iron) ...	"	13 00	12 00	1 60
b 29	" in ordinary manufactures, although with coating of lead, tin, or zinc, or painted or varnished, and tubes covered with sheets of brass ...	"	24 00	24 00	3 20
b 30	Iron in fine manufactures, <i>i.e.</i> , polished or burnished, with coating of porcelain and ornaments of other metals, and those of steel not expressed in this Tariff ...	"	27 50	25 50	3 40
31	Iron and steel in pieces inutilized, including old rails ...	"	5 00	5 00	0 60
b 32	Tin plates ("hoja de lata") ...	"	20 00	20 00	3 20
b 33	Ditto worked up ...	"	62 50	62 25	8 30
34	Needles, pens, pieces for watches, and other analogous objects of iron or steel ...	Kilog.	3 00	3 00	0 30
35	Knives and forks, carvers, clasp knives ("navajas"), razors, and pen-knives, of iron or steel ...	"	1 00	1 00	0 30
36	Scissors for sewing ...	"	2 25	2 25	0 60
37	Swords, &c. ("armas blancas"), and blades ...	"	2 00	2 00	0 55
b 38	Fire-arms and barrels and other pieces ...	"	5 00	5 00	1 00
	3rd Group.— <i>Copper and its Alloys.</i>				
39	Copper of first fusion (black copper and old copper) ...	100 kilog.	12 50	12 00	4 80
40	Copper and brass in bars and ingots, and old brass ...	"	22 50	19 00	7 60
a 41	Copper and brass in sheets and nails, also copper wire ...	"	50 00	44 20	10 40
b 42	Copper in tubes, large pieces partially manufactured such as outsides of "braseros" and bottoms of boilers ...	"	70 00	52 00	10 40
43	Brass wire ("Alambre de laton") ...	"	30 00	26 00	10 40
b 44	Unworked bronze ("Bronce sin labrar") ...	"	10 00	9 50	1 90
b 45	The said metals manufactured, and all the alloys of common metals in which copper enters, in hardware pieces ...	"	125 00	100 00	16 00
b 46	The same, in objects gilt, silvered, nickeled, or lacquered ...	"	250 00	250 00	40 00
	4th Group.— <i>The other Metals.</i>				
47	Tin, in ingots ...	"	12 50	12 50	2 50
48	Zinc, in bars, blocks, &c. ...	"	6 00	5 00	2 00
b 49	" in sheets, nails, and wire ...	"	15 00	15 00	3 00
b 50	" in manufactured objects ...	"	26 00	26 00	5 20
* 51	All the other metals and alloys not expressed, in sheets, blocks, ingots, nails, tubes, &c. ...	"	1 60	1 60	...
52	The same worked up ("labrados") ...	"	37 50	16 50	4 40
53	The same metals and zinc in objects gilt, silvered, nickeled, or lacquered ...	"	45 00	45 00	12 00
	3rd Class.				
	SUBSTANCES EMPLOYED IN PHARMACY, PERFUMERY, AND CHEMICAL INDUSTRIES.				
	1st Group.— <i>Simple Drugs.</i>				
54	Oil of Cotton, cocoa, palm, grains, and seeds ...	"	8 00	6 40	25 00
55	Linseed Oil and other drying oils ...	"	8 00	6 40	0 80
* 56	Dyewoods and tannery bark ...	"	0 25	0 20	...
b 57	Madder root ("Granzá ó Rubia") ...	"	20 00	20 00	4 00



No.	Articles.	Unit.	Duties.		
			Nations.		Surcharge.
			Without Treaty.	With Treaty.	
3rd Class. 1st Group— <i>continued.</i>					
58	Rape, Flax, and other oleaginous seeds ... ..	100 kilog.	1 00	0 96	0 38
59	Products of the vegetable kingdom, not otherwise expressed in the marginal numbers ... ..	"	10 00	10 00	1 25
* 60	Products of the animal kingdom employed in medicine ... ..	"	3 00	3 00	0 35
2nd Group.— <i>Colours, Dyes, and Varnishes.</i>					
* 61	Ochres and natural earths, for painting... ..	"	0 10	0 10	...
62	Indigo and cochineal ... ..	"	45 00	24 00	8 00
63	Dyeing extracts ... ..	"	7 80	7 80	1 30
64	Gracina and its mixture with ground madder... ..	Kilog.	0 75	0 75	0 12
65	Varnishes ("Barnices") ... ..	100 kilog.	24 0	24 00	8 00
66	Colours in powder or in lumps (12) ... ..	"	7 50	7 20	1 20
a 67	Colours prepared, and tints (dyes) ... ..	"	25 60	25 60	6 40
a 68	Colours derived from coal ("hulla"); and other artificial colours (12) ... ..	Kilog.	2 50	1 50	0 60
3rd Group.— <i>Chemical and Pharmaceutical Products.</i>					
69	Muriatic Acid ... ..	100 kilog.	1 50	1 44	0 48
70	Nitric Acid... ..	"	6 50	6 50	2 60
71	Sulphuric Acid ... ..	"	2 28	2 28	0 76
72	Alcoloids and their salts ... ..	Kilog.	30 00	30 00	6 00
b 73	Alum ... ..	100 kilog.	1 50	1 20	0 20
74	Sulphur ... ..	"	1 25	0 75	0 15
75	Natural and artificial barrillas (13) ... ..	"	1 00	1 00	0 40
76	Alkaline carbonates, caustic alkalis, and ammoniacal salts ... ..	"	3 80	3 80	1 52
77	Chloride of lime ... ..	"	2 60	2 60	1 04
78	Chloride of potassium, sulphate of soda, cloruro, carbonate and sulphate of magnesia ... ..	"	0 50	0 50	0 10
79	Chloride of sodium (common salt) ... ..	"	3 25	0 66	0 08
80	Glues of Albumina ... ..	"	12 00	12 00	4 80
81	Phosphorus... ..	Kilog.	0 70	0 70	0 28
82	Nitrate of potash (saltpetre) ... ..	100 kilog.	3 75	3 60	0 60
83	Nitrate of soda ... ..	"	1 00	0 60	...
84	Oxide of lead ... ..	"	5 00	5 00	2 00
85	Sulphate of pyrolignite of iron ... ..	"	1 50	1 50	0 40
b 86	Pills, capsules, and the like (14) ... ..	Kilog.	2 00	2 00	0 40
b 87	Pharmaceutical products, not specified (14) ... ..	"	1 00	1 00	0 20
88	Chemical products not specified (14), and the oil and clorhydrate of aniline ... ..	"	0 10	0 10	0 04
4th Group.— <i>Various.</i>					
b 89	Starch ("almidon") ... ..	100 kilog.	10 00	10 00	2 00
90	Feculas for industrial uses, dextrines, and glucoses ... ..	"	2 00	2 00	0 40
b 91	Soaps ("sabones") ... ..	"	18 75	17 50	2 80
b 92	Paraffine, stearine, wax, and whale sperm in the lump ... ..	"	25 00	23 10	6 60
b 93	The same manufactured ... ..	"	50 00	39 00	7 80
b 94	Perfumery and essences ... ..	Kilog.	2 00	2 00	0 32
95	Gunpowder, explosive mixtures, and fuse ("mechas") for mines ... ..	"	0 25	0 25	0 04
4th Class.					
COTTON AND ITS MANUFACTURES.					
1st Group.					
* 96	Raw cotton ("algodon en rama") ... ..	100 kilog.	1 50	1 20	...
2nd Group.— <i>Spun Cotton ("Hilados.")</i>					
b 97	Cotton spun and twisted in one or two threads, crude, bleached or dyed, up to No. 35 inclusive (15) ... ..	Kilog.	1 25	1 05	0 12
b 98	Ditto from No. 36 and upwards (15) ... ..	"	1 75	1 35	0 18
b 99	Ditto with three or more threads, raw, bleached, or dyed ... ..	"	2 50	2 25	0 30
3rd Group.— <i>Woven Textiles ("Tejidos") (16)</i>					
b 100	Close woven textiles, raw, bleached, or dyed (tejidos tupidos llanos. crudos, blancas, ó teñidos) in whole pieces or part pieces ("pañuelos") up to 25 threads inclusive, counted in a square of 6 millimètres in warp and woof (17, 16) ... ..	"	3 00	2 10	...
b 101	Ditto from 26 threads and upwards (17, 16) ... ..	"	2 70	2 25	...
b 102	Ditto printed, and those crossed ("cruzados") and worked in the loom up to 25 threads inclusive of the warp and the woof (17, 16) ... ..	"	4 00	3 15	...
b 103	Ditto, ditto from 26 threads and upwards (17, 16) ... ..	"	3 70	3 15	...
b 104	Fabrics transparent, as muslins, cambrics, lawns, organdies, and guazes, of any class ... ..	"	3 00	3 00	...
b 105	"Acolchados y piqués." Quiltings, piqué lined with wool, and piqués ... ..	"	4 50	2 70	...
b 106	"Panás, veludillos," &c. Corduroys, velveteens, and other double textures for wearing apparel ... ..	"	3 50	3 50	...
b 107	Tulles ... ..	"	5 00	5 00	...
b 108	Crochet in any form, including cotton laces, and trimmings (18) ... ..	"	3 00	3 00	...
b 109	Laces, &c., ("puntillas") of any class except crochet (18) ... ..	"	6 25	6 25	...
b 110	Knitted fabrics ("tejidos de punto") in piece, or in singlets, or drawers ... ..	"	2 62	2 62	...
b 111	Ditto in socks, stockings, gloves, and other objects ... ..	"	5 25	3 50	...

No.	Articles.	Unit.	Duties.		
			Nations.		SurchARGE.
			Without Treaty.	With Treaty.	
5th Class.			Pesetas.	Pesetas.	Pesetas.
HEMP, FLAX, ALOE, JUTE, AND THEIR MANUFACTURES.					
1st Group.— <i>Raw (en rama)</i> .					
112	Aloe and jute	100 kilog.	1 04	1 04	
113	Hemp, raw and hackled	"	10 00	9 90	3 96
114	Flax	"	2 70	2 70	
2nd Group.— <i>Spun</i> .					
115	Aloe and jute spun into threads	"	7 80	7 80	3 12
116	Hemp and flax	"	27 50	27 42	4 57
b 117	Ditto, in two or more threads	"	122 50	122 50	24 50
b 118	Rope and cordage ("jarcia y cordeleria") (19)	"	20 80	20 80	4 16
3rd Group.— <i>Woven</i> .					
b 119	Textiles of this class woven, plain ("llaros"), up to 10 threads inclusive	Kilog.	1 25	1 00	
b 120	Ditto, from 11 to 24 threads	"	2 50	2 50	
b 121	Ditto, from 25 threads and upwards	"	4 25	4 20	
b 122	Ditto, ribbed and worked up	"	2 00	2 00	
123	Lace ("encajes")	"	12 50	12 50	
b 124	Hosiery ("tejidos de punto")	"	5 00	5 00	
b 125	Carpetings ("alfombras")	"	0 25	0 25	
6th Class.					
WOOLS, BRISTLES, HAIR, HORSEHAIR, &C., AND THEIR MANUFACTURES.					
1st Group.— <i>Raw</i> .					
126	Bristles, horsehair, and hair	100 kilog.	2 00	2 00	
a 127	Common uncleaned wool, and waste from carding (20)	"	28 00	24 00	6 00
128	Wool of all other classes, and long wool for worsteds or woollen yarns (20)	"	12 50	7 50	2 50
129	Wool combed and prepared for the same and carded wool	"	33 00	33 00	5 50
2nd Group.— <i>Spun ("Hilados")</i> .					
130	The same, woven and twisted, crude, or with oil	Kilog.	1 85	1 20	0 32
131	Ditto, washed or bleached	"	2 60	1 80	0 48
132	Ditto, dyed...	"	3 00	2 10	0 56
3rd Group.— <i>Woven ("Tejidos")</i> .					
b 133	Carpetings ("Alfombras")	100 kilog.	175 00	125 00	
134	Feltings (felts)	Kilog.	0 75	0 65	0 18
b 135	Blanketings ("Mantas")	"	2 25	2 00	
b 136	Cloths, and all other fabrics of the cloth line ("pañeria"), of pure wool, or mixed with cotton	"	8 00	5 00	
b 137	The same in drawers, singlets, &c.	"	4 00	4 00	
b 138	Other textiles of wool, and ditto, ditto (16, 22)	"	5 00	3 50	
b 139	Fabrics of waste wool, and those of hair, in astrakans, plushes, and other similar textiles, although with a mixture of cotton	"	1 60	1 60	
140	Fabrics of bristles and horse-hair	"	2 50	2 00	
7th Class.					
SILK AND ITS MANUFACTURES.					
1st Group.— <i>Spun</i> .					
141	Raw silk or untwisted silk	"	1 50	0 75	
142	Silk, twisted	"	6 25	4 00	
143	Waste silk ("borra de seda"), spun, but not twisted	"	0 50	0 30	0 80
144	Ditto, twisted	"	4 50	2 00	0 50
2nd Group.— <i>Woven</i> .					
145	Plain or striped silks	"	17 50	15 00	
146	Velvets and plushes	"	26 25	22 50	
147	Velveteens ("tejidos de filosedá"), and those of raw silk, with mixture of silk	"	9 00	7 50	
148	Tulles, laces, edgings, &c., of silk and floss silk	"	22 50	21 00	
b 149	Silk drawers, singlets, stockings, &c.	"	15 00	15 00	
8th Class.					
PAPER AND ITS APPLICATIONS.					
1st Group.— <i>For Printing and Writing</i> .					
150	Paper, unsized or half-sized, for printing	100 kilog.	10 50	10 50	4 20
b 151	Ditto, for writing, lithographing, &c.	"	30 00	30 00	6 00
b 152	Ditto, cut, made by hand, ruled, and cardboard	"	56 25	56 25	9 00
2nd Group.— <i>Paper Printed, Engraved, or Photographed</i> .					
b 153	Books, bound or unbound, and others printed in Spanish (23, 24, 25)	"	42 00	42 00	8 40
154	Ditto, in foreign languages (23, 25)	"	10 00	10 00	2 00
155	Ditto, in engravings, maps, and plans	Kilog.	1 25	1 25	0 25

No.	Articles.	Unit.	Duties		
			Nations.		Surcharge.
			Without Treaty.	With Treaty.	
	<b>8th Class—continued.</b>		Pesetas.	Pesetas.	Pesetas.
	<b>3rd Group.—Decorating Paper.</b>				
b 156	Paper in patterns, on its natural base ... ..	100 kilog.	27 50	27 50	4 40
b 157	Ditto, sized and glazed ... ..	"	50 00	50 00	8 00
b 158	Ditto, with gold, silver, flock, or glass (oro plata, lana, or cristal) ... ..	"	200 00	150 00	24 00
	<b>4th Group.—Various Papers.</b>				
b 159	Straw paper, ordinary packing paper, &c. ... ..	"	12 50	12 50	2 00
160	The same not otherwise specified ... ..	"	40 00	35 00	14 00
b 161	Card-board, paste-board, &c., in sheets, and in boxes lined with ordinary paper, and objects of card-board, &c., unfinished ... ..	"	8 00	8 00	1 28
b 162	The same objects finished, boxes of card-board, adorned or lined with fine paper, or other materials... ..	"	1 50	1 50	0 30
	<b>9th Class.</b>				
	<b>WOODS AND OTHER VEGETABLE MATERIALS EMPLOYED IN INDUSTRY AND MANUFACTURES.</b>				
	<b>1st Group.</b>				
163	Staves (duelas) ... ..	1000	15 00	15 00	5 00
164	Boards, planks, beams, rafters, masts, and wood for ship-building ... ..	Cub. met.	2 75	2 75	0 55
* 165	Wood for cabinet-ware, in the rough or in pieces ... ..	100 kilog.	0 55	0 55	
166	Ditto, sawn into planks ... ..	"	4 48	4 48	0 56
b 167	Coopers' ware, fitted or unfitted... ..	"	10 00	10 00	2 00
	<b>2nd Group.—Furniture, &amp;c.</b>				
a 168	Ordinary wood, manufactured into any kind of object, turned or not turned, painted and varnished, and the battens moulded or varnished, or prepared for gilding ... ..	"	20 00	20 00	5 00
a 169	Fine woods, manufactured into furniture or other objects, turned, polished, varnished, &c.; those of ordinary woods inlaid with fine woods, and those tapestried (excepting with silk), and corners gilt ... ..	"	36 00	36 00	9 00
b 170	Ditto in the same objects gilt, edged with mother-of-pearl, or other fine materials or metal, and those tapestried with silk ... ..	"	112 00	112 00	22 40
	<b>3rd Group.—Various.</b>				
* 171	Coal ("carbon"), wood, and other vegetable combustibles ... ..	Ton of	0 50	0 50	
172	Cork ... ..	1000 kilog.	0 83	0 83	
173	Wooden hoops, twigs, &c., for barrels, palings, &c. ... ..	100 kilog.	1 25	1 25	0 25
* 174	Rushes, esparto, vegetable hair, soft rushes, twigs, fine straw, palm, and other analogous materials, unmanufactured ... ..	"	0 25	0 18	
175	The same materials manufactured ... ..	"	25 00	25 00	5 00
	<b>10th Class.</b>				
	<b>ANIMALS, SKINS, LEATHERS, AND OTHER REMNANTS EMPLOYED IN INDUSTRY, AND THEIR MANUFACTURES.</b>				
b 176	Geldings above the standard height ... ..	One	100 00	100 00	20 00
177	Other horses and mares ... ..	"	22 50	22 50	4 50
178	Mules ... ..	"	18 00	18 00	7 20
179	Asses ... ..	"	6 00	6 00	1 60
180	Cows, bulls, and calves ... ..	"	9 00	9 00	2 40
b 181	Pigs... ..	"	6 00	6 00	1 20
b 182	Sheep and goats, and animals not included ... ..	"	0 96	0 96	0 06
	<b>2nd Group.—Furriers' and Leather-dealers' Wares.</b>				
183	Skins and hides untanned... ..	100 kilog.	12 60	12 60	2 10
b 184	Ditto tanned, and ditto of calfskin ... ..	Kilog.	5 00	5 00	0 86
b 185	Ditto ditto, including sole leather ... ..	"	2 00	2 00	0 40
* 186	Skins for warmth and ornament ... ..	"	0 64	0 64	
b 187	The same in made-up objects ... ..	"	9 00	9 00	1 80
b 188	Kid and leather gloves ("guantes de piel") ... ..	"	32 00	32 00	6 40
b 189	Shoe leather ("calzado") ... ..	"	8 75	8 75	1 00
b 190	Harness-ware and belt-ware (34) ... ..	"	3 75	3 75	0 60
b 191	Other articles of leather or skin, or lined with the same ... ..	"	5 00	5 00	1 00
	<b>3rd Group.—Feathers ("Plumas").</b>				
b 192	Feathers for ornament, in natural state or manufactured ... ..	"	10 00	10 00	2 00
b 193	Other feathers and those for dusting ("plumeros") ... ..	"	2 00	2 00	0 40
	<b>4th Group.—Other Animal remains ("Despojos").</b>				
b 194	Animal fats and greases ... ..	100 kilog.	1 90	1 90	
* 195	Guano and other manures ... ..	"	0 04	0 04	
196	Entrails, such as sausage-skin, &c., bladders ... ..	"	19 50	19 50	5 20
* 197	Other animal remains ("despojos") not enumerated and not manufactured ... ..	"	0 50	0 50	

No.	Articles.	Unit.	Duties.		
			Nations.		Surcharge.
			Without Treaty.	With Treaty.	
	11th Class.		Pesetas.	Pesetas.	Pesetas.
	INSTRUMENTS, MACHINERY, AND APPARATUS EMPLOYED IN AGRICULTURE, INDUSTRY, AND TRAVELLING.				
	1st Group.— <i>Instruments.</i>				
b 198	Pianos (27) ... ..	One	250 00	160 00	32 00
b 199	Harmoniums and organs ... ..	"	20 00	20 00	8 00
200	Gold watches ... ..	"	7 50	7 50	1 25
201	Watches of silver and other metals ... ..	"	2 00	1 80	0 30
b 202	Clocks with weights, and alarm clocks ... ..	"	1 20	1 20	0 24
b 203	Works for wall clocks or mantel-piece clocks, not finished, with or without case (28), and chronometers ... ..	"	5 60	5 60	1 12
	2nd Group.— <i>Apparatus and Machines.</i>				
b 204	Weighing machines ("básculas") ... ..	100 kilog.	27 50	27 50	4 40
205	Agricultural machines (29) ... ..	"	1 00	1 00	
206	Motive machines ... ..	"	2 50	2 50	
207	Machines for all classes of industry and their pieces (30) ... ..	"	9 00	9 00	1 50
	3rd Group.— <i>Carriages, Coaches, Carts, &amp;c.</i>				
208	Coaches and Berlinas, 4 seats, &c., new, used, or repaired ... ..	One	1,000 00	925 00	148 00
209	Berlinas of 2 seats, omnibuses of over 15 seats, and diligences, new used, or repaired ... ..	"	750 00	700 00	112 00
210	Carriages of 2 or 4 wheels, regardless of the number of seats, omnibuses up to 15 seats, and carriages not expressed, new, used, or repaired ... ..	"	312 50	312 50	50 00
211	Railway and tramway carriages ... ..	"	1,500 00	1,500 00	240 00
212	Other railway vehicles ... ..	"	750 00	750 00	120 00
213	Carts and handcarts ... ..	100 kilog.	10 00	10 00	1 60
	4th Group.— <i>Shipping (31-32)</i>				
b 214	Wooden ships, boats, &c., up to 35-33 tons English ... ..	Ton English.	91 97	91 97	8 00
b 215	Ditto, ditto, 36 to 106 tons ... ..	"	70 75	70 75	8 00
b 216	Ditto, ditto, 107 tons and upwards ... ..	"	35 37	35 37	8 00
b 217	Iron ships of any tonnage... ..	"	35 37	35 37	4 17
	12th Class.				
	ALIMENTARY SUBSTANCES.				
	1st Group.— <i>Flesh and Fish.</i>				
b 218	Live and dead birds and game ... ..	Kilog.	0 31	0 31	0 05
219	Meat, salted or jerked ... ..	100 kilog.	2 80	2 80	0 40
220	Ditto, of other classes ... ..	"	5 70	5 70	0 95
a 221	Butter ("manteca de vaca") ... ..	"	56 00	56 00	14 00
222	Lard ... ..	"	24 00	24 00	6 00
223	Dried codfish, &c., ("pez palo") ... ..	"	17 50	17 50	
224	Fresh fish, or with the salt indispensable for its preservation ... ..	"	1 50	1 50	
b 225	Fish, salted, smoked, and pickled... ..	"	12 00	12 00	2 40
226	Shell fish ("mariscos") ... ..	"	3 00	3 50	1 20
	2nd Group.— <i>Grains, &amp;c.</i>				
b 227	Cleaned rice ... ..	"	8 00	8 00	1 28
a 228	Corn, wheat, &c. ... ..	"	4 32	4 32	
a 229	The other cereals ... ..	"	3 20	3 20	0 80
a 230	Other dried vegetables ("Legumbres") ... ..	"	3 20	3 20	0 80
	3rd Group.— <i>Garden stuffs and fruits ("Hortalizas y Frutas")</i>				
231	Garden stuffs ("hortalizas") ... ..	"	1 25	1 20	0 48
232	Fruits ... ..	"	2 50	2 50	1 00
	4th Group.— <i>Colonial.</i>				
233	Sugar of all classes, of and directly from the Spanish Provinces of Ultramar (3) ... ..	"		22 50	
234	Ditto, from foreign countries ... ..	"	32 25	30 80	
235	Cocos, Carracas and other kinds... ..	"	91 00	91 00	
236	Ditto, Guayaquil and its like ... ..	"	56 00	56 00	
237	Coffee, product of, and directly proceeding from, the Spanish Provinces in America (3) ... ..	"		40 00	
238	Ditto, of and from foreign ports... ..	"	50 00	50 00	
239	Ceylon cinnamon and its like ... ..	Kilog.	1 25	1 25	
240	Cinnamon of other classes... ..	"	0 60	0 40	
241	Cloves ... ..	"	0 70	0 70	
242	Pepper ... ..	"	0 31	0 31	
243	Tea ... ..	"	1 50	0 87	
	5th Group.— <i>Oils and Drinks.</i>				
b 244	Olive oil ... ..	100 kilog.	30 00	30 00	8 00
245	Aguardiente of and from Spanish Colonies in America (3, 33) ... ..	Hectolitro.		11 25	
246	Ditto, from foreign countries (33) ... ..	"	20 00	20 00	20 00
247	Liquors (33). ... ..	Litre.	1 00	1 00	0 16
b 248	Beer and cyder (33) ... ..	Hectolitro.	12 50	11 75	1 88
b 249	Sparkling wine ("vinos espumosos") ... ..	Litre.	1 50	1 50	0 24
b 250	Other wines (33) ... ..	"	0 50	0 37	0 06

No.	Articles.	Unit.	Duties.		
			Nations.		Surcharge.
			Without Treaty.	With Treaty.	
12th Class—continued.					
6th Group.—Seeds and Forages, &c.					
a 251	Seeds not expressed ... ..	100 kilog.	1 60	1 60	0 40
252	Ditto, and bran, &c. ... ..	"	0 50	0 45	0 09
7th Group.—Various.					
b 253	Preserves, &c., and sausage meats, mustards, &c. ... ..	Kilog.	1 00	1 00	0 20
b 254	Chocolate ... ..	"	1 00	0 75	0 12
b 255	Sweetmeats ... ..	"	1 00	1 00	0 20
256	Eggs ... ..	100 kilog.	5 00	5 00	2 00
b 257	Maccaroni, vermicelli, &c., for soup, biscuits, &c. ... ..	"	14 00	14 00	1 60
258	Cheese ... ..	Kilog.	0 36	0 36	0 07
259	Honey ... ..	100 kilog.	5 60	5 60	1 40
13th Class.					
VARIOUS.					
b 260	Ornaments, &c., of all classes except of gold or silver ... ..	Kilog.	10 00	10 00	2 00
261	Amber, jet, tortoise-shell, ivory, and mother of pearl, buck-horn, coral, &c., in the rough or cut pieces ... ..	"	0 05	0 05	
b 262	Amber, jet, tortoise-shell, ivory, and mother of pearl, manufactured..	"	12 50	7 50	1 50
263	Buck-horn, buffalo-horn, whale-bone, &c., and imitations of the previous materials ... ..	"	2 50	2 50	1 00
b 264	Canes and sticks for umbrellas and parasols (35) ... ..	100	25 00	15 00	6 00
265	Buttons of all classes, except gold or silver ... ..	Kilog.	2 00	1 00	0 20
b 266	Cartridges, without projectile or ball, for permitted fire-arms, those of the system Lefauchaux, and the like ... ..	100 kilog.	75 00	50 00	10 00
b 267	Cartridges, with projectile or ball ... ..	"	60 00	25 00	5 00
b 268	Percussion caps, or capsules for permitted arms ... ..	"	175 00	160 00	32 00
269	Boxes and cases (Estuches y cajas) of fine woods, leather, or skin, (piel), those lined with silk and the like, with fittings for writing, sewing, &c., and for perfumery, cordials, and viands (37) ... ..	Kilog.	6 00	6 00	1 20
b 270	Ditto, of common wood, cardboard, wicker, and the like, with fittings for the aforesaid uses ... ..	"	3 00	3 00	0 60
271	India-rubber and gutta-percha, unmanufactured ... ..	100 kilog.	5 10	5 10	1 70
272	Ditto, in sheets and tubes ... ..	Kilog.	0 75	0 75	0 30
273	Ditto, worked into forms and objects ... ..	"	1 85	1 50	0 40
b 274	Oil-cloths, oil-skins, tarpaulin, &c., for floors and for wrapping ... ..	100 kilog.	32 50	32 50	6 50
b 275	Ditto, of other classes ... ..	Kilog.	1 00	0 75	0 12
b 276	Toys and games, except those of tortoise-shell, ivory, pearl, gold or silver ... ..	"	1 50	1 50	0 24
277	Silk umbrellas and parasols ... ..	One	2 50	2 50	0 50
b 278	Umbrellas and parasols, lined with other textures than silk ... ..	"	1 50	1 50	0 20
a 279	Ornaments (Pasamaneria) of silk (36) ... ..	Kilog.	12 50	8 00	2 00
b 280	Ditto, of wool ... ..	"	4 50	3 00	0 40
b 281	Ditto, of all other classes (36) ... ..	"	4 50	2 40	0 32
b 282	Oil paintings ... ..	One	1 00	1 00	0 20
b 283	Straw hats and caps ... ..	Kilog.	15 00	15 00	2 00
b 284	Hats of other classes ... ..	One	2 00	2 00	0 40
b 285	Caps of other classes ... ..	"	1 00	1 00	0 20
b 286	Hats and caps of all classes trimmed and made up ... ..	"	7 50	7 50	1 50
287	Fabrics of elastic with mixture of other materials ... ..	Kilog.	3 00	3 00	0 80

## TARIFF OF EXPORT.

No.	Articles.	Unit.	Duty.
1	Cork, from the Province of Gerona ... ..	100 kilog.	Pes. c. 5 00
2	Old rags of linen, cotton, or hemp, and used effects of the same materials ... ..	"	4 00
3	Sulphurates ("galenas") (40) ... ..	"	1 25
4	Argentiferous leads (39, 40) ... ..	"	1 00
5	Argentiferous litharges (39, 40) ... ..	"	1 50

His Majesty the King has approved these Tariffs.

(Signed)

MANUEL D. OROVIO,  
Minister of Finance.

## NOTES (NOTAS).

1. *Ropas Hechas*.—Rule, 3, paragraph 4.—shall be considered for duty as "ropas hechas" not only clothing completely finished, but that half-sewn, and simply stitched.

2. *Vidrio y Cristal*.—Rule 3.—Glass and crystal coming in open wood-work packages shall not be subject to the tare fixed in Rule 5.

3. *Merchandise from America, Fernando Po, and the Spanish Provinces of Oceania*.—Rules 8 and 10, and Nos. 233, 237, 245.—The duties fixed in Nos. 233, 237, 245, and those imposed by virtue of Rules 8, 9, 10 shall only be applied when the importing vessels make the voyage direct from the port of shipment to the ports of the Peninsula or the Balearic Islands.

Shall be excepted the merchandise of the Spanish Provinces of Oceania which may be brought in vessels bringing other foreign merchandise embarked in ports of the Indian and China Seas, without losing the right of the benefits of Rule 9, always provided the nationality and shipment shall be verified by Customs certificate from the said provinces.

In

In case of distress ("arribada forzosa") or to receive orders in search of a market (calling for orders) the vessels may touch at foreign ports, but the fact must be verified by certificate from the Consul. Neither shall shipments lose their character as direct when the vessels, from inevitable damage or accident at sea, tranship the merchandise in foreign ports into other vessels to convey them to their destination; always provided that the facts shall be justified before the Consul, and it be set forth in the commercial documents that the goods are consigned to Spain.

4. *Arms and Munitions of War*.—Rule 13.—Shall be considered as arms of war, pistols, revolvers, guns, and carbines, which have a calibre of over seven millimetres, as also their ammunition.

5. *Mineral Carbon*.—(Mode of clearing.)—No. 5.—Coal and coke shall be cleared according to the weight expressed in a certificate given by the Spanish Consul to the vessel at the port of shipment, in which shall be set forth the quantity received on board, according to the charter-parties, policies, and bills of lading, the presentation of which shall be required for the purpose.

In cases of doubt the Customs may make the necessary verification.

6. *Petroleum and other Mineral Oils*.—Nos. 6 and 7.—For duty purposes, crude petroleum ("petróleos crudos") shall be understood to be natural petroleum; and those produced by the first distillation of the schists ("esquistos"), distinguishable by their yellow colour, and density of 900 to 920, or 59 grades of the "areometer centesimo," equivalent to 21 of that of Cartier.

All other mineral oils not falling in this rank and condition shall be considered as refined oils.

7. *Vidrio y Cristal (Glass, Earthenware, &c.)*.—Nos. 9, 10.—Shall be considered as included in No. 9, bottles, demi-johns, and flasks for holding oils, wines, drugs, perfumery, and chemical products, provided they have no graven, raised, or embossed work ("talla"). In No. 10 shall be included the bottles, vases, glasses, and other objects for the service of the table, for lighting purposes, for ornamental purposes, whether of crystal or of glass, white or coloured.

8. *Joyeria y Alhajas*.—Nos. 16 and 17.—The classification of "joyeria" and "alhajas" includes all small objects of luxury, such as pins, rings, ear-rings, bracelets, watch-chains, snuff and tobacco boxes, necklaces, buckles, clasps, pen and pencil holders, keys, card-cases, trinkets for the head, neck, &c., pens, seals, brooches, &c., not otherwise provided for in this Tariff.

9. *Vajilla (Gold and Silver Table Services, &c.)*.—No. 18.—The classification of "vajilla" comprehends all utensils of fine metals, such as sugar-bowls, coffee-pots, candelabra, candlesticks, cups, spoons, ladles, dishes, jars, jugs, lamps, basins, plates, soup-plates, knives, forks, tea-kettles, vases, &c., and other objects for domestic use. Also, chalices, cibaries, crosses, custodias, lamps, viriles for the host, and other similar pieces destined to the services of the church, not otherwise provided for in this Tariff.

10. *Mastic (tare of)* in objects of fine metal.—Nos. 16 and 18.—In clearing finished objects of jewellery, gold, silver, and platinum, where mastic is used, allowance will be made for the tare.

11. *Fire-arms*.—No. 38.—In order that the pieces of fire-arms may pay according to No. 38, they must be polished.

12. *Colours*.—No. 66, 68.—The colours comprehended in No. 66 are those composed of a metallic base, which are used mixed with oil or other liquids ("aguarras"), and which are generally insoluble in water, alcohol, and ether, rarely crystallized, and almost always in powder or in lumps, such as white lead, yellow ochre, vermilion, prussian blue, theuardt blue, verdigris, red lead, &c.

The colours comprehended in No. 68 are those known as artificial or organic products in which mineral substances rarely enter; the bodies are generally crystallized, soluble in water, alcohol, and ether. They are employed mostly in painting, in dyeing, and printing on fabrics, paper, &c., with or without size, such as picric acid, aldehyde green, English violet, rosoline and its salts, naphthaline colours, artificial alizarine, &c.

13. *Barillas (soda-ash, &c.)*.—No. 75.—Barrillas, natural and artificial, are understood to be carbonates of impure soda, which contain carbon.

13. *Pharmaceutical Products*.—Nos. 86 and 87.—Only the Pharmaceutical Inspectors can examine pharmaceutical and medicinal products for purposes of duty as per Nos. 86 and 87, and they must sign the declarations with the Customs Officers in the following form:—

"The goods cleared are those expressed in the 'declaration,' and are (or are not) admitted to importation by virtue of their formula having been published [here express where], or their composition has been discovered by analysis made by"

15. *Determination of the Number in Cotton*.—Nos. 97 and 98.—To ascertain the number according to the English system (the system to be adopted in this Tariff), to which a piece of cotton cloth corresponds, any number of metres of cloth may be taken, which number is to be multiplied by the invariable factor 59 (this being the number of centigrammes a metre of cloth of a single thread (No. 1) weighs). The product of the above multiplication is to be divided by the number of centigrammes that the piece of cloth may weigh. The quotient will then give the corresponding English number; to which 7 or 10 per cent. is to be added, according to the number of threads in the cloth, be it twisted only or twisted and coloured.

16. *How to count the Threads and settle doubts as to their Number*.—(Nos. 100 to 103, 106, 119 to 121).—The number of threads in a piece of cloth must be determined by counting with the magnifying glass called thread-counter, those contained in the space of six square millimetres. In hempen textiles only the threads of the warp are to be counted. In cottons those both of weft and warp are to be counted.

According to No. 9, Rule 3, the threads of warp and weft in plushes of velvet and wool are not to be counted for duty. Doubts arising as to there being one thread more or less than the number given as a limit, in the space occupied by the thread-counter, shall be settled in favour of the importer.

17. *Compensation for the Number of Threads in the Weft by those in the Warp, and vice versa*.—(Nos. 100 to 103).—It is not indispensable that the textiles comprised in Nos. 100 to 103 should have precisely the same number of threads in warp and weft: surplus threads in the one way go to make up the deficiency in the other. It is only essential that those of Nos. 100 and 102 should make together, between warp and weft, 50 threads, and that those of Nos. 101 to 103 should make 51 threads and upwards.

18. *Cotton Lace ("Puntella de Algodon")*.—Nos. 108 and 109.—All cotton lace of real crotchet, i.e., that made by hand, as also that fabricated in loom or machine, imitation of the same, shall pay according to No. 108, and all others according to No. 109.

19. *Twine ("Hilo bramante ó accareto")*.—No. 118.—This shall be understood to be the hemp thread, linen thread, or jute thread, twisted in two or more threads, 10 metres of which weigh more than 5 grams.

20. *Wools ("lanas")*.—Nos. 127 and 128.—Shall be considered as uncleaned wool ("lana sucia") that which after being washed with sulphate of carbon loses more than 10 per cent. of its weight. Wool being more than 10 centimetres in length shall be considered as long wool.

21. *Blanketings ("mantas")*.—No. 135.—Under the name of "mantas" shall be comprehended for the effects of this Tariff, bed covers and horse blankets. Shall be excepted those called plaids, or the like, which being woven like other textiles, should be expressly assessed as such "telas" (textiles) in cut pieces, pieces, shawls, &c.

22. *Woollen Shawls, with Fringes superadded*.—No. 138: shall be assessed for the fringe separately with the duty corresponding to its class.

23. *Books and their Bindings ("Eucudernaciones")*.—Nos. 153 and 154.—The regulations contained in Nos. 153 and 154 are only applicable to unbound books or in wrappers. In taxing bound books, the weight of the binding shall be deducted, and charged for according to its kind.

24. *Books printed in Spanish*.—Rule 13, paragraph 4, and No. 153.—May be introduced into Spain all printed works published previously, or which may first be printed in Spanish abroad, subject to the payment of the duties fixed in this Tariff. Authors or editors only can introduce them, and they can only do so by remitting to the Minister of Fomento a note of the printed matter they desire to introduce into Spain. This note shall be published in the "Gazette," and the importation cannot be made until 15 days after the said publication.

The right of authorship shall be obtained by the mere presentation of the book on which the name of the writer appears. In anonymous works, authorship must be proved to the satisfaction of the authorities.

The right of proprietor must be proved by the exhibition of the receipt or certificate given in countries where laws of copyright prevail by the competent authority to the authors or editors making the deposit and fulfilling the other formalities of the said laws, this fulfilment being that which constitutes legal rights to author or publisher.

Permission to introduce a work after publication in the "Gazette," and the expiration of the fifteen days' notice, authors and editors may import without new permission as many copies as they please, provided that in every case they prove their rights.

Newspapers

Newspapers in Spanish printed abroad do not need any authorization previous to their introduction into Spain.

25. *Books from France the entry of which is subject to the Copyright Convention.*—Nos. 153 and 154.—Works and publications comprised in the Copyright Convention of November 1853, between France and Spain, are books proceeding from France, in whatever language, and those from other countries which are in French. Importation of this class of works into the kingdom can only be passed through a Custom-house of the 1st Class.

The proof of the nationality of French works is to be made by presenting a certificate from the competent authorities in France, in which shall be set forth that the work is an original publication and legal property in that country, conformably to the following model:—

CONVENIO FRANCO-ESPAÑOL.

The undersigned  
following works, viz. :—

*Certificate.*  
inhabitant of

[France], declares that the

No. of Order.	Titles of Books.	No. of Copies.	Observations, No. and Mark of the Packages.

are forwarded from France to Spain by the Office of  
to Señor \_\_\_\_\_, resident of \_\_\_\_\_

I declare moreover that these publications are originals and of legal property in France, or have been declared such by the payment of entry duties. [This part of the phrase should be omitted in case the package does not contain foreign works sent from France to Spain.]

(Here the signature of the Agent.)

*Visé* by us, Minister, Secretary of State in the Department of the Interior.

By the Minister and by authority.

The Chief of the Section of Printing and Bookselling.

(True copy.)

The proof of nationality of French works, not printed in France, must be made by presentation of a certificate from the authorities of the country whence they proceed declaring them to be originals, and are legal property in the country from whence they come, or have become so by payment of entry duties.

26. *Slabs of Marble.*—Nos. 168 to 170.—Slabs of marble for tops of furniture ("muebles") shall be assessed according to No. 2 of the Tariff, provided that they are presented separate from the objects to which they belong.

27. *Pianos.*—No. 198.—Cases with their cords for pianos shall pay the duties of the No. corresponding to pianos, even when not accompanied by the other pieces which are necessary to constitute the musical instrument properly so called.

28. *Works for Watches, Clocks, &c.*—No. 203.—Cases, pedestals, dials, and other accessories shall pay as manufactured objects duty according to the No. of the corresponding material.

Machinery for wall or table clocks, &c., and pieces of brass for the same, shall pay according to No. 45.

29. *Agricultural Machines.*—No. 205.—The machines here referred to are only those employed by the field labourer and agriculturist for preparing the land, collecting its produce, and for cleaning the produce or benefitting it without essentially varying the natural form.

According to Article 15 of the Rural and Agricultural Law of 3rd June, 1868, landlords and tenants enjoying its benefits may introduce into Spain all classes of instruments ("aperos") and agricultural machines, with the simple payment of 1 per cent. duty *ad valorem*. To obtain this benefit in cases where the Tariff establishes a higher duty, the proprietor or tenant must produce a certificate from the Alcalde of the locality, certifying that the articles are destined to be employed in lands, farms, or Colonies which have obtained and enjoy the privileges of the said law.

30. *Machinery, Straps, &c.*—In order that such articles should pay according to No. 207, it is necessary that the importer be a manufacturer, and that they are required for his industry.

31. *Foreign Vessels, Boats, &c.* ("Embarcaciones Estrangeras").—Nos. 214 to 217.—The following articles are comprised under these numbers: anchors, kedges, grappels, chains, barometers, chronometers, binnacles, binnacle lamps, compasses loose and fixed, speaking trumpets, telescopes, cooperage ("piperia"), rigging, tackle, cordage, ("jarcia"), sails, masts, yards, booms, &c., necessary for the manœuvres and safety of the vessel, &c., belonging to her class. Spare stocks of rigging, ropes, sails, masts, cordage, &c. ("jarcia," "velamen," and "arboladura"), will also be admitted without extra duty if in accordance with the requirements of the vessel.

This rule will also apply to carpetings, glass, and earthenware, &c., lamps, fixtures, furniture, and other articles of commodity and luxury, destined exclusively to the cabin service, the private use and defence of the vessel, in quantities proportioned to the destination of the same.

Under other circumstances the objects referred to in this note shall pay the duties fixed in the Tariff.

32. *Foreign Shipping.*—Nos. 214 to 217.—Duties on steam vessels (imported) shall be levied upon the total number of English tons which may result from the official measurement ("arqueo"), and no separate duty shall be levied on machinery which shall be considered an integral part of the vessel.

As a base for the measurement of ships introduced from abroad, the Certificate of Tonnage may be used provisionally, which, in conformity with Article 28 of the Regulation of the 2nd December, 1874, and the Royal Order of the 12th January, 1874, has to be delivered to the Collector of Customs, with the *visé* of the Captain of the Port of the place.

The parties interested must present to the Customs a certificate of the Captain of the Port, showing that the certificate of measurement has been approved by the Inspector, in accordance with Articles 29 and 32 of the said Regulations; and it is to be understood that the Customs will not consider the clearance and payment of the duties as finally settled until this formality has been complied with and noted.

Swedish, Austrian, English, and Italian vessels, which take the Spanish flag in Spain, and which have already been measured in their own country according to the Moorsen system, need not be re-measured in the ports of the Peninsula. The duties are to be levied on the number of cubic metres which may result from multiplying by the factor 2.83 the given number of English tons according to the ship's papers.

Spanish ships lengthened in foreign dockyards must on their return pay duty on their increased tonnage. Ships repaired abroad must, on their return to a port in Spain, pay duty on the materials employed for the purpose.

33. *Bottles ("Envases") for Aguardiente Liquors, Beer, Cyder, and Wines.*—Nos. 245 to 250.—These shall be separately assessed for duty according to the Tariff number.

34. *Harness, &c.* ("Talabarteria").—No. 190.—Shall be understood as articles of harness, saddles, bridles, reins, gear ("mouturas y arneses") of horses, mules, stables of all classes, travelling objects, such as bags, portmanteaus, trunks, hat-boxes, and other articles composed of leather, or lined with leather or skin ("piel").

35. *Sword Canes ("Bastones con estoque").*—No. 264.—These shall pay the duties fixed for their foils and blades, as well as those fixed for canes and sticks without blades.

36. *Lace ("Pasamaneria").*—Numbers 279, 280, and 281, Rule 5.—Goods shall be assessed as "pasamaneria" of silk which contain more than 40 per cent. of that material. As "pasamaneria" of wool when they contain more than 40 per cent. of wool, or of wool and silk. The tare of 10 per cent. allowed by Rule 5 on "pasamaneria" mounted on wood or card-board, slips, or rollers, paste-board, or other analagous material, but not textile like cotton, is on the net weight of the "pasamaneria," that is without the folding-board, card-board, papers, strings, ribbons ("cintas"), or anything which may not be the lace and work.

37. *Estuches* (Cases for jewellery, cutlery, &c.).—These referred to in Nos. 269 and 270 pay the duties fixed therein, even when they come empty.

38. *Various*.—The articles which pay duty under general headings in this Tariff, as, for example, manufactured wood ("madera labrada"), manufactured metals ("metales obrados"), gums, elastics, &c., made into any class of objects ("goma labrada"), are only those not otherwise specially mentioned.

39. *Leads and Litharges*.—Nos. 4 and 5 of Export Duties.—Shall be understood as "plomo" or "argentíferos litharges" those which contain over 40 gramos of silver to each 100 kilogrammes of lead.

40. *Minerals and Metals*.—Nos. 3, 4, and 5 of the Export Tariff.—For clearing minerals and metals paying duties on exportation, the following rules shall be observed:—

- (1.) If the exporter declares them as "galenas" (sulphurets of lead, be they argentíferous or not), the examination and assessment for duty shall be made in accordance with the Ordenanzas of the Renta, the examiners taking care to take proof of the weight with the least molestation to the trade.
- (2.) When they are declared as leads and litharges not argentíferous, after examination and weight, samples ("muestras ó bocados") shall be taken in duplicate, marked and sealed duly, the wrapping signed by the Administrator, the examiner, and the exporter. One of these shall be sent to the Ingeniero Jefe of Mines of the province to which the Customs belongs, or of the nearest mineral district, in case there are no means for a formal assay to be made. The duplicate shall be kept in the Custom House for proof in the due time.
- (3.) If the assay results in showing that the leads and litharges have not the amount of silver expressed in Note 39 to qualify them as argentíferous, they shall be exported free of duty. If, on the contrary, they prove to be argentíferous, they shall pay the corresponding duty and surcharge.
- (4.) The Collectors of Customs may permit exportation pending the result of the assay, when the exporter gives guarantees for payment of duties, and penalty for inexactitude in his declaration.
- (5.) Inaccuracies of description shall be fixed in accordance with the Ordenanzas.

SPECIAL TARIFF for Material cleared by Railway Companies comprehended in Article 34 of the Budget Law for 1877-78.

Partida.		Unit.	Duty.
			Pes. c.
1	Rails of iron and of steel ... ..	100 kilog.	2 30
2	Fish plates, &c ... ..	"	2 20
3	Screws, tenter hooks, &c. ... ..	"	3 08
4	Crossings, points, &c....	"	2 00
5	Tires of iron and steel, for locomotives and tenders	"	3 16
6	Shunts of iron and steel, and loose pieces for the same	"	4 50
7	Iron and steel wheels, with exception of tires and axles	"	2 10
8	Iron and steel tires, for carriages and waggons	"	2 52
9	Iron and steel wheels, for the same, with exception of the tires and axles	"	1 30
10	Axles of iron and steel, for locomotives and tenders	"	4 74
11	The same for carriages and waggons!..	"	2 96
12	Cushions of cast-iron...	"	1 60
13	Springs of steel for locomotives, tenders, carriages, and trucks	"	4 34
14	Iron frames, for trucks	"	5 50
15	Iron buffers, for carriages and waggons	"	5 50
16	Ties of iron, for the same	"	3 80
17	Pieces of iron, for bridges, crossings, &c.	"	2 84
18	Turntables	"	3 10
19	Carriages—		
	1st class ... ..	One	900 00
	2nd " ... ..	"	700 00
	3rd " ... ..	"	500 00
20	Waggons and trucks, of all classes	"	300 00
21	Copper tubes	100 kilog.	27 50
22	Spiral springs, of steel	"	9 60

NOTE.—The Railway Companies which have availed themselves of Article 19 of the Law of 21st July, 1876, for payment of the duties consisting of 5 per cent. for the materials of which that Law treats, will pay the half those fixed in the present Tariff for Companies which have to pay the 10 per cent.

*Budget Law for the financial year 1876-77 of 21st July, 1876.*

The temporary duties established in Appendix (F) of the General State Budget for the financial year 1872-73, shall continue to be levied free of surcharge and in accordance with the following Tariff:—

Merchandise.	Unity of Weight, &c.	Duties.
		Pes. c.
Common sugar ... ..	100 kilog.	8 80
Refined sugar ... ..	"	13 50
Bacalao (dried cod) ... ..	"	3 00
Cocas ... ..	"	16 00
Coffee ... ..	"	27 00
Ceylon cinnamon ... ..	Kilog.	0 80
China ... ..	100 kilog.	22 40
Cloves ... ..	"	22 40
Pepper ... ..	"	22 40
Tea ... ..	Kilog.	0 80
Wheat and Grain (Trigo)...	100 kilog.	4 50
Flour of ditto ... ..	"	2 25
Aguardiente (common spirit)	Hectolitre	3 75
Petroleum and other mineral oil, refined, and benzine	100 kilog.	3 75

For the administration and collecting of these imposts the Rules of Appendix No. 31 of the Customs Regulations shall be observed.

*Tobaccos.*



## Tobaccos.

TARIFF of Duties of Regalia on Tobaccos on their introduction into the Kingdom, approved by Order of the Regency of 18th October, 1870.

Partida		Unit.	Duties de Regalia.	Impost Extraordinary.
			Pes. c.	[Pes. c.
1	Snuff (rapé), product of, and proceeding from Cuba and Porto Rico ...	Kilog.	8 50	0 64
2	Powdered tobacco, of ditto ...	"	18 25	0 20
3	Cigars (puros), in boxes, including, for it, the duty on the weight of these of and from Cuba and Porto Rico...	"	9 75	1 00
4	Cigars, loose (a granel), of and from ditto ...	"	19 00	0 30
5	Cigarettes (cigarillos), of paper and loose tobacco (picadura), of and from ditto, including for duty the weight of the paper and tin or lead foil in which they come...	"	8 50	0 40
6	Cigars (puros), of Cuba and Porto Rico, coming from foreign ports, including for duty the weight of the boxes (envases) ...	"	15 00	1 00
7	Cigars (puros), coming from foreign ports, loose ...	"	18 25	0 30
8	Cigarettes, product of Cuba and Porto Rico, coming from foreign ports, including for duty the weight of the paper and tin or lead foil ...	"	14 00	0 40
9	Snuff of foreign production ...	"	10 75	0 64
10	Foreign tobacco, made up into cigars and cigarettes, of any origin ...	"	16 25	0 50
11	Tusas (small cigar covered with corn husk) ...	"	21 50	0 40
12	Cigars (puros), of and from the Philippine Islands...	"	9 75	0 64
13	Cigarettes, of and from ditto ...	"	6 50	0 32
	Excess de Registro ...	"	2 50	0 50

## Notices.

1. The country of production, and the place of direct export, must be established according to the Customs Regulations.
2. Clearing, payment of duty, &c., on the introduction of tobaccos, shall be in conformity with Appendix 29 of the said Customs Regulations.

## Royal Order.

To the Director General of Customs.

Your Excellency,

The Royal Decree of the 17th instant having authorized the publication of the new Customs Tariff, His Majesty the King has been pleased to resolve that it shall take effect in the Peninsula and Balearic Isles on the 1st August, 1877, in respect of the part not yet carried out by anterior orders given for the fulfilment of the existing Budget. There is no exception as to articles surcharged and imported by sea than that provided for in Article 37 of the said Budget, viz., that the surcharge shall not be made on merchandises and vessels which left their ports of departure, and can prove it by their papers, before the promulgation of the Budget Law.

By Royal Order, &c.

Madrid, July 21, 1877.

(Signed) OROVIO.

To the Director General of Customs.

Your Excellency,

In view of the report as to the advisability of using or not the authority which the present Budget Law vests in the Government to impose a surcharge on the import duties on the produce of America and Asia coming from foreign depôts in Europe:

Whereas the spirit of the authority has no tendency in favour of the interests of the Treasury.

Whereas the principal products of foreign America already come chiefly directly to the Peninsula without the necessity of differential duties, and with the benefit which commerce derives by obtaining them in the place of their production:

Whereas from the moment that foreign ships, in consequence of the suppression of the differential duty on the flag, can trade directly with the same advantages that may be established for Spaniards, competition remains open to shipping of all nations, that which offers the most advantages obtaining the greater trade without any special benefit accruing to Spanish ships:

His Majesty the King, in conformity with your Excellency's proposals, has resolved not to use the authority vested in the Government by Article XXXVI of the actual Budget Law.

By Royal Order I inform you of the same, &c.

God guard, &c.

(Signed) OROVIO.

## No. 2.

## REPORT BY SIR J. WALSHAM ON THE REVISED SPANISH TARIFF OF 1869.

BEFORE examining the changes which, in accordance with the Budget Law of 1877-78, voted by the Cortés on the 11th July last, have been introduced into the Customs Tariff of 1869, it may perhaps be as well if I say a few words with respect to the Spanish system as it existed previously to that year.

Taking, as a starting point, the year 1860, which witnessed a radical change in the commercial policy of the United Kingdom, it will be found that the principle of imposing a differential duty on merchandise imported into Spain in foreign vessels or by land still existed in full force at the above period. The differential duty was fixed at 20 per cent. of the value of the articles so imported, but it would be increased if necessary.

In addition to this duty, foreign raw materials, which were not produced in sufficient quantity in the country itself to meet the requirements of native industry, had to pay high *ad valorem* duties ranging from 1 per cent. to 14 per cent., while raw materials, similar to those which were abundant in Spain, and capable of entering into competition with the latter, were subjected to a charge of 20 per cent. to 50 per cent. of their value. In the same way, foreign articles of consumption, which native industry did not furnish, paid an *ad valorem* duty ranging up to 15 per cent., and in certain special cases reaching 20 per cent.

There were, besides, several articles of foreign produce or manufacture, the introduction of which into Spain was prohibited, such, for instance, as fire-arms, projectiles, munitions of war, gunpowder, quicksilver, hydrographic charts published by the Marine Department and reproduced abroad, maps and plans, the copyright privileges connected with which had not yet

yet terminated; reprints of Spanish authors, if not introduced by the authors themselves, and a few other articles not necessary to be mentioned. The prohibition on some of those I have enumerated still continues.

I have extracted the above details from the Spanish Tariff of 1865, which, based on that of 1849, had been revised by order of the Cortés and sanctioned by Royal Decree in the usual form before any change of Tariff can be carried into effect.

Up to the year 1865 the differential (flag) and protective duties, as well as the prohibitions, were applied equally and without distinction to the produce of all countries alike. But in that year a short Commercial Treaty was concluded between France and Spain on the 18th of June, and ratified on the 22nd of July following.

To this Treaty were annexed the two following special Tariffs, containing the list of articles which would be imported by each of the Contracting Parties into the territory of the other, free of duty, or at a lower rate than that which was fixed for similar articles, the produce and manufacture of other countries.

It is true that the list of these articles was not a long one either; still, until 1868, France became the sole privileged nation as far as they were concerned.

TARIF (A) annexé à la Convention conclue le 18 Juin, 1865, entre l'Espagne et la France.

Les droits, à l'importation en Espagne des produits ci-après mentionnés d'origine ou de manufacture Française, sont fixés ainsi qu'il suit :—

Articles du Tarif Espagnol en vigueur en 1865.		Bases.	Droits.
90	Manches ou bâtons d'ivoire ou de nacre, travaillés, avec ou sans montures en argent, pour soutenir les plumes ou pour broder ...	Le 100	Rs. 3. 100 00
91	Manches d'os ou de bois travaillés ou non ...	Idem	4 00
164	Quincaillerie commune en cuivre, pièces, terminées, telles que plats-à-barbe, brasiers et leurs pieds, bassinoires, casseroles, chocolatières, porte-manteaux, cuvettes, marteaux de portes, manivelles, moules ou matrices pour caractères d'imprimerie, verroux, loquets, fourchettes, poignées de sonnettes, gonds, ou autres pièces semblables, quoique vernies ou peintes, en alliage de cuivre, zinc ou autre, et celles dites alpaca et plak-fond ...	Le kilog.	5 10
175	Agrafes en fil métallique, de fer ou de laiton, argenté ou non, y compris la tare ...	Idem	4 00
200	Curis en poil, d'ânes, de chevaux, de buffles, de phoques, ou de vaches, non tannés, secs, salés ou non; peaux de ces mêmes espèces d'animaux d'un an ou au-dessus, ou morts-nés, provenant d'Europe ou d'Afrique ...	100 kilog.	50 00
231	Essences de toutes autres sortes ou fruits pour liqueurs, parfumerie ou autres usages, y compris la tare ...	Le kilog.	3 60
280	Chevaux Hongres dépassant la marque, quelque soit leur âge ...	Par tête.	450 00
281	Chevaux entiers ou Hongres et juments ne dépassant pas la marque, quelque soit leur âge ...	Idem	120 00
290	Mulets et mules jusqu'à 1 an ...	Idem	60 00
297	Mulets et mules de plus de 1 an ...	Idem	90 00
398	Objets de gomme élastique travaillée sous toutes formes, vulcanisés ou non, et non spécifiés dans les autres articles du Tarif ...	Le kilog.	9 00
590	Quincaillerie commune en laiton, sans être vernie ni dorée, en pièces achevées, comme plats-à-barbe, brasiers et leurs pieds, bassinoires, casseroles, chocolatières, porte-manteaux, cuvettes, lampions, marteaux de portes, manivelles, verroux, loquets, poignées de sonnettes, gonds, au autres pièces semblables pour ornements et garnitures ...	Idem	5 10
630	Produits végétaux, tels que gommes, résines, gommes-résine, huile de résine au térébenthine, et autres produits analogues non spécifiés dans les autres articles du Tarif, et les matières végétales telles que racines, tiges, au plantes et feuilles, fruits, fleurs, graines, et écorces destinées à l'industrie et à la médecine non spécifiés dans le Tarif ...	Idem	0 50
642	Chapeaux et bonnets non montés de feutre, de castor, de poils, de jone, et de palme	Pièce	4 00
	Objets pour habillement ou autres usages, sans coutures, en tissu de coton, rendus imperméables au moyen de bains de gomme élastique ...	Le kilog.	9 00

(L.S.) (Firmado) LORENZO ARRAZOLA.  
(L.S.) (Firmado) HENRI MERCIER DE LOSTENDE.

TARIF (B) annexé à la Convention conclue le 18 Juin, 1865, entre l'Espagne et la France.

Les droits, à l'importation en France des produits ci-après dénommés d'origine ou de manufacture Espagnole, sont fixés ainsi qu'il suit :—

	Bases.	Fr. c.
Fruits de tables, frais, citrons, oranges, et leurs variétés ...	100 kilog.	2 00
Huile ordinaire d'olive ...	Idem	3 00
Eau de vie en bouteilles, et liqueurs, sans distinction de degrés, non compris les droits de consommation ...	Hectol.	15 00
Mercuré natif ...	100 kilog.	Exempt
Jus de réglisse ...	Idem	4 00
Soies gréges... ..	Idem	Exemptes
Cuivre en barres ... ..	Idem	Exempt
Plomb en masses brutes ... ..	Idem	Exempt
Cochénille ... ..	Idem	Exempte
Fruits secs ou tapés, fruits confits, fruits conservés sans sucre ni miel ... ..	Idem	8 00
Livres imprimés ... ..	Idem	Exempt
Soie à coudre ... ..	Idem	Exempte
Tissus de laine, bas et draps ... ..	Ad valorem	10 pour cent.
Nettes et tresses de sparte... ..	100 kilog.	1 00

(L.S.) (Firmado) LORENZO ARRAZOLA.  
(L.S.) (Firmado) HENRI MERCIER DE LOSTENDE.

In 1868, that is to say, one year before the Spanish Tariff which has just been revised came into operation, a Commercial Treaty was concluded between Germany and Spain, the former of which then became entitled to the advantages to be derived from the French Treaty. Subsequently

Subsequently to 1869 similar Commercial Treaties have been concluded between Spain and other countries, amongst them Switzerland, Belgium, Italy, Austria, Norway and Sweden, and Holland, and each of these countries now enjoys the benefit of the Tariff annexed to the French Convention of 1865, which is still in force.

As, however, the privileged duties of some of the articles in that Tariff were still further reduced in the Spanish Tariff of 1869, it is only in cases where these duties are still lower than those in the Spanish Tariff that any advantage can at present be obtained from a participation in them. The state of things, therefore, before 1869, the year in which the present Spanish Tariff came into operation, was as follows:—

Up to 1865 all nations were subject to the differential duties imposed by Spain on articles of foreign produce or manufacture imported in foreign vessels or by land. Between 1865 and 1869 France obtained certain privileges as regards Customs duties which were enjoyed by Germany in virtue of her Treaty with Spain of 1868.

In 1865 the differential duty on foreign goods entering Spain by land was abolished in favour of France, that on similar goods imported in foreign vessels continuing to exist for all nations alike. It will only be necessary for me to state here, that neither previously nor subsequently to 1869 have British produce and manufactures been permitted to profit by the advantages accorded to French produce and manufactures in virtue of the Treaty of 1865, and afterwards extended to the produce and manufactures of several other countries; the alleged ground for such exclusion being that under our ancient Treaties with Spain we could not claim "most-favoured nation treatment," although from 1860 Spain had been receiving, as she has continued to receive, precisely the same treatment with respect to the liberal charges introduced into our own Customs Tariff as had been accorded to other nations.

Having now stated what the position of foreign commercial relations with Spain was before 1869, I will endeavour to explain the Tariff system introduced into this country in that year, as otherwise the object and meaning of the alterations which have now been made might be misunderstood, and an impression created that an entirely new Tariff has recently come into force; whereas many of the changes are held by the Government to be in accordance with the provisions of the Law under which the Tariff of 1869 was established, although it is very doubtful whether, looking to the stipulations of certain Treaties concluded with Spain, and to which I shall have occasion to allude later on, the Spanish Government was justified in proposing or the Cortés in sanctioning them.

On the 22nd of November, 1868, the year of the revolution, and when General Serrano was head of the State, a Decree was published bearing the signature of the Minister of Finance, Signor Figuerola, giving the reasons of the Government for considering that the time had arrived for abolishing the differential (flag) duty on foreign goods imported in foreign vessels or by land.

The extinction of this duty was to be gradual. It was to commence on the 1st of January of the following year, and from and after the 1st January, 1872, the duty was to cease altogether.

The provisions of this Decree were faithfully carried out, and since the year 1872 there has been no difference made between goods imported in foreign vessels and these carried by Spanish ships.\*

We now come to the Tariff of 1869.

By the 9th Article of the Budget Law of that year, which was voted by the Cortés on the 1st July, the Government was empowered to reform the Customs Tariff then in existence, which, as I have stated above, was based on the old Tariff of 1849.

It will be necessary to allude to some of the conditions on which the reform was to be effected, as I shall have to refer to them in connection with the alterations that have now taken place.

1. All foreign merchandise was to be admitted into the Peninsula and the adjacent islands with the exception of articles the introduction of which into the country might be prohibited by the Penal Code, or by the laws for the protection of public security, or by those relating to Government monopolies.

2. The export of any kind of native produce whatsoever, whether natural or artificial, was to be allowed.

3. The impost to be levied on the several classes of merchandise specified in the Tariff was, as formerly, to be called a Customs duty; and for determining the amount, the calculation was to be made in the following manner:—For goods on which, under the old Tariff, a protective duty had been levied in addition to the differential (flag) duty, the amount of the new duty would be fixed by taking from 15 to 30 per cent. of their estimated value, and up to 35 per cent. in the case of goods which, formerly prohibited, were then to be admitted, or which, from their great value or from the fact of their being required for general consumption, though not of absolute necessity, would bear a duty representing from 15 to 35 per cent. of their value. The above duty for all purposes of the Tariff, and for facilitating future calculations, was to be termed "extraordinary."

For all other goods the new Tariff duty was to be represented either by an amount ranging up to 15 per cent. of their estimated value, and to be called "fiscal," or by a trifling amount to be fixed by the Government on the unit of quantity, weight, or measurement.

The last-named duty was to be called "balanza."

The Government was to determine what goods were to pay the "fiscal," and what the "balanza" duty.

4. The duties called "extraordinary" were to remain unaltered for six years after the publication of the Tariff, 1st July, 1869, and from 1st July, 1875, to be gradually reduced during the succeeding six years until they reached the maximum of the "fiscal duty," viz., a duty representing 15 per cent. of the estimated value of the goods.

I may mention that the articles in the Tariff before which the letter (a) stands are those on which a duty above 15 per cent. (maximum of fiscal duty), but under 20 per cent. of their value, was levied in 1869.

The articles preceded by (b) are those on which a duty above 20 per cent. of their value was fixed at the same period.

An asterisk before any article in the Tariff shows that such article pays the "balanza" duty.

The duties on the remaining articles, which have no sign before them, are those which, in 1869, were fixed at an amount under the maximum of the "fiscal" duty (15 per cent.); or are special duties, and were or were not to be reduced after the 1st July, 1875, as the Government might determine.

In the Budget Law of July 1, 1869, which authorized the formation of the Tariff of that year, there is not the slightest indication that when the time came for reducing the duties to which I have already alluded, the benefit of the reduction was to be extended only to the produce and exports of certain countries; on the contrary, it is quite clear that there was to be no distinction. It so happened, however, that in the treaties concluded with Belgium, Italy, and Austria, in 1870, the Tariff of 1869 was annexed to and formed an integral part of them, Spain in return enjoying the advantages of the conventional Tariffs of those Powers; and when the time approached for commencing the reduction of certain duties in 1875, as provided for by the Budget Law of July 1, 1869, the Spanish Government applied to the Governments of Austria, Belgium, and Italy for permission to postpone to a later period the reduction in question—their right to claim which, from and after July 1, 1875, was not disputed—on the ground that, owing to the state of the country during the six years which had intervened since the publication of the Tariff of 1869, native industry had been prevented from making sufficient progress to enable it to compete fairly with foreign produce if the duties on the latter were lowered.

Austria and Belgium consented to the postponement of the reduction for a term of ten years, i.e., till July 1, 1885, on condition that if Spain at any time during that period renounced their treaties, the reduction of the duties was to be given concurrently with the denunciation, and continue for a twelvemonth, the term during which the treaties would remain in force after they had been denounced.

Italy, however, preferred to withdraw from her Treaty the Spanish Tariff of 1869, and to fall back upon the most favoured nation clause for the treatment of all questions arising out of her commercial relations with Spain.

Such then was the state of things when the late Minister of Finance, Señor Barzanallana, submitted to the Cortés his financial scheme for 1877-78.

His Excellency, amongst other things, proposed that—

"The Government shall revise the values and classification of articles in the existing Tariff, and shall convert into fixed duties those now levied *ad valorem*, in accordance with the provisions contained in the last paragraph of Sections 7 and 8 of the Budget Law of July 1, 1869."

The last paragraph of Section 7 states as follows:—"The valuation of goods shall be effected by taking an average of the prices of articles at the points on the coasts or frontier where the duties are to be paid, and in all cases for the conversion of *ad valorem* into specific duties a certain sum shall be paid on the unit of weight, measurement, or quantity."

According

\* Except as regards the Colonies

According to the last paragraph of Section 8, "the revision of the classification of articles shall be made every three years, on the suggestion of the Director General of Customs, and in conformity with the decision of the Tariff Committee."

Señor Barzanallana further proposed in his scheme, "that the Government shall be empowered to impose a special surcharge ('recargo') on the import duties and navigation dues which are levied on the produce, vessels, and exports of countries that in any way especially harm our produce and our commerce, and also not to apply the reduction in the duties which may result from the revision in the Tariff to the produce and exports ('procedencias') of any other countries than those which concede to Spain most favoured nation treatment."

Those two proposals of His Excellency were voted by both Chambers, and became law on the 11th July last.

I should mention that the Government has not yet availed itself of the privilege of imposing the differential treatment alluded to in the first part of the second proposal, the extraordinary duty or surcharge which has actually been levied under the revised Tariff on the goods of all nations alike being of a different character, as I will explain later on. The Government has, however, availed itself of the privilege of excluding certain nations from the advantages of the reduced state of duties, and amongst them Great Britain, France, and the United States, the privileged nations being Austria, Belgium, Germany, Holland, Italy, Morocco, Norway and Sweden, Portugal, Russia, Switzerland, and Turkey.

I should also mention that the reduction of the duties, from participation in which Great Britain has now been deprived by an act of the executive power, is not the gradual reduction which was to take place six years after the publication of the Tariff in 1869, and which should have commenced on the 1st of July, 1875, but was afterwards postponed for ten years for the reasons I have given in another part of this report. The present reduction is a distinct matter; and, according to the statement made to the Cortés by the late Minister of Finance, when he introduced his scheme for the current year, is the result of a new assessment of the value of the articles which pay Customs duties, such assessment having been rendered necessary on account of the change in the market value of many of the articles since 1859, the price of some having risen, while in other cases it had fallen.

It was unfair, therefore, his Excellency considered, that, where the price had fallen, those who paid duties should be expected to pay the old rates; and equally unfair, when it had risen, that the Government should only charge the old rates. Under these circumstances, therefore, the Syndicate appointed for the purpose had revalued the articles, and affixed to each the duties which corresponded with the results of the fresh valuation—in some instances the duties having been raised, in others reduced.

In fact, this new valuation was a matter of general policy, and in no manner dependent on treaty obligations or conventional Tariffs. It was carried out because, in the estimation of the Minister of Finance, it would have been unjust to commerce on the one hand, and to the Spanish Government on the other, to leave matters as they were; and yet there had not been any hesitation whatever in levying upon British produce and manufactures the old rate of duties in every case where the revaluation has proved that such duties were unfairly high, and must consequently be reduced.

To show that the revision of the Tariff had nothing whatever to do with obligations contracted with Spain with those particular nations who now benefit by any change that may have been introduced into the Tariff, I need merely state that in every case where the old duties have been raised on account of the new valuation, the produce and manufactures of those same nations pay the higher duties equally with the like goods of the non-privileged nations, just in the same way as they pay the extraordinary duty or surcharge which, except in certain cases, is to be levied under the revised tariff upon the imports of all nations equally; and in those exceptional cases British merchandise would be no less exempt from the surcharge.

Consequently, there is not for privileged nations a special Tariff, with a reduced scale of duties from beginning to end and a general Tariff with the old rate of duties for other nations.

What has taken place is simply this: that the duties of the general Tariff, which came into force in 1869, and were applicable to all nations alike, have been revised according to a fresh valuation of the price of goods; and wherever a reduction has been deemed necessary, certain nations alone profit by it; but those same nations share equally with all others the disadvantage of any increase in those duties, wherever they have on the same principle been raised, their merchandise also equally pays the old rate of duties where neither reduction nor increase has taken place during the revaluation, and it is no less subject to the extraordinary duty or surcharge.

In other words, Spain has not a conventional and a general Tariff in the ordinary acceptance of these terms.

For an explanation of the reasons which have induced the Spanish Government to make this distinction between nations as regards the revised Tariff, I cannot do better than refer to the explanation given by the late Minister of Finance himself to the Cortés, when alluding to the changes he proposed to introduce into the Tariff.

His Excellency reminded the Chambers that there were certain nations which denied to Spanish commerce the same treatment they granted to the commerce of other nations, and imposed on it prohibitions and differential duties; and after going on to say that such a state of things would not be tolerated, Señor Barzanallana pointed out that some of these same nations, forgetful of the reforms which had been introduced into the Tariff of 1869, and ignoring the fact that this Tariff made no distinction between one nation and another, systematically refused to give to Spanish trade the benefit of conventions and special Tariffs, although they saw no objection to granting these favours to other countries. There were, he added, nations which imposed on Spanish wines differential duties based on the alcoholic test; and one important country, which had two Tariffs—the first containing a series of prohibitions, high duties, and surcharges; the second a conventional Tariff with limited duties and no prohibitions or exceptional charges—applied the first almost exclusively to Spain. It was absolutely necessary, therefore, to obtain from these countries, not exceptional privileges, but the same as were granted to other nations; and the only way of arriving at this result was to apply whatever reduction in any of the duties might be arrived at through the proposed revision of the Tariff, to the produce and exports of those nations only which, by conventions, placed Spanish commerce on most favoured nation footing; or which, without conventions, applied its Customs system to the commerce of Spain in exactly the same way and on precisely the same conditions as they applied it to the commerce of other countries, no distinction being made between any particular Spanish produce and similar produce of one or more countries.

If this proved insufficient to procure for Spanish commerce most favoured treatment, the Government should then be empowered not only to exclude from participation in the benefits of the revised Tariff any nation which injured that commerce, but also to impose upon their produce, manufactures, and ships, differential duties.

It will be seen from what I have stated in another place, that Señor Barzanallana's views were embodied in the Project of Law which His Excellency presented to the Cortés, and were subsequently approved by the Chambers.

In addition to the revision of the Tariff, as regards the increase or reduction of duties according to a revaluation of the articles on which they are levied, the Minister of Finance proposed, as one of the new taxes to be levied during the current year, an "extraordinary and transitory" duty or surcharge on the above duties, whether increased or reduced, to be calculated on the following principle:—

On all merchandise which paid a fixed duty equivalent to from 3 per cent. to 9 per cent. inclusive, of the estimated value of the article on which it was levied, the surcharge was to be 1 per cent. of that value, and on all merchandise which paid a duty equivalent to 10 per cent. and upwards of the estimated value, the surcharge was to be 4 per cent. of that value.

There was to be no surcharge on duties which represented less than 3 per cent. of the estimated value of articles, nor was it to affect either "textiles" or goods which were subject to the "Consumo" duty.

I have already explained that the articles in the Tariff before which (a) and (b) stand pay duties representing respectively to from 15 per cent. to 20 per cent., and from 20 per cent. upwards, of the estimated value of those articles, consequently it will be seen at once that on all these articles the surcharge would be 4 per cent. of this estimated value.

Besides this extraordinary duty of 1 per cent. and 4 per cent., calculated on the principle I have stated, and applicable respectively to most of the articles paying Customs duties, there are certain arbitrary surcharges on the following articles:—

Aguardiente (a sort of brandy) will, in addition to the Customs duty, pay a surcharge of 20 pesetas (1 peseta=1 fr.=10d.) the hectolitre.

Petroleum and other rectified mineral oils, as well as benzine, 12½ pesetas the 100 kilog., and they will also pay "Consumo" duties.

Table oil, 8 pesetas for 100 kilog.; cocoa-nut, palm, and other oils, except linseed, 20 pesetas for the same quantity.

Coal and coke, 2½ pesetas per ton, without any surcharge. The two latter paid formerly 1 peseta 25 c. per ton.

The late Minister of Finance had intended to impose an export duty of 4 per cent. on the wines from Xeres and Port St. Mary, and a similar duty of 2 per cent. on the ordinary wines of the country; but so great was the opposition he encountered from the wine-growers, that he was compelled to give up the idea, and to surcharge heavily the articles of foreign commerce I have just mentioned, in order to make good the receipts he expected to obtain from these export duties.

His

His Excellency considered that the wines would support such charges, and that in the necessitous state of the Treasury he was perfectly justified in imposing them; for, as his Excellency explained in his Address to the Cortés, the export of wines had in no way diminished, notwithstanding the high duties levied upon them in the countries to which they are exported.

I allude to this statement on the part of the Minister of Finance, because there seems to be a very general impression in Spain that—at all events, as far as Great Britain is concerned—differential duties are charged on Spanish wines, and that the alcoholic test was specially invented to injure the Spanish wine trade.

Yet, according to Señor Barzanallana's figures, the latest returns showed that the value of the wine exported from Xeres and Port St. Mary amounted to 62,933,168 pesetas, or over 2,500,000*l.*; and his Excellency might have added that most of this wine found its way into the English market.

The principal articles of British produce or manufacture which will be affected by the changes in the Tariff, wherever a reduction, in which they will not participate, has been made in the duties, as a result of the revaluation of these articles, are iron, steel, cottons, woollens, linens, and silk, in all their various branches, whether manufactured or otherwise. (Classes 2, 4, 5, 6, 7 of Tariff.)

A more considerable reduction has been made in the duties on silk goods than in those levied on cotton, linen, and woollen goods, and although there is a marked reduction in one or two instances with respect to the duties on cotton and woollen manufactures, the duties on linen, flax, and hempen articles have been, as a rule, but little changed.

With respect to the principal articles of cutlery, I do not observe that the duties have been altered.

Those on paper have been generally raised, but this will not affect England alone, for whenever an increase of duties on articles has resulted from the new valuation, British commerce will not suffer in competition with the commerce of other nations, as such increase will be equally applied to the produce and manufactures of all countries alike, as will also the "extraordinary" duty or surcharge, the favoured nations not being exempt from it.

From the revaluation of the articles paying Customs duties the Government expects to obtain a sum of 3,000,000 pesetas, or about 120,000*l.*, apart from what the surcharge will produce.

The amount to be derived from the 1 per cent. surcharge on merchandise which pays duties equivalent to from 3 per cent. to 9 per cent. of the estimated value is calculated at 1,375,000 pesetas, or about 55,000*l.*, and the 4 per cent surcharge on merchandise paying duties equivalent to 10 per cent. and upwards of the estimated value, together with a similar surcharge on tobacco introduced by private individuals (these being a Government monopoly), will, it is supposed produce 7,092,273 pesetas, or about 283,690*l.*

Before the Tariff was revised, many of the materials required in the construction of railways were, under circumstances, admitted free of duty. These materials will in future pay the duties specified in the subjoined Table, while others employed for the same purpose, but not mentioned in the Table, will pay the duty set down for them in the general Tariff.

Partida.	Unit.	Duty.
1 Rails of iron and of steel ... ..	100 kilog.	2 30
2 Fish-plates ... ..	"	2 20
3 Screws, tenter hooks, &c. ... ..	"	3 08
4 Crossings, points, &c. ... ..	"	2 00
5 Tires, of iron and steel, for locomotives and tenders...	"	3 16
6 Shunts, of iron and steel, and loose pieces for same ...	"	4 50
7 Iron and steel wheels, with exception of tires and axles ...	"	2 10
8 Iron and steel tires for carriages and waggons ... ..	"	2 52
9 Iron and steel wheels for the same, with exception of the tires and axles ...	"	1 30
10 Axles of iron and steel, for locomotives and tenders...	"	4 74
11 The same, for carriages and waggons ... ..	"	2 96
12 Cushions of cast iron ... ..	"	1 60
13 Springs, of steel, for locomotives, tenders, carriages, and trucks ...	"	4 34
14 Iron frames for trucks ... ..	"	5 50
15 Iron buffers for carriages and waggons ... ..	"	5 50
16 Tires of iron for the same ... ..	"	3 80
17 Pieces of iron for bridges, crossings, &c. ... ..	"	2 84
18 Turn-tables ... ..	"	3 10
19 Carriages—		
1st Class ... ..	One	900 00
2nd Class ... ..	"	700 00
3rd Class ... ..	"	500 00
20 Waggons and trunks of all classes ... ..	"	300 00
21 Copper tubes ... ..	100 kilog.	27 50
22 Spiral springs of steel ... ..	"	9 60

The above duties will be the same for all nations.

With respect to the conversion of *ad valorem* into specific duties in the revised Tariff, I am unable to say whether the latter represent a correct equivalent to the former, as the Table of Estimated Values used for the revision of the Tariff duties has not yet been published.

The *ad valorem* duties in the unrevised Tariff were, however, comparatively few.

There are the same number of classes and groups of articles in the revised as there were in the unrevised Tariff. In some instances, however, the arrangement has been changed; that is to say, some articles formerly in a particular group have been removed to another, while others which had formerly a distinctive Tariff number (partida) attached to them, now come under the number of a series of articles similar to them in kind; and sometimes, on the contrary, articles have been taken out of a particular series and placed by themselves in the group.

I regret that, owing to great pressure of business connected with this revision of the Tariff and with current work, I have not been able to draw up, as I had hoped to do, a comparative statement showing how the principal articles of British commerce will be affected by the recent alterations in the duties, but I prefer sending my report as it is to waiting until I have time to prepare such a statement.

The object of the revision of the Spanish Tariff has been twofold; first, that of increasing the revenue of the country, and then that of enabling the Spanish Government to have the power of withholding from certain nations any advantages that might be derived from the benefits of revision, on the ground that those nations do not accord to Spanish commerce the same treatment that they allow to the commerce of other countries. It is perhaps unnecessary to state, that in the Address of the late Minister of Finance to the Cortés, when introducing the Estimates of the current year, an extract from which I have given in another part of this Report, his Excellency referred to Great Britain and France when alluding to two nations which denied to Spanish commerce "most favoured treatment."

If there ever would have been any doubt on the subject, it has been now cleared up by the treatment these two nations have just received.

As regards Great Britain, it is contended that differential duties are imposed on Spanish wines, and that consequently British commerce cannot expect to receive better treatment in Spain. Inasmuch, however, as this is not a fact, and as Spanish produce and manufacture enjoy under the Customs Tariff of the United Kingdom precisely the same treatment as the produce and manufactures of all other countries, it is difficult to understand upon what principle British commerce has been denied the advantages of the revised Tariff, more especially as the law under which this Tariff was allowed to be revised distinctly stated that those advantages would be refused to those nations only which did not concede to Spanish commerce the same treatment as they gave to the commerce of other nations.

Madrid, August 11, 1877.

JOHN WALSHAM.

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

CAPTAIN COOK STATUE.

(LETTER FROM AGENT GENERAL.)

*Ordered by the Legislative Assembly to be printed, 13 December, 1877.*

The Agent General for New South Wales to The Colonial Secretary.

Sir, London, 3, Westminster Chambers, Victoria-street, S.W., 18 October, 1877.

With reference to my despatch, No. 231/77, of the 31st May last, relative to the Cook Statue, I have now the honor to inform you that on the 10th instant Mr. Woolner intimated to me that the full size model of the Statue was ready for my inspection. I therefore visited Mr. Woolner's studio on the 16th instant, and so far as I can judge the work seems admirably executed and calculated to do credit both to Mr. Woolner and the Colony.

The second instalment of £1,000 has now been paid in accordance with the instructions contained in your despatch, No. 77/1,198, of the 21st March last.

Mr. Woolner hopes to complete the statue in about six months. He thinks that he may be able to arrange for its exhibition for a few weeks in a prominent situation in London, as is sometimes done with similar works of art whose eventual destination is beyond the United Kingdom; and I would suggest that you should grant permission for the slight delay which would thereby be involved, say for a period not exceeding two months.

I have, &c.,

WILLIAM FORSTER.



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## CASTINGS FOR HARBOURS AND RIVERS DEPARTMENT.

(PAPERS RESPECTING SUPPLY OF.)

*Ordered by the Legislative Assembly to be printed, 12 February, 1878.**(Laid upon Table in accordance with promise in answer to Question 6, Votes No. 24, 12 Feb., 1878.)*

## HARBOURS AND RIVERS DEPARTMENT.

TENDERS FOR CASTINGS, 1878.

*Abstract of Tenders.*

	Sydney.		Hunter River.
1. James Ellis ...	2½ %	under Schedule rates.	
2. Davy & Co....	10 %	do.	
3. J. S. Rodgers	...	...	at Schedule rates.
4. Mort & Co....	7½ %	do.	
5. Morison & Bearby	...	...	5 % under.
6. Alexr. Rodgers	...	...	10 % over.

## Mr. Hoey to Engineer-in-Chief.

Sir,

In reference to Davy & Co.'s tender for Castings for 1878, I have the honor to report that, in consequence of the great distance at which Davy & Co.'s Works are from Fitz Roy Dock, much inconvenience and loss of time would frequently arise, in cases where castings were urgently required, and considerable expense would be incurred in conveying orders and patterns to them. Although the firm have a good reputation for the quality of the work produced by them, for the above reasons I do not think it would be to the advantage of the Public Service that their tender should be accepted.

From the proximity of Mort & Co.'s Works to Fitz Roy Dock, and the facility of communicating with them, together with the quick delivery of castings in urgent cases, I consider that, should their tender be accepted, a much greater saving would arise than the amount that their tender is in excess of that of Davy & Co.'s. I would therefore respectfully recommend that their offer be accepted.

I have, &c.,  
JAMES HOEY, 3/1/78.

## Minute of Engineer-in-Chief.

ALTHOUGH Mort's Dock and Engineering Co.'s tender is not nominally the lowest, yet, for the reasons set forth in the accompanying memorandum, 78/44, in which it is, I think, clearly shown that that tender will practically be the lowest, and most to the interest of the Government to accept, I beg to recommend its acceptance accordingly. The tender of Messrs. Morison & Bearby is the lowest for the Hunter River District; and as it appears these gentlemen gave great satisfaction as contractors last year (see 77/4,880), I beg to recommend their tender for acceptance for the Hunter River District.

E. O. MORIARTY, 16/1/78.

Mr. Moriarty's recommendation approved.—J.S., 18/1/78.

## Telegram from Mr. Darley to Engineer-in-Chief.

I CAN confidently recommend the acceptance of Morison & Bearby's tender for castings; they gave the greatest possible satisfaction this year.

31st December, 1877.



*No alteration whatever to be made in the Printed Prices ; the percentage to be general on the whole.*

SCHEDULE OF PRICES FOR THE SUPPLY OF CASTINGS, FOR THE SERVICE OF THE HARBOURS AND RIVERS DEPARTMENT.

All persons tendering are requested to notice the following directions :—

THE person who submits a tender is to fill up the undertaking at the end of the list of prices, stating at how much per cent. above or below the prices inserted in the Schedule he is willing to contract for the supply of Castings, &c., that may be required, to which he is to sign his name ; he is also to give his address, and the names, professions, and places of residence of his proposed bondsmen.

The contractor is to make out his account in duplicate on the Government Forms, not later than the 3rd (third) of each month, at the printed prices, and add or deduct from each article the percentage according to his tender.

NOTE.—Parties tendering are *particularly requested to observe* that they must name only one rate of percentage above or below *all* the prices in the Schedule, and they must not give one rate of percentage upon the prices of certain of the items and another rate upon others.

*General Conditions.*

1. All articles included in this contract must be supplied in such quantities and at such times as may be required, from the 1st January next to the 31st December, 187 .

2. All articles which may be required for use or delivery in Sydney or at the Fitz Roy Dock, and in the Hunter River District (see clause 8), or on any vessel in Port Jackson or the Parramatta River, must be delivered where directed free of cost ; but to any other part of the Colony the freight or carriage to be charged, in addition, by the contractor.

3. Samples will be required in all cases where practicable, unless some special and satisfactory reason be assigned.

4. All articles must be of the very best quality, according to sample, where samples may have been furnished, and are to be subject to the approval of the Engineer-in-Chief, or his authorized subordinate ; and in case of any dispute as to the quality of such articles, or as to any other matter in connection with the contract, the decision of the Engineer-in-Chief shall be final.

5. In the event of there being any unnecessary or unreasonable delay in executing any order under the contract, the articles so ordered, or any portion of them, may be purchased by the Engineer-in-Chief, at his discretion, and in such manner as he may think best for the public interests ; and in the event of any loss being suffered by the Government by reason of such articles not having been duly and promptly supplied as aforesaid, the amount of such loss may be deducted by the Engineer-in-Chief from any moneys that may be due or that may become due to the contractor in respect of his contract.

6. The Secretary for Public Works reserves to himself the right to annul the contract at any time, on giving three months' notice in writing to that effect, should he not be satisfied with the quality of the articles, or with the manner in which his orders may have been executed.

7. Payments will be made not oftener than once in every month, but only on the certificate of the proper officer that the articles have been supplied according to contract.

8. Separate tenders to be sent in for the supply of Stores in the Hunter River District, to be delivered free of cost.

9. The contractor will have to pay all stamp duties required under his contract.

10. The person whose tender may be accepted is to enter into a bond, with two eligible sureties, jointly and separately, to be bound under a penalty of one hundred pounds for the due performance of this contract.

				<i>Castings.</i>		£ s. d.
Castings (patterns provided by Government, which must be returned with the Castings, in good order) ...			brass (metal provided by contractor) ...	Ψ lb.	0	1 1
Do. do. do. ...			gun metal (provided by contractor) ...	do.	0	1 3
Do. do. do. ...			brass (metal provided by Government) ...	do.	0	0 7½
Do. do. do. ...			gun metal ...	do.	0	0 8½
Do. do. do. ...			copper (metal provided by contractor) ...	do.	0	1 6
Do. do. do. ...			zinc (metal provided by contractor) ...	do.	0	0 5
Do. do. do. ...			iron (metal provided by contractor) ...	Ψ cwt.	0	16 0
Do. do. do. ...			iron (metal provided by Government) ...	do.	0	11 0
Do. do. do. ...			{ iron, white metal (metal provided by Government) ... }	do.	0	13 0
Do. do. do. ...			{ iron, white metal (metal provided by contractor) ... }	do.	0	19 0
*Castings (patterns to be provided by Contractor, if in his stock, as per Note) ...			brass (metal supplied by Government) ...	Ψ lb.	0	0 9½
*Do. do. do. ...			brass (metal supplied by contractor) ...	do.	0	1 3
*Do. do. do. ...			copper ...	do.	0	1 7
*Do. do. do. ...			lead ...	do.	0	0 5
*Do. do. do. ...			zinc ...	do.	0	0 6
*Do. do. do. ...			iron ...	Ψ cwt.	0	18 0
*Do. do. do. ...			iron (metal supplied by Government) ...	do.	0	13 0
*Do. do. do. ...			{ iron, white metal (metal supplied by Government) ... }	do.	0	15 0
*Do. do. do. ...			{ iron, white metal (metal supplied by contractor) ... }	do.	1	1 0
*Gun metal do. do. ...			metal (supplied by Government) ...	Ψ lb.	0	0 10
*Do. do. do. ...			metal (supplied by contractor) ...	do.	0	1 4

E. O. MORIARTY,  
Engineer-in-Chief for Harbours and Rivers.

\* Prices for these castings must include the use of the patterns, and all minor alterations to patterns, if in the tenderer's stock ; but the Government reserves to itself the right to call for special tenders in cases where new patterns are required, in which event all new patterns, for the making of which any charge is made, shall, on payment for the castings, become the property of the Government, and shall be delivered up therewith.

## HARBOURS AND RIVERS.

*Tender for Sydney, &c.*

the undersigned, do hereby tender to provide and deliver in Sydney, wherever directed, or at the Fitz Roy Dock, or on board ship as directed, such Castings as are enumerated in the foregoing Schedule, at cent.\* the prices affixed to each item; and should this tender be accepted by the Secretary for Public Works, do hereby agree and bind to abide by and fulfil all the terms and conditions before mentioned, or in default thereof to forfeit and pay to Her Majesty, Her Heirs and Successors, such penalties or sums of money as before mentioned.

\* Here insert under or above, or erase the words per cent. if the party is desirous to abide by the prices affixed.

(Signature)

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 187 .

	Names of persons proposed as Sureties.	Occupation or profession.	Residence.

*Tender for Hunter River District.*

the undersigned, do hereby tender to provide and deliver at Newcastle, or such other place in the Hunter River District as might be directed from time to time, such articles as are enumerated in the foregoing Schedule, at per cent.\* the prices affixed to each item; and should this tender be accepted by the Secretary for Public Works, do hereby agree and bind to abide by and fulfil all the terms and conditions before mentioned, or in default thereof to forfeit and pay to Her Majesty, Her Heirs and Successors, such penalties or sums of money as are before mentioned.

\* Here insert under or above, or erase the words per cent. if the party is desirous to abide by the prices affixed.

(Signature)

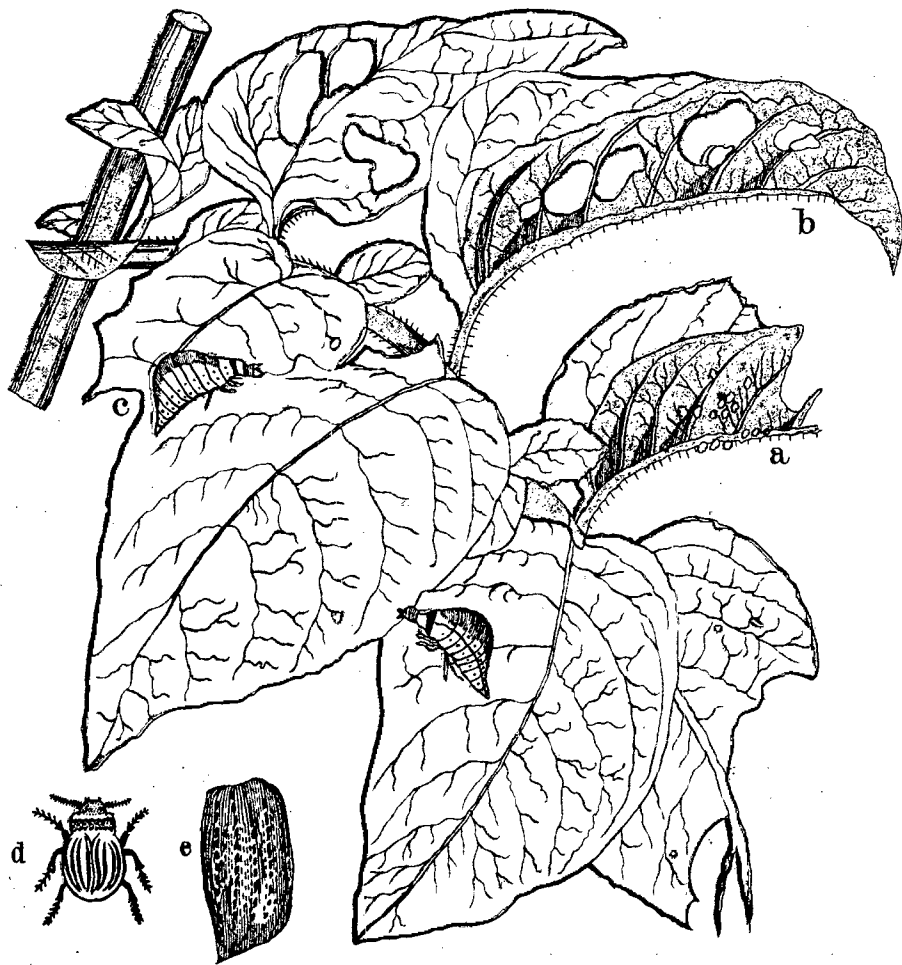
Dated this \_\_\_\_\_ day of \_\_\_\_\_ 187 .

	Names of persons proposed as Sureties.	Occupation or profession.	Residence.



*Appendix No. 1.*

**DE COLORADO KEVER.**

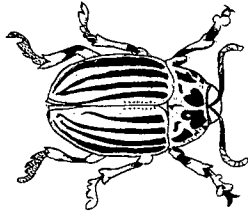


- a *Eijeren*
- b *Jonge larven*
- c *Volwassen larven*
- d *Kever*
- e *Vergroot dekschild*

*Appendices Nos. 2 & 3.*

**COLORADO BEETLE.**

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*Magnified twice.*

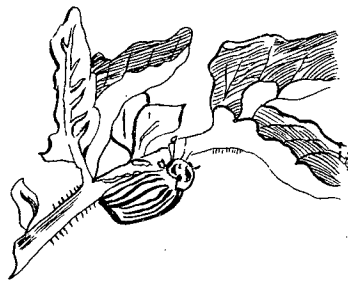


*Life Size.*

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**ENGRAVED ILLUSTRATION OF THE BEETLE WITH DESCRIPTION THEREOF**  
AS PREPARED BY  
**THE COMMISSIONERS OF CUSTOMS.**

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*The above is an illustration slightly larger than the general size of the Colorado Potato Beetle.*

*The Color of the insect is Yellow with Black spots on the fore part, and ten Black stripes, five on each of the wing covers.*

*It is somewhat like a large Ladybird, but is rather longer in shape, and is also striped, which no species of the Ladybird is.*



**The Insect if seen, to be at once crushed.**

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

COLORADO BEETLE.

(CORRESPONDENCE.)

*Ordered by the Legislative Assembly to be printed, 21 May, 1878.*

The Agent General to The Colonial Secretary.

Sir,

London, 3 Westminster Chambers,  
Victoria-street, S.W., 28 March, 1878.

I have the honor to inform you that having, in compliance with the instructions contained in your despatch, No. 78-597, of the 22nd January last, addressed the Clerk of the Privy Council, by letter dated 20th instant, of which a copy is enclosed, with a view to obtaining for you all the information procurable respecting the Colorado beetle, I have to-day received a reply, dated 27th instant, a copy of which, with all the enclosures therein detailed, is forwarded herewith.

Should I be able to obtain any further information on the subject from the Royal Agricultural Society, as suggested in the latter part of Mr. Lennox Peel's letter, it will be at once transmitted to you.

I have, &amp;c.,

WILLIAM FORSTER.

Secretary for Lands.—M.F.      The Under Secretary for Lands, B.C., 13 May, 1878.—M.R.A.

The Agent General to The Privy Council Office.

Sir,

3 Westminster Chambers, S.W., 20 March, 1878.

Having been instructed by my Government to obtain as early as possible, and to forward for their use, all the information procurable respecting the Colorado beetle, I have the honor to request that you will be good enough to furnish me with such reports and papers on this subject as have been prepared under your directions, and that you will also be good enough to refer me, if convenient, to such other reliable sources of information as you may be able to recommend.

I have, &amp;c.,

WILLIAM FORSTER.

The Privy Council Office to The Agent General.

Sir,

Council Office, 27 March, 1878.

I have submitted to the Lord President of the Council your letter of the 20th instant, in which you request to be furnished, for the use of the Government of New South Wales, with all the information that can be supplied by this office on the subject of the Colorado beetle.

His Grace has instructed me to transmit to you copies of the following documents, viz. :—

1. A Return made to the House of Lords on the 13th August last.
2. "The Destructive Insects Act, 1877."
3. "The Colorado Beetle Order, 1877," and "The Colorado Beetle (Customs) Order, 1877," and—
4. A circular issued by the Commissioners of Her Majesty's Customs on 24th August last, together with a notice referred to in that circular.

It is inferred, from all the information which has reached the Lords of the Council, that "Paris green" is considered the most successful of the various means which have been resorted to for the destruction of the Colorado beetle.

I may add, that "Paris green," better known in England as "Scheele's green," is a preparation of a most virulent poison, and that the greatest possible care is required in its use, in order to reduce to a minimum the risk of absorption of the poison into the system, through the nose, mouth, or pores of the skin.

It is possible that you may obtain further information on the subject by making application to the Royal Agricultural Society of England, at 12, Hanover Square.

I am, &amp;c.,

C. L. PEEL.

COLORADO

## COLORADO BEETLE.

RETURN to an Address of the House of Lords, dated 10th August, 1877, for Copy of the Report of the Canadian Minister of Agriculture on the Colorado Beetle, and Copies or Extracts of any other Papers on the subject.

Council Office, 13th August, 1877.

C. L. PEEL.

MEMORANDUM of the Canadian Minister of Agriculture upon reference of a despatch of the Secretary of State for the Colonies, on the subject of the Colorado Beetle.

THE undersigned, in accordance with a request of the Secretary of State for the Colonies, having carefully examined the despatches of Lord Carnarvon, respectively bearing date the 3rd of March, 1875, and the 28th of August, 1876, has the honor to report as follows:—

The occasion of considering measures for the prevention of the introduction of the Colorado potato beetle into other countries from Canada has not yet presented itself, and the information from the German authorities, conveyed to Her Majesty's Minister at Berlin, on the capture of the insect on board ships and at Bremen, as well as other information given by newspapers relative to its introduction into Sweden, shows that the beetles had come from the United States, having been shipped at ports the neighbourhoods of which were invaded by them.

The document furnished to Her Majesty's Minister at Berlin, a copy of which forms part of the despatch of the 28th August last, contains the following remark:—

"It may be considered an almost insoluble problem in regard to transatlantic ships' traffic to prevent by more extensive supervisory measures the introduction of these beetles in Europe."

The difficulty thus foreseen by the German authorities cannot but be self-evident when the habits and modes of progression of the insect are examined: for not only does it move by flying, and by navigating, so to speak, smooth water, but also travels on common vehicles, railway carriages, and platforms, on decks of vessels, &c., especially during the months of August and September.

In localities fully invaded the beetles may be seen creeping on side-walks, bridges, and wharves, crawling up buildings, occupying fences, lodging themselves in every crevice, penetrating houses and dwellings, ascending and occupying vehicles of all sorts, finding their way into boats and vessels, placing themselves on any and every article, and being found alive after a long sojourn in situations where there would seem to exist no chance for them to find any subsistence.

Such a short but correct *exposé* of the habits of the beetle as connected with the possibility of its penetrating almost anywhere, and by almost any means of transport, renders indeed insoluble the problem of absolutely preventing its inroad into new fields of devastation, no matter how remote or by what obstacles they may be separated from the regions already invaded.

It may be remarked in this respect that potatoes and their covering are neither more nor less apt to harbour the insect than anything else.

But if the absolute repelling of the invader is unfortunately beyond reach, the extent of the disaster is fortunately in a very great measure under control, involving, of course, care and expense.

The remedies which necessity has taught on this side of the Atlantic are such as to require for their application the joint effort of the community at large, kept alive to its interests and duties by the authorities, and men of devotedness to the common welfare.

These remedies are,—

- 1st. Searching for and crushing every potato beetle wherever found.
- 2nd. Frequent visits to the potato fields, and searching for the eggs deposited on the under side of the leaves of the potato vine; and
- 3rd. Watching for the presence of the larvæ on the buds and on the leaves of the plant, in order to destroy them by means of *Paris green*,—the only substance yet discovered to be effectually operative on a large scale for the destruction of the insect in its larva state.

By these means, and by these means only, the invaded American States and the western part of Canada have been able to secure potato crops in a measure commensurate with the care and energy bestowed, and by similar means only can the invasion be retarded and lessened in its effects.

No measure has been taken in Canada, for reasons given, to prevent the falling or creeping of individual insects on board ships loading in Dominion seaports.

There is, however, almost a certainty that the environs of Montreal will be invaded next year; and, with that prospect in view, general orders may be given to public officers and *employés* of the ports to look for and destroy any beetles which might be observed on the wharves, on sheds, on packages of goods to be embarked, or on board ships. A general appeal might also be made to all persons having to deal with the shipping, for assistance, in the execution of such preventive measures.

The undersigned respectfully recommends the adoption of such precautions, beyond which he does not see that there is anything within the power of the Canadian Government to do.

The whole respectfully submitted.

L. LETELLIER.

Department of Agriculture, Ottawa, 6 October, 1876.

For drawing of the Colorado beetle, see annexed.\*

\* See Appendix, No. 1.

Dr. J. Macdonald, of Ontario, to The Secretary of State for the Home Department.

"Sir,

"London, Ontario, 24 May, 1877.

"With reference to the instructions which have been issued to the Commissioners of Customs on the subject of the Colorado potato beetle, I beg to suggest, as a superior means to enable the officers of Customs to ascertain its identity, that they be provided with these insects preserved and enclosed in small glass cases. And, with a view to aid in carrying out this suggestion, should you think favourably of it, I shall, with this communication, enclose a few specimens which I have prepared.

"I could furnish any number of such preparations. The country around this town is swarming with the beetle in question.

"I am, &c.,

"J. MACDONALD, M.D.,

"Drawer B 35, Post Office, London,

"Ontario, Canada."

"P.S.

"P.S.—It might be productive of good results were preparations, such as those I have sent, distributed to landlords, holders of land, and to all parties having a direct interest in preventing the Colorado beetle from establishing itself in the United Kingdom. So doing would, no doubt, facilitate its detection should it unfortunately be introduced, and, as a matter of course, its prompt destruction. It is a well known fact that this insect increases with extreme rapidity.—J.M."

Telegram from Mr. H. MacDonell.

"Berlin, 27 June, 1877.

"MINISTRY of Agriculture as yet possess no reliable information respecting appearance of Colorado beetle at Mülheim. They have sent Professor Gerstaker, entomologist, to investigate and report. Papers state Professor Foester, of Aachen, has pronounced the insect to be the Colorado beetle. Shall report any further information I obtain."

"H. MACDONELL."

Telegram from Her Majesty's Consul General at Düsseldorf, dated 28th June, 1877.

"COLORADO beetle was found with larvæ numerous in a potato field near Mülheim. Yesterday, before the authorities, the field was fired with sawdust and petroleum. One beetle was seen on the wing. It is feared the plague may spread."

Letter from Her Majesty's Vice-Consul at Cologne, dated 27th of June, 1877, and translation of Reports from *Cologne Gazette* and *Stadt Anzeiger*, &c.

"Sir,

"Cologne, 27 June, 1877.

"I hasten to send you the different reports on the Colorado beetle which I have found in the different editions of the *Cologne Gazette* and the *Stadt Anzeiger*, supposing that they will give you a better insight into the present state of the approaching plague than a personal report could do.

"The Government, as well as the public, seem to take the matter seriously enough, so we will hope that their united endeavours will succeed in preventing further devastation.

"It seems to be a fact that the insect found on a potato field near Mülheim, on the Rhine, belonging to a butcher who imports American bacon, is the real Colorado beetle. The chrysalis of the insect appears inconsiderable, but the beetle itself in more confined quantities till now, on about one-fifth of the field, which measures about 20 acres.

"It was reported that the insect had appeared already on another potato field near Mülheim. This, however, has been strictly contradicted in yesterday's evening paper.

"I shall follow up the progress of this lamentable discovery, and report further what may be of interest to you.

"I have, &c.,

"J. A. Crowe, Esq.,

"WAM. HELLMERS."

"Her Britannic Majesty's Consul General, Düsseldorf.

[Enclosures.]

COLORADO BEETLE.

*Cologne Gazette*, II.—25th June.

THE Colorado or potato beetle having been found near Mülheim, on the Rhine, as we reported in the first paper to-day, it appears appropriate to recall to memory the following communications from an article on this dreaded destroyer of one of our principal means of subsistence, published in No. 45 of this paper, in the year 1875.

The State of Missouri has appointed an entomologist, Charles Riley, who is to collect all observations on the subject and to publish them. This is done in the "Annual Report on the noxious, beneficial, and other Insects of the State of Missouri."

The last report, of the year 1875, gives the most recent information concerning the Colorado beetle. The insect passes the winter in the ground; but as soon as the potato plants are up and the first leaves developed the beetle appears. The female then lays her orange-coloured eggs in clusters of ten to twelve on the underside of the leaves; from these eggs come the larvæ in five to eight days, and they carry on their work of destruction during fourteen to twenty days. Then they change into the chrysalis state, and from ten to fourteen days afterwards the beetles come out.

The deposit of eggs begins again, and so three generations may be produced in the course of one summer, the last of which hides in the ground and passes the winter there.

To the latest report, a Mr. Henry Gillman, of Detroit, Michigan, appends remarks on the attachment of the beetle to other plants. On the 19th of June, 1872, he found it on young grass, upon which, as well as in the neighbouring potato fields, it had laid eggs. A month later he found beetles and larvæ close to a well nigh ruined potato field, devouring the young blossoms and leaves of *Cirsium lanceolatum*, *Amaranthus retroflexus*, *Sisymbrium officinale*, *Polygonum hydropiper*, *Solanum nigrum*. After two or three weeks the thickest stalks of thistles were eaten away, nearly all the leaves destroyed, and the bloom heads hanging withered. At the same time he observed the insect on *Chenopodium hybridum* and *Chenopodium album*; and in August of the same year both beetles and larvæ, greedily feeding on *Hyoscyamus niger*, upon which eggs also were to be found. On this Mr. Gillman observes that it is a significant fact that the insect takes to henbane, which was brought from Europe to America, therefore it does not seek out the native plants only.

These examples show what an extraordinary aptitude the beetle has to accommodate itself to its food, and to this circumstance is to be attributed the difficulty of extirpating it when it has once got a lodgment. The insect lived originally on the wild Solanæ of the Rocky Mountains. As cultivation advanced towards the west, the potato fields drew nearer the habitation of the animal; upon these it settled, and, with the extended feeding ground, the insect increased with such inconceivable rapidity as to become a general pest to the country. In the year 1859 its progress towards the east had already begun, and the foremost parts of the swarm have now reached the Atlantic coast, whilst the main body has still some way to make. When this also arrives at the coasts it may be expected that the insect will pass over into Europe, and probably into Ireland first. In 1874 the migration continued without interruption, and in Ohio three or four swarms of this beetle were observed following each other in the course of an hour or two. Impartial observers estimate the number of a swarm at 10,000 insects. Some beetles remained behind as the flights passed on, the work of destruction began, and consternation spread amongst the agriculturists.

The



The means which have been adopted for the extirpation of the beetles are of three kinds:—

1. Promoting the increase of the beetles' enemies. This, however, does not appear to have been successful, although nature comes to the aid of man, for with the insect the feeding ground of its enemy also extends, and thus promotes their increase.
2. Mechanical means. The simplest, and for a long time the only known defensive, means was gathering by hand. But this is so expensive that it is only worth while when the price of potatoes is so high as to render them an article of luxury. The *New York Tribune* quotes instances wherein it took 50 days' work in the course of a summer to pick an acre, therefore about 120 would be required for a hectare. This would make picking impossible in Germany, even if school children were employed. The heavy expense has also led to the introduction of machines for gathering, such as tongs for crushing the insects and larvæ, boxes with springs to be fixed on the stems, small barrels with forked joggng apparatus, but none of them have been quite effective.
3. Chemical means. Of all these that have been tried, such as blue vitriol, green vitriol, chloride of lime, carbonate of lime, one has been very much approved of, that is, Paris (Schweinfurt) green (arseniated oxide of copper). It is used in two forms—dry, and mixed with water. In the latter case a tablespoonful of pure green is reckoned for a bucket of water. In both cases it is mixed with flour to make it stick to the plants. The application of the dry powder is most advantageous; as it can be equally distributed over the plants by means of dredgers, but the danger of poisoning men and animals is greater. Neither can the powdering take place at all times of the day—but chiefly on dewy mornings and in the evening. The application with water has therefore been more generally adopted, as it can be done at any time. This also has its disadvantages, which however may be decreased by clever operation.
  1. Paris green is not soluble in water, and therefore soon goes to the bottom. In order to prevent this, the liquid must be continually stirred while the sprinkling is going on.
  2. The liquid rests in the hollows of the leaves, and deposits the coloured matter too thickly.
  3. Therefore much of it falls on the ground and is wasted.
  4. It is not easy to mix the green, the flour, and the water so that the flour shall not form clots; therefore a special mixing apparatus is required. The success of this means is, however, so great, that the fear of the beetles' devastations has very much decreased, and as experiments have shown that the ground is in no way poisoned by the green, as was at first supposed, this means is now coming more and more into use. The expense is reckoned at about 12 marks per hectare.

We gather from a communication sent to us by Mr. Proff, of Mülheim, to-day, that the potato beetle has already been found in at least two neighbouring fields. Mr. Proff concludes his letter by requesting us to publish the intelligence at once (we had already done so), so that every exertion may be made by the Agricultural Ministry, as well as the Agricultural Society, to prevent the further spreading of the terrible pest.

The distinguished entomologist, Professor Dr. Förster, of Aix-la-Chapelle, to whom some beetles have been sent, says, with reason,—“If the multiplication of the voracious insect goes on here as fast as in America, very soon no field in the Rhine province will be spared. This enemy must be destroyed, and even out-of-the-way means ought to be adopted to effect this.” We have to state hereon, that we have already informed the Agricultural Ministry, by telegraph, of the appearance of the beetle here.

The Colorado beetles that have come into our possession we have placed at the disposal of the Chief Burgomaster. He will have them shown to the market-people from the country, and likewise to the pupils of the public schools here, so as to promote the utter annihilation of the foe to our potato fields. A proposition made by an inhabitant here ought to be seriously encouraged, viz., that a good number of eggs, larvæ, and beetles be collected in glass cases, fed there, and then be subjected to experiment by chemists, to ascertain how they can be most easily and quickly destroyed. In addition to this, we would recommend that the collecting and taking away the beetles by officious persons be strictly forbidden, so that the insects may not be spread about through carelessness.

*Cologne News*, 25th June.

We have received information from Mülheim, on the Rhine, that larvæ of beetles, and also beetle eggs, which to all appearance come from the Colorado beetle, have been found in a potato field near that place. The field belongs to a butcher, who imports bacon from America, and it is therefore supposed that the said beetles have come over with the bacon. Further investigation will show how far this sad intelligence is true.

*Cologne Gazette*, II, 26th June.

As the Colorado beetle has but just appeared in some places at Mülheim, a correspondent recommends as a simple and effectual means to cover the plots of ground in question with sawdust or dry tanners' bark, to pour a couple of casks of petroleum over it, and set it on fire, which would make the ground so hot that no living thing could remain in it. This would cost but very little for a parish or a district in comparison with the damage that would arise from neglect.

(See next communication.)

Cologne, 26 June.

As we have obtained accurate information to-day in our neighbour town of Mülheim respecting the appearance of the Colorado beetle, we are able to impart the gratifying intelligence that as yet the destructive insect has only spread over a space of 5 acres in a large potato-field containing 20 acres. In order to prevent the dispersion of the beetle, Mr. Landrath V. Reisewand will immediately have the infested plot placed under strict inspection, and on the arrival of the President of the Government, who will be at Mülheim at half-past 4 this afternoon, will take measures for the radical extirpation of the voracious

voracious insects, which for the most part occur in the larvæ shape, with but few specimens of the beetle. Probably the infested field will be covered with straw, hay, and shavings, and these be well saturated with petroleum, then the whole will be set fire to, and the ground afterwards purified by corrosive acids.

After close investigation it appears that the fields surrounding the one in question have not yet been attacked by the mischief, and a statement that the beetle had been found on a distant potato-plot turns out to be quite false.

Town Advertiser of the *Cologne Gazette*, 26th June, 1877.

Local News.

On account of the immense importance of the matter, we repeat here the information given in the first issue of our paper yesterday respecting the discovery of the Colorado beetle in a potato-field near Mülheim. Unfortunately, as will appear from the close of this notice, the dreaded insect has already appeared in other parts of our province. The owner of the Rhenish Asphalt and Coal Tar Works, at Mülheim on Rhine, Sturmergasse 10, Mr. Bernhard Zimmermann, wrote us yesterday, as follows: "A man came to me to-day with a little box containing several beetle larvæ of a peculiar form; he said he had found them in a potato-field near Mülheim, and asked me whether I knew them. I remembered the descriptions of the American potato beetle published in the newspapers, and thought the appearance of the larvæ corresponded with them. I went at once with the man to the said field, and found eggs, larvæ, and full-formed beetles on the potato-plants there. The larvæ are shining red, and show two rows of black spots on the two sides. The body of the beetle is likewise red, the wings yellow, with ten black stripes lengthwise. The size of the beetles is about a centimètre, but I do not know whether they are full grown. Larvæ and beetles devour the potato-plant with great voracity. It appears that the field belongs to a butcher who sells American bacon. This circumstance strengthened my opinion that the little voracious animal might be the Colorado beetle, the pest of the American potato-fields, because I thought that the eggs of the insect might have come across the ocean in the packing of the meat, and then have got to the field."

Mr. Zimmermann brought with him to us a number of the larvæ that he suspects, and two beetles in a glass, and he has the beetle in all forms of development at his house ready for inspection. That we really have the wretched foe of the potato-field before us we can hardly doubt, inasmuch as the beetle shows on its wing-cases the ten lines corresponding with its name of *Doryphora decemlineata*. It is therefore of the greatest importance to adopt immediate measures for its extirpation. The Colorado beetles which came into our possession we have placed at the disposal of the chief Burgomaster; he will have them shown to the market people from the country, and to the pupils of the public schools here, in order to promote a radical extinction of this enemy of our potato fields. A proposition made by an inhabitant here ought to be warmly recommended, viz., to collect a good number of eggs, larvæ, and beetles in glass cases, to feed them there, and then to have experiments made by chemists to ascertain the easiest and quickest way of destroying them. In addition to this we would recommend that meddling persons be everywhere strictly forbidden to collect and carry away the beetles, lest they be spread about through carelessness.

*Cologne Gazette*, 27 June.

A letter from Mülheim tells us that "the state of affairs concerning Colorado beetle is as follows: The larvæ feed in a restricted spot; they are mostly of a good size already. The pupæ rest in the ground, and send forth, as it appears, the beetles in daily, nay, hourly increasing numbers. These make all the surrounding country unsafe, for they are found beyond the feeding-ground of the larvæ. Their dispersion is promoted by the wind, and still more, as well as that of the larvæ, by the numerous collectors, of whom a great many were present to-day, and they are not decreased by the shutting off. This is certainly not a time to rest in confidence; every day the danger increases by the hatching of the beetles, which, it is to be hoped, belong to the first generation. This is a time for energetic measures, such as those against the cattle plague."

*Cologne Gazette*, 27 June.

As we obtained accurate information yesterday, at noon, in our neighbour town of Mülheim, respecting the appearance of the Colorado beetle, we are able to give the satisfactory intelligence that as yet the destructive insect has only spread over a space of five acres in a large potato field containing twenty acres. In order to prevent the dispersion of the beetle, Mr. Landrath von Riesewand has already had the infested spot placed under strict inspection, and, after an arrangement with the President of the Government, will adopt measures for the radical extirpation of the voracious insects, which, for the most part occur in the larva state, with only a few specimens of the beetle. Probably the infested field will be covered with straw, hay, and shavings, and these will be well saturated with petroleum; then the whole will be set fire to, and the ground will be afterwards purified by corrosive acids. After close investigation, it appears that the fields surrounding the one in question have not yet been attacked by the pest; and a statement that the beetle had made its appearance in a distant potato plot turns out to be quite false.

Despatch from Her Majesty's Consul-General at Düsseldorf to The Right Hon. the Earl of Derby, &c.

My Lord,

Düsseldorf, 29 June, 1877.

No discovery has as yet been made as to the manner in which the Colorado beetle was imported into the field in which it was found on the 24th instant, near Mülheim. The statement that the owner of the field, being an importer of American bacon, may have had Colorado beetles' eggs in his bacon cases, is as yet the only plausible one that has been given. The field, which I visited yesterday, is a large one, but edged on one side by houses; one of them, I believe, the property and residence of the importer above mentioned.

As yet no signs of an extension of the beetle plague have been discovered; but the authorities are apprehensive that it may spread, and they have issued a notice to the following effect:—

"The potato beetle (*Chrisomela decemlineata*) commonly called the Colorado beetle, has undoubtedly been found in a field by Mülheim-am-Rhein. The ravages which this insect is well known to cause induce the issue of the following police order:—

"1.

- "1. Every owner, user, or lessee of fields planted with potatoes, is bound to give notice of the appearance of the Colorado beetle, or its brood, to the police of his place of habitation." (Here follows a full description of the beetle and its larvæ and eggs.)
- "2. Whoever shall neglect this duty will be fined from nine to thirty marks, or suffer proportionate imprisonment. Neglect will be held to have been shown whenever, on revision, larvæ shall have been found in any potato field.—GUYONNEAU."

Köln, 27 June, 1877.

I have, &c.,  
J. A. CROWE.

Letter from Mr. MacDonell to The Earl of Derby.

My Lord,

Berlin, 30 June, 1877.

With reference to my telegram to your Lordship, No. 45 Commercial, of the 27th instant, on the subject of the appearance of the Colorado beetle at Mülheim, I have now the honor to report that, in answer to my inquiries at the Imperial Sanitary Office, which has been entrusted by Prince Bismarck's order with the investigation of the matter, I have been informed that a report has been received from Dr. Sell, professor of chemistry, who was sent to devise the best means of destroying the insect.

Dr. Sell states that there is no doubt that the insect is really the much dreaded Colorado beetle, but that prompt means have been taken for its destruction in the field where it appeared, which is only of about the extent of one hectare.

The Sanitary Office have promised to furnish me with a copy of Dr. Sell's report on Monday, when I shall be able to send your Lordship further particulars.

I have, &c.,  
B. G. MACDONELL.

Letters from Mr. MacDonell to The Earl of Derby.

My Lord,

Berlin, 4 July, 1877.

With reference to my despatch, No. 46 Commercial, of the 30th ultimo, I have the honor to enclose herewith a *précis* of the report made by Dr. Sell to the Imperial German Sanitary Office, on the subject of the appearance of the Colorado beetle, together with a *précis* from the "Gazette of the Empire" on the same subject.

I have, &c.,  
B. G. MACDONELL.

In his report to Dr. Struck, the Director of the Sanitary Office of the Empire, Dr. Sell states that he visited the field where the Colorado beetle was said to have appeared, and that there is no doubt that it is the much dreaded beetle, as Dr. Gerstäcker has also reported.

The field, which is about one hectare in extent, had been burnt with petroleum before Dr. Sell's arrival, and the vegetables in the neighbouring fields cut and burnt by way of precaution. On the day following, a search for traces of the beetle was almost without result, but the next morning from forty to fifty larvæ and chrysalides were dug out in presence of the reporter and Professor Gerstäcker at a depth not exceeding from ten to twelve centimètres.

Another burning of the field was to take place at once, and Dr. Sell proposed the application of an alkaline preparation composed of about one hundred hectolitres of raw potash and limewash, which should be worked into the ground, and from which he promised a successful result.

In spite of every precaution which could be taken by the authorities, there was still a fear that collectors or the curious might spread the evil; and, with a view of preventing this, a notice has been issued that all persons in possession of larvæ or chrysalides should hand them over to the authorities, under pain of a fine; the public are also called upon to give any information in their power with regard to the existence of the insect; and all owners of potato-fields in the mayoralty have been directed, also under pain of fine, to have them closely inspected at least twice a week.

Dr. Sell concludes by stating that, in his opinion, everything has been done on the part of the local officials which can entail the entire extermination of the plague.

*Précis* of account in the "Gazette of the Empire" of the Colorado beetle's appearance at Mülheim.

On the 25th June it became known to the authorities for the first time that a strange insect had appeared in a field close to the town of Mülheim, and that it was feared that it was the Colorado beetle, which turned out to be the case.

The piece of land attacked by the insect is about five hectares in extent, divided among different proprietors, and all planted with potatoes. It is bounded on one side by a road, and on the other three sides by pieces of ground planted with other vegetables.

The point at which the beetle was first found was in the middle of the potato ground, where it existed in great quantity, and with the exception of the chrysalis, in every stage of development.

The deep yellow eggs were on the under side of the leaves, while the larvæ were found on the upper.

These latter were of different sizes, from that of a small vetch up to the dimensions of a coffee bean; and it was observed at the same time, that all larvæ feeding on the same plant were of equal size with one another. Beetles were found in small number, and it appeared that they were not yet able to fly.

The most careful investigation respecting the manner in which the insect was introduced has hitherto been without success, but it is considered that its introduction by American bacon is improbable.

Letter from Mr. Harris to The Earl of Derby.

My Lord,

The Hague, 5 July, 1877.

I have the honor to communicate to your Lordship the following statement, which has been published in the official gazette of the Netherlands by the Minister for the Home Department:—

"While the steamboat 'Rotterdam,' with goods from New York, was being unladen at Rotterdam, an insect was discovered on the ground and sent up to the Home Department, where it has been declared to be a living female Colorado beetle (*Doryphora decemlineata*).

"The

"The Minister draws the attention of the public to the repeated warnings given by the Government, and to the description and engraving of the insect issued and published by the Home Department; and draws particular attention to the fact of the discovery of the above-mentioned specimen; and requests everybody to assist in preventing the general calamity that would result from the introduction of the Colorado beetle into the potato fields, by making inquiries, and by killing the injurious insect."

I have the honor further to state, from information just received from the Home Department, that the ship—in unloading which the above-mentioned insect was discovered—contained a cargo of general goods, and that the beetle was found on or in the vicinity of a chest of onions that was subsequently destroyed.

Nothing else is known concerning the Colorado beetle; it has not yet made its appearance in the potato fields of this country.

An engraving,\* with a description of the insect, is herewith enclosed.

I have, &c.,

E. A. J. HARRIS.

\* See Appendix No. 2.

[Enclosure.]

(Translation.)

#### THE COLORADO BEETLE.

THE Colorado beetle (*d*), which has committed such frightful ravages in the potato fields of America, when seen from above, has the shape of our native green brass beetle, but it is a little larger—about 11 to 12 millimètres ( $\frac{1}{2}$ ths inch) long. Its colour is a flesh tint, red or ruddy dove colour, with black eyes, eighteen small black spots and specks on the thorax, and five curved stripes, lengthwise, on each wing-case (*e*). The knees and tarsi of the legs are black. The stripe along the suture of the wing-cases is very narrow, the others are rather broad; the side edges of these stripes are not sharply defined, and between them are seen a good many fine diminutive black or brown speckles on the dove-coloured ground.

The eggs (*a*) are glued fast by the mother beetle to the under side of the leaves in little clusters of thirty, or a few more or less. They are rather more than two millimètres ( $\frac{1}{4}$ th inch) long, and 0·7 millimètres broad. Smooth, deep yellow or orange colour, and of a cylindrical shape, rounded at both ends. Within five or six days the young larvæ (*b*) make their appearance from these eggs. At first they are blood red; this colour subsequently changes to a flesh tint. The full-grown larvæ (*c*) are between eight and nine millimètres ( $\frac{3}{8}$ ths inch) long; thick and swelling out behind the second ring of the body; projecting like a hump on the back, pointed at the end, bare all over, and without any pimples or warts. The circular-shaped head, somewhat indented in front, is of a glossy black, with a whitish upper lip, four small black eyes on each side—protected by little bristly hairs; the upper jaw has five small teeth. The thorax is white at the fore edge, then black, whilst the other longest part is flesh-coloured, with many small olive brown spots, each separately formed of two specks. The remaining part of the body is flesh-coloured or yellowish, with two rows of round black spots, one above another, at the sides. The six legs, of which the hindmost are rather long, have black hips and white thighs, with shanks and tarsi black on the upper and white on the under side. After having ravaged the plants for nineteen days or nearly three weeks, the larva, being full grown, creeps into the earth and turns into a chrysalis, from which in summer the beetle appears after ten or twelve days. There are three generations every year, and the last spends the whole of the winter in the pupa state under ground.

If you meet with this formidable enemy of the potato field in any shape whatever, kill it at once. Published by the Home Department.

REPORT drawn up by Mr. P. Le Poer Trench, Second Secretary in H. M.'s Legation at Washington, on the natural history and habits of the Colorado beetle.

As it would now appear to be an established fact that this destructive beetle has found its way over to Germany and Sweden, and even threatens to invade Great Britain and Ireland, an account of its natural history and habits may not be out of place, while some timely advice as to the best means of preventing its ravages may, unfortunately, be only too soon required. According to the report of Professor Glover, the eminent entomologist of the Department of Agriculture, this beetle has been known for more than fifty years, and has been particularly injurious to the cultivated potato since about the year 1860, when it commenced its travels eastward from the base of the Rocky Mountains, and has been steadily progressing at the rate of 60 to 80 miles a year. It is known as the Colorado or western potato beetle, or ten-lined spearman (*Doryphora decemlineata*), and its habits are as follows:—

The eggs are deposited by the female to the number of about 700 to 1,200, at intervals during forty days, on the leaves of the potato stalk, in somewhat regularly arranged loose clusters. In about six days they hatch into larvæ, which feed upon the foliage of the plant from seventeen to twenty days, but never touch the potato (tuber); they then descend into the ground, and, after remaining in the chrysalis (pupa) state, to which the larvæ changes for ten or twelve days, they again make their appearance as perfect beetles. The larvæ also feed on the egg-plant, and in Europe might possibly attack other vegetables. In about a week the sexes pair, and in another week the females begin to lay their eggs for a second brood; thus requiring but fifty days from egg to egg again. To give some idea of their powers of reproduction, the Canadian entomologist states that if the progeny of a single pair were allowed to increase without molestation for one season, the result would amount to over 60 millions. The insects do not die immediately after laying their eggs, as Professor Daniels, of the Wisconsin University, once kept a female alive six weeks without food after she had laid 1,200 eggs. There is another insect belonging to the same genus, which is often mistaken for the Colorado beetle. It is, however, easily distinguished from the genuine, as the second and third stripes are always united behind, giving the appearance of a heavy black stripe, and the edges of all the stripes have but a single row of punctures; the legs also have a black spot in the middle of the thighs. This insect has also been found feeding upon the horse-nettle in South Carolina, and has been taken upon potatoes and egg plants in Alabama. In the accompanying woodcut,† 1 represents the true potato beetle (*Doryphora decemlineata*); 3, the *Doryphora juncta*; and 2

† See tracing, Appendix No. 3.

is an apparent cross between the two, or a variety once found in the Southern States, in which the heavy thick black line of the *juncta* has a very fine yellowish line running partly through it longitudinally. The Colorado beetle has in America a great many foes, or parasitic insect enemies, that do much towards lessening its numbers and preventing still greater destruction in the potato fields in this country. It is also attacked by numerous beetles and by other insects, and its eggs are also destroyed by the coccinella, or what is called in America the "lady-bug," and which bears a strong resemblance to what is known

known in England as the lady-bird. The remedy most recommended by Professor Glover is pure Paris green, mixed with ashes or damaged flour in the proportion of one part to twelve or fifteen. It should be dusted over the young plants in the morning when the dew is on the foliage, and should always be repeated after rains. A convenient way of dusting the vines (potato stalks) evenly, is to prepare a "dredge" on a large scale from an old tin can, by puncturing small holes in the bottom, and securing to the side a handle about two feet long. This, when filled, the operator can carry in one hand as he walks down the rows, gently tapping the handle with a stick, and being careful always to keep to windward. The amount can be regulated by the speed of the operator. Three pounds of Paris green to about forty pounds of flour, ashes, or air-slaked lime, will be sufficient for an acre of potatoes. Paris green mixed with water, sprinkled over the plants, has also been applied with good effect, and has the advantage of having no dust. Some persons recommend hand-picking, but though it may answer early in the season, it is neither practicable nor sure later on when the insects become more abundant. It is said that insects caught in this manner should never be crushed with the fingers, as they are very poisonous; and of this I had ocular proof a few days ago, when a friend of mine, while showing me over his potato field, crushed one of the larvæ with his spud, and accidentally let some of the yellowish pus-like fluid touch the palm of his hand, which produced a blister like a sting of a nettle, and was very painful for twenty-four hours.

Deaths have been known to result from breathing the steam from hot water that had been used to kill beetles, and also from carelessly partaking of food without washing the hands after handling these insects. Paris green is also very poisonous, and great care should be exercised in its use. It is a pigment made from the arsenite or arseniate copper (Scheele's green), which is a powerful poison.

This preparation (Paris green), or a similar one, is also known in Europe under the name of Schweinfurt green. Green pigments not containing the arsenic salt would be useless for the purpose. Much of the Paris green that is sold for the purpose of destroying the potato beetle is impure, and in many instances not Paris green at all, but chrome green or imperial green. The following is, according to a Baltimore manufacturer, the best test for its purity:—Place a small portion of the green in a test tube, adding a small quantity of water and caustic potash, which will take up all the arsenic, throwing down the oxide of copper; wash this with a little water, to free it from the arsenite of potash, then add nitric acid and water, which will dissolve the copper, leaving the adulteration, if any. In many parts of the United States farmers have resorted to patent preparations, but they have generally proved a failure; and so far, no better remedy has been discovered than Paris green, mixed and used in the manner above described.

Professor Glover, to whom I am indebted for much valuable information respecting the beetle, considers that there is great danger of the destructive insect being imported into Great Britain on board ships. In the first place, when in the egg state, it might be introduced on dried potato leaves carelessly left amongst and packed in with potatoes. As larvæ there is not so much danger, and they would probably die of starvation before the end of the voyage, if more than ten days without green food. As pupæ it can be introduced in the clods of earth adhering to the potatoes, for in that state it eats nothing, and remains motionless until the proper time for changing into the perfect insect arrives. The perfect insect can hide itself in crevices of a ship, and could easily fly ashore while the vessel is lying in port.

As measures of precaution against the importation of the beetle, it would be advisable to instruct the authorities in seaport towns to cause all the refuse left at the bottom of potato sacks and barrels to be emptied out and immediately burned on the arrival of a ship, as the eggs, pupæ, &c., would necessarily be sifted to the bottom when shaken, while being transferred from place to place, or by the rolling of the ship; that proper care should be taken to distribute coloured drawings of the insect among persons connected with shipping, and to warn them of the danger of introducing such a destructive insect enemy, and to urge them to kill every one found.

By taking such preventive measures the evil may be averted for some time, but in spite of all precautions Professor Glover fears that the insect will eventually find its way to Great Britain, and if the climate suits it, will spread all over England and the adjacent islands for a certain time, and then become scarce again, so as to do little damage, especially if its insect enemies should be numerous in the localities invaded, and farmers are persistent in the use of Paris green.

If the above precautionary measures are not taken in time, and if war to the knife is not declared against the insect on its first appearance, the damage done to the potato crops will be incalculable; and in Ireland, where the potato is still with many the staple article of food, this voracious and prolific beetle may prove a curse second only to the famine of 1848.

Washington, 19 July, 1877.

P. LE POER TRENCH.

Lord Odo Russell to The Earl of Derby.

My Lord,

Berlin, 20 July, 1877.

With reference to your Lordship's telegram of yesterday's date, requesting to be furnished with a model of the beetle believed to be the destroyer of the Colorado beetle, which model was reported to have been circulated by the German Government, I have the honor to state that, on inquiry at the Ministry of Agriculture, I am informed that the authorities have no model of the beetle alleged to have followed the Colorado beetle, nor have they even any confirmation of the report in the *Standard* of the appearance of such an insect at Cologne.

A model of the Colorado beetle can be obtained at Cologne.

I have, &c.,  
ODO RUSSELL.

Captain J. Tennant to The Clerk of the Privy Council.

Sir,

Green Dragon Hotel, Hereford, 29 July, 1877.

I telegraphed to you at 10 a.m. to-day (with reference to the supposed appearance of the Colorado beetle in Hereford), to the effect that the Town Clerk of Hereford had informed me that some specimens had been submitted to Dr. Chapman (not Carpenter, as stated by error in my telegram).

I have, since telegraphing to you, seen Dr. Chapman, who is, I have been informed, a good entomologist. I showed him some specimens of some pupæ and larvæ I had myself collected at the place where the Colorado beetle was supposed to exist, and he pronounced them without hesitation to belong to the *Coccinella septem punctata*, or seven-spotted lady-bird.

I

I also showed the specimens to the editor of the *Hereford Journal* newspaper, who it appears first published the report, in order that I might ascertain whether the specimens reported on by Dr. Chapman were similar to those seen by the editor. I was not able however to obtain any satisfactory information from that gentleman. He stated that he did not think the specimens I then showed him were like those he first saw, but was unable to describe the difference between them.

It appears these first specimens were collected by a Mr. Williams, who, I am informed, still has them. I was unable to see them to-day in Mr. Williams's absence, but I have arranged a meeting with him for to-morrow morning.

Up to this time, therefore, I have the honor to report that I have not succeeded in obtaining any trace of the Colorado beetle, and I think there is no reason to suppose that it exists in the neighbourhood of Hereford.

I have, &c.,

J. TENNANT,

Travelling Inspector of the Privy Council.

Her Majesty's Consul General at Düsseldorf to The Earl of Derby.

My Lord,

Düsseldorf, 2 August, 1877.

The Colorado beetle has again been discovered in fields near Mülheim and Rhein.

On the 27th ultimo larvæ were found north-east of the ground disinfected on the 28th of June. Immediate steps were taken to destroy the insects. A ditch was dug round the field, the surface was fired with sawdust and "benzol," the earth was then ploughed and fired afresh.

After this double operation, search was made for grubs, and none were found. On the 30th ultimo another set of larvæ was seen in a potato field, separated by a patch of rye from the field just previously fired. Here a female beetle and eggs were also discovered.

This field also was fired, and hopes are entertained that the plague will thus have been arrested. Yet the rapid increase of the insect, and the quick way in which it has invaded new ground gives cause for anxiety.

Government officials have been sent from Berlin to superintend the operations for destroying the beetle and its brood, and French officials are also on the spot, with instructions to report to the Government in Paris.

I have, &c.,

J. A. CROWE.

Colorado beetle in Liverpool.

T. J. Moore, Curator, to the Right Honorable R. A. Cross, M.P., Secretary of State for the Home Department.

Sir,

Museum, 7 August, 1877.

I have the honor to forward herewith a living specimen of the Colorado beetle captured in Liverpool.

It was found by Mr. Gilbert S. Goodwin, consulting engineer, in the cabin of a Spanish steamer, which arrived in Liverpool on Saturday from New York with a cargo of cattle, and was supposed to have been brought in the fodder.

Mr. Goodwin took the beetle to the office of the *Liverpool Mercury* this morning, in order that some public notice might be taken of the occurrence, and this will be done in to-morrow's issue. From thence it was sent to this Museum for verification, and there can be no doubt of its being an actual specimen of this much dreaded pest.

I regret the absence from Liverpool of a colleague, the Rev. H. H. Higgins, who, I am sure, would gladly have joined me in the identification and forwarding of this example.

I have, &c.,

THOMAS J. MOORE,

Curator.

Secretary of Customs to Clerk of the Council.

Sir,

London, E.C., 10 August, 1877.

With reference to your letter of the 8th instant, transmitting copy of a letter which had been received at the Council Office from Mr. Moore, the Curator of the Liverpool Museum, &c., relative to the capture of a Colorado beetle alive, found in the cabin of a Spanish steamer which arrived in Liverpool from New York with a cargo of cattle, I am desired to acquaint you, for the information of the Lord President of the Council, that immediately on receipt of your communication copies of the letters were transmitted to the Collector of this revenue at Liverpool for his information and guidance, with directions to him to impress upon the officers the necessity of the greatest vigilance being exercised in the examination of vessels and cargoes arriving from ports in America, Canada, or Germany, since which similar instructions have been issued to all the Customs ports in the United Kingdom.

I have, &c.,

JNO. SMITH.

(40 & 41 Vict.)

DESTRUCTIVE INSECTS.

(Ch. 68.)

Chapter 68.

AN Act for preventing the introduction and spreading of Insects destructive to Crops.

(14th August, 1877.)

A.D. 1877.

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

GREAT BRITAIN.

1. The Lords and others of Her Majesty's Most Honorable Privy Council (in this Act referred to as the Privy Council) may from time to time make such Orders as they think expedient for preventing the introduction into Great Britain of the insect designated as *Doryphora decemlineata* and commonly called the Colorado beetle.

Power to Privy Council to make Orders for preventing introduction of destructive insects. Any

Any such Order, if the Privy Council think fit, may prohibit or regulate the landing in Great Britain of potatoes or of the stalks and leaves of potatoes, or other vegetable substance, or other article, brought from any place out of Great Britain, the landing whereof may appear to the Privy Council likely to introduce the said insect into Great Britain, and may direct or authorize the destruction of any such article, if landed.

If any person lands or attempts to land any article in contravention of any Order under this Act such article shall be liable to be forfeited in like manner as goods the importation whereof is prohibited by the Acts relating to the Customs are liable to be forfeited; and the persons so offending shall be liable, according to those Acts, to such penalties as are imposed on persons importing or attempting to import goods the importation whereof is prohibited by those Acts.

2. The Privy Council may from time to time make such Orders as they think expedient for preventing the spreading in Great Britain of the said insect.

Any such Order may, if the Privy Council think fit, direct or authorize the removal or destruction of any crop of potatoes or other crop or substance on which the said insect in any stage of existence is found, or to or by means of which the said insect may appear to the Privy Council likely to spread, and the entering on any lands for the purpose of such removal or destruction, or for the purpose of any examination or inquiry authorized by the Order, or for any other purpose of the Order.

Any such Order may, if the Privy Council think fit, prohibit the keeping, selling, or exposing or offering for sale, or the keeping of living specimens of the said insect, in any stage of existence, or the distribution in any manner of such specimens.

Any such Order may impose penalties for offences against the Order, not exceeding ten pounds for any offence; and those penalties shall by virtue of this Act be recoverable with costs, on summary conviction before two Justices of the Peace, and shall be applied as penalties recovered under the "Contagious Diseases (Animals) Act, 1869," are applicable.

3. Where by any Order under this Act the Privy Council direct or authorize the removal or destruction of any crop, they may direct or authorize the payment by the local authority of compensation for the crop; and the local authority shall pay the same, subject and according to the following provisions:—

- (1.) In the case of a crop on which the said insect, in any stage of existence, is found, the compensation shall not exceed one-half of the value of the crop.
- (2.) In every other case the compensation shall not exceed three-fourths of the value of the crop.
- (3.) The value of the crop shall in each case be taken to be the value which, in ordinary circumstances, the crop would have had at the time of its removal or destruction.
- (4.) The local authority may, if they think fit, require the value of the crop to be ascertained by their officers or by arbitration.
- (5.) The local authority may, if they think fit, withhold compensation, if, in relation to the crop, the owner or the person having charge thereof, has, in their judgment, done anything in contravention of, or failed to do anything in compliance with, any Order under this Act.

4. The local authorities under the "Contagious Diseases (Animals) Act, 1869," with their respective districts, local rates, clerks and committees, shall be in like manner local authorities for the purposes of this Act.

The Privy Council may, if they think fit, require a local authority to carry into effect any Order of the Privy Council under this Act.

The expenses incurred and compensation paid by a local authority in pursuance of any Order under this Act, shall be paid by them out of the local rate.

Every local authority shall keep, in such manner and form as the Privy Council from time to time by Order direct, a record relative to proceedings in pursuance of any Order under this Act, stating the date of the removal or destruction of any crop or substance, and other proper particulars, which record shall be admitted in evidence.

5. Every Order of the Privy Council under this Act shall be published, if it relates to England, in the *London Gazette*, and, if it relates to Scotland, in the *Edinburgh Gazette*; save that, where the Order affects only specified lands, the insertion in the *London or Edinburgh Gazette* (as the case may require) of a notice of the making of the Order shall be sufficient.

Any Order of the Privy Council under this Act shall be published by any local authority to whom it is sent by the Privy Council for publication in such manner as the Privy Council direct, and, subject to, or in the absence of, any such direction, in such manner as the local authority think sufficient and proper to ensure publicity.

6. The powers by this Act conferred on the Privy Council may be exercised by any two or more of the Lords and others of the Privy Council, and, as regards the making of Orders affecting only specified lands, may be exercised by the Lord President, or one of Her Majesty's Principal Secretaries of State.

#### IRELAND.

7. The foregoing provisions of this Act shall apply to Ireland as if Ireland were named therein instead of Great Britain, but subject to the provisions of this section.

- (1.) The powers conferred on the Privy Council shall be vested in the Lord Lieutenant, or other Chief Governor or Governors of Ireland, acting by the advice of Her Majesty's Privy Council in Ireland.
- (2.) The local authorities shall be the Boards of Guardians of the several Poor Law Unions.
- (3.) The expenses incurred and compensation paid by a local authority shall be paid by the treasurer of the Union out of Union funds, that is to say, out of any money in his hands to the credit of the Guardians of the Union; and if there is not sufficient money in his hands, then out of the money next received by him, and placed to their credit.
- (4.) Penalties (other than penalties recoverable under the Acts relating to the Customs) shall be recovered in a summary manner, and shall be applied according to the provisions of the Fines Act (Ireland), 1851, and any Act amending the same.
- (5.) Orders shall be published in the *Dublin Gazette*.

#### GENERAL.

8. Every Order under this Act shall be laid before both Houses of Parliament within ten days after the making thereof, if Parliament is then sitting; and if not, then within ten days after the next meeting of Parliament.

Power to Privy Council to make Orders for preventing spreading of destructive insects.

32 & 33 Vic. c. 96. Compensation for crops.

Local authorities and execution of Orders of Council.

40 & 41 Vic.

Publication of Orders of Council.

Exercise of powers of Act by Privy Council.

Application of Act to Ireland.

14 & 15 Vic. c. 90.

Orders to be laid before Houses of Parliament.

9. The expenses of the execution of this Act, other than expenses and compensation paid by local authorities, shall be paid out of money to be provided by Parliament. Expenses of Act.

10. This Act may be cited as "The Destructive Insects Act of 1877."

Short title.

At the Council Chamber, Whitehall, the 14th day of August, 1877.

By the Lords of Her Majesty's Most Honorable Privy Council.

Present:

Lord Chancellor. | Lord President.

The Lords and others of Her Majesty's Most Honorable Privy Council, by virtue and in exercise of the powers in them vested under The Destructive Insects Act, 1877, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:—

1. This Order may be cited as The Colorado Beetle Order, 1877.
2. This Order extends to Great Britain only.
3. Words in this Order have the same meaning as in The Destructive Insects Act, 1877.
4. If the owner of, or any person having under his charge, any crop of potatoes, or other crop, or vegetable, or substance, finds, or knows to be found thereon, the Colorado beetle, in any stage of existence, he shall, with all practicable speed, give notice of the fact of the same being so found to a constable of the police establishment for the place where the same is found.

The constable shall forthwith give notice thereof to the local authority, and the local authority shall forthwith give notice thereof by telegraph to the Privy Council.

5. It shall not be lawful for any person to sell, or expose or offer for sale, or keep any living specimen of the Colorado beetle, in any stage of existence, or to distribute in any manner any such specimens.
6. If any person fails to do anything which he is required by this Order to do, or does anything in contravention of this Order, he shall be deemed guilty of an offence against this Order, and shall, for each offence, be liable to a penalty not exceeding ten pounds.

C. L. PEEL.

At the Council Chamber, Whitehall, the 14th day of August, 1877.

By the Lords of Her Majesty's Most Honorable Privy Council.

Present:

Lord Chancellor. | Lord President.

The Lords and others of Her Majesty's Most Honorable Privy Council, by virtue and in exercise of the powers in them vested under The Destructive Insects Act, 1877, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:—

1. This Order may be cited as The Colorado Beetle (Customs) Order, 1877.
2. This Order extends to Great Britain only.
3. This Order shall have effect from and immediately after the 31st day of August, 1877.
4. It shall not be lawful for any person to land potato haulm, leaves, or stalks, brought from the United States of America, Canada, or the German Empire.
5. The Commissioners of Her Majesty's Customs may, in any case, if they think fit, order the collection and destruction of any sand, dirt, or other refuse imported with potatoes brought from the United States of America, Canada, or the German Empire, and detain the potatoes until such destruction has been effected.

C. L. PEEL.

(No. 96/1877.)

Sir,

Custom House, London, 24 August, 1877.

I am desired by the Board to transmit copies of the Act 40 and 41 Vic., cap. 68, entitled "The Destructive Insects Act, 1877," also copies of an Order of Council, dated the 14th instant, issued under the provisions of the said Act, and to direct you to instruct the officers under your supervision to exercise the utmost vigilance in carrying out the provisions of the Order.

You will observe that the landing in Great Britain of potato haulm, leaves, or stalks from the United States of America, Canada, or the German Empire is prohibited; and in case such articles are brought in any ship, you are to take care that the same be either destroyed by fire or treated as "other refuse" in the manner stated below. You are also to require that all loose sand, dirt, or other refuse imported with potatoes be carefully collected from all parts of the importing vessel, from the barges used for conveying the potatoes to a wharf, and from the wharf itself, and, if practicable, passed through fire.

In cases where fire cannot be employed, the sand, dirt, &c., should be collected in a heap, and be well wetted with a mixture of Paris green and water applied from a watering pot. The heap should then be turned over and the mixture again used, and this process should be repeated until the officers are satisfied that every part of the refuse has been brought into contact with the Paris green. Great care is to be taken that the mixture, which is a poison, is not brought into contact with the potatoes.

Your are therefore, upon the arrival at your port of potatoes from either of the countries named in the Order, to obtain a supply of Paris green and the necessary appliances, at the Crown's expense, observing that about two tablespoonfuls of Paris green should be added to a bucket of water; and that with a view to prevent the Paris green sinking to the bottom, the liquid should be continually stirred while the process of wetting the sand, &c., is in progress.

Copies of a notice informing the public of this regulation are also forwarded, and are to be posted up in conspicuous places in and about the Custom House and places where the cargoes of vessels are discharged.

The Collector at

I am, &c.,

J. SMITH.

At



At the Council Chamber, Whitehall.

The 14th day of August, 1877.

By the Lords of Her Majesty's Most Honorable Privy Council.

Present:

Lord Chancellor, | Lord President.

THE Lords and others of Her Majesty's Most Honorable Privy Council, by virtue and in exercise of the powers in them vested under The Destructive Insects Act, 1877, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:—

1. This Order may be cited as the Colorado Beetle (Customs) Order, 1877.
2. This Order extends to Great Britain only.
3. This Order shall have effect from and immediately after the 31st day of August, 1877.
4. It shall not be lawful for any person to land potato haulm, leaves, or stalks, brought from the United States of America, Canada, or the German Empire.
5. The Commissioners of Her Majesty's Customs may, in any case if they think fit, order the collection and destruction of any sand, dirt, or other refuse imported with potatoes brought from the United States of America, Canada, or the German Empire, and detain the potatoes until such destruction has been effected.

C. L. PEELE.

By the Commissioners of Her Majesty's Customs.

NOTICE.

Destructive Insects Act, 1877.

THE Lords of Her Majesty's Most Honorable Privy Council have, by Order dated the 14th August, 1877, prohibited the landing in Great Britain of potato haulm, leaves, or stalks, from the United States of America, Canada, or the German Empire, and have directed that any sand, dirt, or other refuse imported with potatoes brought from those countries be collected and destroyed.

Notice is therefore given, that for the purpose of destroying the Colorado beetle in case it may be imported therewith, the articles above named when brought to this country must either be passed through fire, or if that process be not available, must be saturated with a mixture of Paris green and water; and all persons connected with shipping are requested by a careful examination of packages of every description and their contents when brought from infested countries to aid in the destruction of the Colorado beetle.

By order of the Commissioners,—

Custom House, London,  
24th August, 1877.

J. B. HALE,  
Secretary.

[Three illustrations.]

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## DEPOSIT OF NIGHTSOIL NEAR THE BOTANY ROAD.

(PETITION FROM CERTAIN RESIDENTS ON THE BOTANY ROAD.)

*Ordered by the Legislative Assembly to be printed, 4 December, 1877.*

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

The humble Petition of the undersigned,—

SHOWETH:—

That the undersigned, residing on the Botany Road, have been and are subjected to one of the greatest nuisances that can be thrust upon a community.

This nuisance is rapidly increasing, and has grown to such alarming proportions that there is not a night allowed to pass without three or four, and sometimes even forty or fifty *nightsoil carts* emptying their contents in the immediate vicinity of the above.

We feel it is needless on our part to describe the effects of this nuisance, which has caused us so much annoyance, feeling convinced, your *Honorable House* has every knowledge thereof.

Not only looking at it in a sanitary point, but, on behalf of the comfort of ourselves and families, we pray you to take our Petition into your kind consideration.

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

[Here follow 77 signatures.]

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## DESTRUCTION OF FLYING FOXES.

(PETITION FROM FARMERS AND SETTLERS ON THE HAWKESBURY.)

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*Ordered by the Legislative Assembly to be printed, 29 January, 1878.*

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To the Honorable the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned Farmers and Settlers residing in the district of the Hawkesbury,—

RESPECTFULLY SHOWETH:—

That we are great sufferers by the destruction caused by the vast numbers of Flying Foxes that infest our Orchards and destroy the results of our industry.

We respectfully represent that some steps ought to be taken to secure the Orchards and fruit trees from their devastation, and we humbly pray that your Honorable House will in your wisdom devise some method of abating this great evil.

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

[Here follow 80 signatures.]

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1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**DREDGE FOR THE MANNING RIVER.**  
(PAPERS.)

*Ordered by the Legislative Assembly to be printed, 6 February, 1878.*

**The Engineer-in-Chief to The Under Secretary for Public Works.**

Sir, Department of Public Works, Harbours and Rivers Branch, 3 January, 1878.

In reply to the repeated applications of Mr. Smith, Member for the Hastings, that a dredge should be sent to the Manning River, a promise was made him that as soon as she could be spared the "Fitz Roy" dredge, then working on the Macleay, should be sent there, and latterly arrangements having been made for the purpose, tenders were invited for the services of a steamer to tow her from the former to the latter river. The only steamers offered for the purpose were the "Ballina" and the "Challenge," and for their services the large amount of £400 is asked, namely, on the ground of the dangerous character of the services, and the high rate of insurance the owners of the steamers would have to pay.

I find upon inquiry that both vessels draw about 7 feet of water, and the Pilot reports (see telegram of 15th ultimo—77/4699) that there is only that depth (viz., 7 feet) on the Manning Bar at present at high tide. I do not consider under these circumstances that it would be safe to entrust the service to either of these vessels, as if they were to touch and hang on the Bar while going in, which is almost certain to occur, they would lose all control of the dredge, which would be very likely to be lost.

Under these circumstances I cannot take the responsibility of recommending that the attempt be made, and I think the dredge should be allowed to resume her work on the Macleay till a more favorable time.

E. O. MORIARTY.

*Copy of Telegram referred to in above Minute.*

Telegram from Pilot, Manning River, to Engineer-in-Chief.

Sydney, 15 December, 1877.

VARIABLE, fine, smooth—souther Bar all over this morning, high water only 7 feet with long flat.

Copy of the Minister for Works' Minute.

The dredge should be kept working in the Macleay for the present; bring the matter again before the Minister when the Bar changes, or any other circumstance not now known.

J.S., 21/1/78.

Telegram from Engineer-in-Chief to Pilot, Manning River.

As soon as there is any material improvement in depth of Manning Bar please inform me.

Pro E. O. MORIARTY.

J. BARLING, 22/1/78.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## GAME PROTECTION BILL.

(PETITION OF RICHARD SADLEIR, R.N.)

*Ordered by the Legislative Assembly to be printed, 6 March, 1878.*

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of Richard Sadleir, R.N.,—

HUMBLY SHOWETH:—

Your Petitioner having noticed the motion of introducing a Bill for the Preservation of Game into your Honorable House, prays—as such law may seriously affect the interests of agriculturists and horticulturists already suffering from the introduction of the rabbit, the hare, sparrows, &c., in their orchards, vineyards, gardens, and general crops, threatening ruin to these industries—your Honorable House may, under the recollection that a former law was all but inoperative from its unpopularity, be pleased not to add to the evils aforesaid or increase the catalogue of crime in a matter so widely affecting their interests.

Your Petitioner further calls your attention that while in the former Bill native birds injurious to their crops were protected, yet insectivorous birds were left unprotected, and therefore wantonly destroyed.

Any law passed in humane principles in the protection of birds or animals, and not for slaughter of sport or game, your Petitioner would willingly acquiesce in as merciful, but Game Laws are not of that character.

Your Petitioner further views with alarm the contemplated introduction of the fox, and the indiscriminate importation of dogs, when the voyage is so short and hydrophobia is so prevalent at home, and prays your Honorable House may be pleased to adopt precautionary measures against the introduction of such a fearful malady.

Your Petitioner prays that your Honorable House may take the aforesaid premises under consideration.

And will, in duty bound, ever pray.

RICHARD SADLEIR.

Feby. 28th, 1878.





1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

**INSOLVENCY LAWS.**

(PETITION OF MINERS AND OTHERS, GOODRICH.)

*Ordered by the Legislative Assembly to be printed, 27 March, 1878.*

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

The humble Petition of the undersigned miners, labourers, &amp;c., lately employed in the mines at Goodrich,—

RESPECTFULLY SHOWETH:—

That your Petitioners have been at various times employed by one John Rowling in the capacity of miners, labourers, woodcutters, carters, &c.

That it has been the custom, as your Petitioners believe, at the various mines to pay the men employed their wages monthly, which custom has been generally observed at Goodrich.

That the wages and earnings of your Petitioners have been delayed by the said John Rowling on one pretext and the other for the last two months.

That on the 9th February last the said John Rowling informed the men employed that he could only pay them by promissory-notes at two months date. This some of your Petitioners accepted; others, who declined to take them, summoned the said John Rowling to the Police Court, Obley, at which Court he did not appear. For the contempt of the Court in not so appearing warrants were issued for his apprehension. For the purpose of evading these warrants the said John Rowling filed his schedule in Sydney, showing liabilities £1,620—assets £5. That, protected by the order of the Chief Commissioner in Insolvency, the said John Rowling appears at the Police Court, Obley, under bond, but the Bench are powerless to make any order for the satisfaction of your Petitioners, who are thereby put to great loss and inconvenience by the non-payment of their just wages.

Your Petitioners, being only poor men, dependent on their earnings for the support of their wives and families, are, by the apparently fraudulent action of the said John Rowling, reduced to positive distress and misery, many of your Petitioners and their wives and children being almost reduced to starvation.

Your Petitioners would respectfully point out to your Honorable House the great injustice they are suffering, and would respectfully pray to take the subject into your favourable consideration, with the object of effecting such alterations in the insolvency laws as to your wisdom may be necessary, and which would have the effect of preventing a recurrence of such fraudulent courses of which your Petitioners complain.

*[Here follow 19 signatures.]*



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

LAND, CORNER OF PITT AND BRIDGE STREETS,  
(CASE OF JOHN GARSED.)

*Ordered by the Legislative Assembly to be printed, 31 January, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 13th February, 1877, That there be laid upon the Table of this House,—

“ Copies of all Contracts, Grants, Plans, Letters, Reports, Minutes, having  
“ reference to John Terry Hughes’ purchase, on the 15th of August, 1839,  
“ of an allotment of Crown land, 6 perches, corner of Bridge and Pitt  
“ streets, Sydney, and the erection by John Garsed, in the year 1857, of  
“ certain buildings, known as the Commercial Chambers, upon Crown  
“ land, corner of Bridge and Pitt streets, Sydney.”

*Mr. Hurley (Hartley.)*

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LAND, CORNER OF PITT AND BRIDGE STREETS.

No. 1.

The Surveyor General to Mr. Assistant Surveyor Burrowes.

Sir, Surveyor General's Office, Sydney, 9 August, 1856.

The enclosed \*account having been forwarded by Mr. Randle for covering in the Tank Stream in accordance with instructions from the late City Engineer, who, it is stated, received his directions from you, I request that you will have the goodness, at your earliest convenience, to examine and report upon the manner in which the work has been performed, its extent, and the reasonableness of the charge, in order that, if there should then be no objection, the account may be forwarded for payment.

I have, &c., GEO. BARNEY, S.G.

No. 2.

Mr. Assistant Surveyor Burrowes to The Surveyor General.

Sir, Sydney, 16 August, 1856.

With reference to your letter, dated 9th instant, requesting me to report on the manner in which the Tank Stream had been covered over (as it was supposed I was engaged on the work), I have the honor to state that I merely pointed out the direction of Hamilton-lane, under which the Stream was to run, to Mr. Rider, the then City Engineer, under whose supervision, I understood, the work was conducted; and as I thought it was connected with the sewerage of the City, and consequently not under this Department, I did not take any particular notice of the work during its construction, and do not therefore feel in a position to report on it.

I have, &c., M. E. L. BURROWES, A.S.

Forward account to the Colonial Secretary, as having been sent back by the Commissioners, and state that the payment should be made by that Department, if not out of the vote for sewerage.—G.B.

No. 3.

The Surveyor General to The Colonial Secretary.

Sir, Surveyor General's Office, Sydney, 21 August, 1856.

I do myself the honor to forward an \*account presented to this Department by Mr. W. Randle for the work of covering over the Tank Stream, and returned to me by the City Commissioners, to whom, as being apparently the proper authorities, I had caused it to be referred for payment.

2. The Commissioners, however, as appears from their memorandum, have no objection to settle this matter, on the receipt of positive instructions from the Government, with which, accordingly, I submit that they should immediately be furnished, as the account is one which ought to be discharged by that Department, if not out of the vote for sewerage.

I have, &c., GEO. BARNEY, S.G.

No. 4.

Memo. by The Surveyor General.

HEREWITH is the description of an allotment sold in 1839 to J. T. Hughes, and which is bounded on one side by Pitt-street and on the other by a lane 11½ feet in width.

Since the measurement of this allotment the line of Pitt-street has been moved some 12 feet farther east, and a question arises as to whether the position of the allotment should be governed by that of the street, and the lane thereby widened, or whether the position should be that in which it was marked, and a useless space be left between the front of the allotment and Pitt-street?

The lane referred to communicates with Hamilton-lane from Bridge-street, and it would doubtless be a great advantage to widen this communication and thus make a convenient thoroughfare to Hamilton-lane (which is 25 feet wide), without breaking the Pitt-street line of buildings unnecessarily. It will be seen that Pitt-street is mentioned in the description, and that the width of the lane is not specified, although the records show it positively. Therefore, if the deed determine the position, the lane will be widened. If the marking (which the records prove), the lane will remain 11½ feet, and the useless space be left in Pitt-street.

Mr. Burrowes has, I believe, had some communication with the holders of the allotment, without any tangible result, but before entering into any further treaty it may be well to ascertain by reference to the Crown Law Officers what the exact powers of the Crown are in this matter.

G.B., 5 Sept., 1856.

The course would evidently be an arrangement with the parties interested, for exchanging one portion for another; surrender of the one and fictitious sale for the title of the other, being what has been before resorted to.—11 Sept.

I think this will be the ultimate course, but I have doubts whether the Crown may not have the power to insist on the occupancy of the portion in Pitt-street, or rather leaving room for the portion there, to widen Hamilton-

Hamilton-lane. It would at all events be well before communicating further with the parties to learn what, under the plan and deed, the legal powers of the Government actually are.—G.B., 12 Sept.

Letter to Colonial Secretary, inquiring under the circumstances the legal position of the Crown as to changing position of allotment sold.—18 Sept.

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No. 5.

The Principal Under Secretary to The Surveyor General.

Sir,

Colonial Secretary's Office, Sydney, 9 September, 1856.

In acknowledging the receipt of your letter of the 21st ultimo, submitting an account presented by Mr. W. Randle for the covering over of the Tank Stream, which has been returned to you by the City Commissioners, to whom, as being apparently the proper authorities, you had caused it to be referred for payment, I am directed to inform you that instructions have been given to the Commissioners for the payment of the amount, viz., £869 11s.

I have, &c.,  
W. ELYARD.

See No. 3.

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No. 6.

The Surveyor General to The Colonial Secretary.

Sir,

Surveyor General's Office, Sydney, 19 September, 1856.

I do myself the honor to enclose a sketch and a description of an allotment of land in Bridge-street, Sydney, which was sold in the year 1839 to Mr. J. T. Hughes, and which is bounded on one side by Pitt-street, and on the opposite side by a lane 11½ feet in width, and to state that the line of Pitt-street having been moved since the measurement of this allotment some 12 feet further east, a question has arisen as to whether the position of the allotment should be governed by that of the street, and the lane thereby widened, or whether the position should be that in which the allotment was marked, and a useless space be thus left between the front of the allotment and Pitt-street.

2nd. The lane referred to communicates with Hamilton-lane from Bridge-street, and it would no doubt be a great advantage to widen this communication, and thus make a convenient thoroughfare to Hamilton-lane, which is 25 feet wide, without breaking the Pitt-street line of buildings unnecessarily.

3rd. It will be seen that Pitt-street is mentioned in the description, and that the width of the lane, although positively shown by the records, is not specified. Therefore, if the street determine the position, the lane will be widened; if the marking (which the records prove) the lane will remain 11½ feet wide, and the useless space will be left in Pitt-street.

Under these circumstances, therefore, it appears advisable to ascertain, by reference to the Crown Law Officers, what the exact powers of the Crown are as to changing the position of the allotment sold.

I have, &c.,  
GEORGE BARNEY,  
S.G.

See Enclosures  
A and B.  
Appendix A.

Referred accordingly to the Honorable the Attorney General and the Solicitor General, for the purpose named in the fourth paragraph of this communication. B.C., 25 Sept., 1856.—W. ELYARD.  
To be returned.

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[Enclosure B to No. 6.]

6 perches, county of Cumberland, parishes of St. James and St. Phillip, City of Sydney, allotment 11 of section 46: Bounded on the north by Bridge-street, being a line bearing east 16 degrees north 38½ links; on the east by the continuation of Pitt-street, being a line bearing south 4 degrees 30 minutes east by 139 links; on the south by a line bearing west 16 degrees south 25 links; and on the west by a reserved lane dividing it from an allotment No. 1 of the old lumber-yard purchased by John Terry Hughes, being the allotment sold as lot 48 in pursuance of the advertisement of 13th July, 1839, but upon the express condition, nevertheless, that the said John Terry Hughes should construct an archway over the Tank stream according to a plan deposited in the office of the Town Surveyor, and on the further condition that he should erect a first-class building on the said land within two years from the 15th day of August, 1839, the day of sale thereof. Purchase money, £413 sterling.

The building conditions attached to this allotment have been rescinded. (Vide Colonial Secretary's letter, dated 20th November, 1848.)

See Appendix.

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[Appendix to Enclosure B to No. 6.]

The Colonial Secretary to The Surveyor General.

Sir,

Colonial Secretary's Office, Sydney, 20 November, 1848.

I do myself the honor to inform you that His Excellency the Governor has been pleased to release the allotments of land sold by the Government in Bridge-street from the building conditions attached to them.

I have, &c.,  
E. DEAS THOMSON.

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No. 7.

The Principal Under Secretary to The Surveyor General.

Sir,

Colonial Secretary's Office, Sydney, 19 September, 1856.

In reference to your report under blank cover of the 11th inst., I am directed to apprise you that the application of Mr. H. K. James, on behalf of the trustees in the estate of the late Mr. Thomas Moore, for permission to erect an arch over a certain lane near the Tank Stream, has been refused in terms of that report.

I have, &c.,  
W. ELYARD.

Not with the  
papers.

No. 8.

Opinion of The Attorney and Solicitor Generals.

Attorney General's Office, Sydney, 2 October, 1856.

WE are of opinion that the Crown has no power to change the position of the allotment sold, unless the consent of the purchaser or his representatives be first obtained. The land was described by boundaries in existence at the time of the grant, and a subsequent change in the position of a street which formed its eastern boundary does not alter the position of the soil which passed by the grant.

2. Should the owner of the allotment consent to the change proposed, we are of opinion that the Governor, with the advice of his Executive Council, may permit the resumption of the space in question, pursuant to the provisions of the Act of Council 6 Will. 4 No. 9, sect. 2.

JAMES MARTIN, Attorney General. ALFRED J. P. LUTWYCHE, Solicitor General.

Transmitted for the information of the Surveyor General, and for his further report, B.C., 6 Oct., /56.—W. ELYARD.

No. 9.

The Surveyor General to Mr. Assistant Surveyor Burrowes.

Sir, Surveyor General's Office, 14 October, 1856.

I enclose herewith certain \*correspondence connected with a proposal which the Government is willing should be made to the present holders of an allotment sold in 1839 to J. T. Hughes, for the projection of the allotment in question to the present line of Pitt-street, so that land should be obtained in front for the surrender of an equivalent quantity in rear. \*See previous papers.

I believe that you are not unacquainted with this matter, and you will therefore consider yourself authorized to make a specific proposal to the parties alluded to, as shown in the correspondence, furnishing me with a report as early as practicable of the result of the same.

I have, &c., G. BARNEY, S.G.

No. 10.

Memo. of Mr. Assistant Surveyor Burrowes.

17 November, 1856.

THE expense of covering over the remainder of the Tank Stream between Hunter and Bridge streets will be about £2 12s. 6d. per running foot, to be constructed in the same manner as that portion of the stream has been done to the northward of Bridge-street under the superintendence of the City authorities.

Should it be deemed necessary, I will forward a specification of the work, although it has hitherto never been furnished by this department. M. E. L. BURROWES, Assistant Surveyor. See Enclosure.

N.B.—B.C.L. and Mr. Randall's bill returned enclosed.

[Enclosure to No. 10.]

The Surveyor General Dr. to W. Randle, Tank Stream.

February 8th, 1856.

Building walls and side drains, and laying platform over do.

Table with 3 columns: Description, £, s. d. Includes items like '413 perches cubic rubble walling in mortar, except stone' and 'Excavating and levelling, for foundations, and filling in; mining under adjoining houses, to examine foundations—Labour, 35 1/2 days'.

Measurement of work executed by Mr. Randle at the Tank Stream.

Table with 3 columns: Description, ft., ft., ft. Includes 'Rubble wall', 'Side drains', 'Timber', and 'Ironbark girders'.

Table with 2 columns: Description, ft., ft. Includes 'Planking' and 'Plate'.

Excavation. Excavating foundation in line of Hamilton-lane, and examination of foundation of two houses—time returned: 27 1/2 days.

W. B. RIDER, Engineer, July 23rd, 1856. MINUTES



## MINUTES ON No. 10.

MEMO.—Sketch required of the land unsold upon the line of New Pitt-street, cut into allotments; also an estimate of the expense of covering in the Tank Stream, to admit of the sale of the allotments.—G.B., 13 August. 240 feet of New Pitt-street frontage still to be sold. 260 feet of the Tank Stream to be covered in, and about 100 feet of a lane, 10 feet in width, to be filled up.—A.G.M., 15 August. Estimate must now be submitted with a recommendation to sell the remainder of the line. Let me have a sketch.—G.B., 20 Nov. To be deferred by Surveyor General's directions until some arrangement is made with the owner of Hughes's 6 perches. Mr. Burrowes may be informed.—A.G.M., 26 Nov. Inform him, 27.

## No. 11.

## The Surveyor General to Mr. Assistant Surveyor Burrowes.

Sir,

Surveyor General's Office, Sydney, 29 November, 1856.

Referring to your blank cover letter of the 17th instant, reporting the probable cost of covering over the remainder of the Tank Stream, between Hunter and Bridge streets, I beg to inform you that the preparation of the specification of this work may be deferred until some arrangement shall have been made with the present owner of Hughes's 6 perches.

I have, &c.,  
GEO. BARNEY, S.G.

No. 10.

## No. 12.

## The Under Secretary for Lands and Public Works to The Surveyor General.

Sir,

Department of Lands and Public Works, Sydney, 30 December, 1856.

With reference to your blank cover report of the 7th ultimo, on the subject of the payment of Mr. Randle's account for covering in the Tank Stream, I am directed to inform you that it seems to be useless to attempt to follow up the inquiry as to the authority on which this work was done. As however the work in question forms no part of the general system of sewerage, and probably will not answer as a portion of that system, the City Commissioners cannot fairly be called upon to pay for it. The Secretary for Lands and Public Works is therefore of opinion that as the work has been done and the public benefited by it, it must be paid for by a vote of the Legislative Assembly out of the Consolidated Fund.

2. I am further directed to state that as the City Commissioners have offered to make the payment on the condition of being reimbursed, and as the work was executed under the surveillance of their officer (the City Engineer), they have now been called upon to do so, and at the same time they have been requested to cause in the first instance a searching investigation to be made by their Engineer into the character and value of the work performed.

I have, &c.,  
M. FITZPATRICK.

See No. 10.

## No. 13.

## Mr. J. Garsed to The Surveyor General.

Sir,

Willow Lodge, Glebe, 28 March, 1857.

I have the honor to inform you that I have leased the allotment of land (late Jobbins'), situate at the corner of Bridge and Pitt streets, and as I am desirous of putting up buildings thereon on piles without filling up, I am desirous of calling the attention of the proper authorities to the fact, in order that some arrangement might be made respecting it.

I presume very shortly the Government will cover over this part of the Tank Stream, and as the buildings I should erect might create an obstacle, or cause much greater expense than it would at present, I beg to suggest the advisability of some arrangement being made respecting the covering in of the Tank Stream previous to my commencing operations in building.

I have, &c.,  
JOHN GARSED.

## No. 14.

## The Surveyor General to Mr. Assistant Surveyor Burrowes.

Sir,

Surveyor General's Office, Sydney, 31 March, 1857.

I request that you will be good enough to report what has been done with reference to the covering over of the Tank Stream, between Hunter and Bridge streets, Mr. Garsed having in a letter addressed to me stated that he has become the lessee of the allotment (late Jobbins') situated at the corner of Pitt and Bridge streets, and suggested that that portion of the stream should be covered over previous to the commencement of certain buildings which he contemplates erecting on the allotment alluded to, the description of which buildings might (Mr. Garsed states) create an obstacle to or cause much greater expense in the carrying out of the work if left till after their completion.

I have, &c.,  
GEO. BARNEY,  
S.G.

See No. 13.

## No. 15.

## Mr. Assistant Surveyor Burrowes to The Surveyor General.

Sir,

Sydney, 6 April, 1857.

With reference to your letters dated 14th October, 1856, and its enclosures, and 31st March last, relative to Mr. Jobbins' (formerly John Terry Hughes's) allotment of 6 perches at the corner of Pitt and Bridge streets, I have the honor to forward you a letter addressed to me by Messrs. Nichols and Williams in answer to one from me dated 19th November last, by which it will appear that the trustees of the will of the late Mr. Jobbins have no power to surrender the present grant in exchange for another, although they see no objection thereto, and that the only method of effecting an exchange would be by an Act of Council.

2.

Nos. 9 &amp; 14.

\*Not with the papers.

2. I have had frequent interviews with Mr. Williams (one of the trustees) on the subject, and it has been arranged (subject to your sanction) that they should occupy the ground as described in the deed, commencing from the present corner of Pitt and Bridge streets so that the lane will be of the width of (24 ft. 3 in.) twenty-four feet and three inches, until the necessary Act for the exchange be obtained. I have re-marked out the allotment in accordance therewith on the ground.

3. Mr. Garsed, who has leased the land from the trustees, is anxious to commence building, but cannot do so until the Tank Stream is covered over. He informs me that he would contract to do the work. The contract for covering over the former portion of Hamilton-lane was performed under the direction of the City Engineer, and as I imagine that the Tank Stream will be in connection of the city sewerage perhaps that officer might be requested to see the work carried on.

I have, &c.,

M. E. L. BURROWES,  
Assistant Surveyor.

[Enclosure to No. 15.]

Messrs. Nichols & Williams to Mr. Assistant Surveyor Burrowes.

Sir,

In reply to your communication of the 19th November last, we beg to inform you that we have deferred answering the same in the expectation of the termination of certain proceedings in Equity respecting Mr. Jobbins' property, and now in reply thereto we beg to inform you that the trustees of the will of the late Mr. Jobbins have no power or authority to surrender the present grant and accept another grant of other land, however beneficial, as no doubt it will be to the estate. It appears the only course will be to obtain an Act of Council to enable the Government and trustees to do what is required, to which we can see no possible objection.

Sydney, 61-Pitt-street, 31 March, 1857.

We have, &c.,

NICHOLS & WILLIAMS.

## No. 16.

The Surveyor General to The Under Secretary for Lands and Public Works.

Sir,

Surveyor General's Office, Sydney, 24 April, 1857.

I have the honor to forward herewith, for submission to the Honorable the Secretary for Lands and Public Works, certain correspondence which took place towards the close of 1856 as to an arrangement proposed to be made with the representatives of the late Mr. John Terry Hughes (the trustees under the will of the late John Jobbins) for an exchange of a portion of an allotment of land in Bridge-street, sold in 1839 for another portion intervening between it and the line of new Pitt-street,—the former portion being required for widening the continuation of Hamilton-lane into Bridge-street. An illustrated tracing is enclosed which will I trust make the matter sufficiently obvious.

2. I also beg to forward a report from Assistant Surveyor Burrowes, with a letter from the trustees of Jobbins, showing that although they have no legal power to make the exchange they see no objection to it, and that an Act of Parliament is the only method by which it can be legally effected.

3. I beg to submit the matter for the approval of Mr. Secretary Hay, and in order that the requisite measures may be taken thereafter for initiating the required Act to legalize the proposed exchange.

I have, &c.,

GEO. BARNEY,  
S.G.

I do not see that much is to be gained by the public in this matter, because, although the width of the lane will be increased its *uniformity* will not. It is not possible, I believe (and certainly not proper if it were possible), to deny to J. T. Hughes's allotment frontage to Pitt-street; but when allowed to come up to the new line of street, I think it would be better to arrange for the sale to his representatives of the land, which will be between the grant so located and the existing lane. The only way in which the lane could be improved would be by widening it on its *present* western side, so as to align with Hamilton-lane, but the land on that side is, I believe, all alienated.—M.F., 25 April.

It strikes me that the arrangement proposed is exceedingly imperfect to justify us taking an Act of Parliament to complete it. Scarcely any advantage will be derived from the proposed widening of the lane by any one, except the representatives of J. T. Hughes, so long as the narrow neck in the lane at the corner of their existing grant remains unaltered. Perhaps the Surveyor General may be able to show how this can be done. The ownership of the adjoining land on the south will be an important element in the question. If it is Crown land there will be no difficulty; if private property, it still appears to me that an adjustment might be made beneficial to all parties, by which the object in view may be fully or partially carried out. As it may, to carry such an arrangement out, be necessary to alter the shape of the allotment granted to J. T. Hughes, it is desirable that the present occupant should not proceed with improvements in the faith of a proposal which may not be sanctioned.—J.H., 27 May.

Returned to the Surveyor General for further report on the points raised, B.C., 29 May, 1857.—M.F.

In returning the papers relative to an arrangement with the representatives of the late Mr. John Terry Hughes, for the exchange of a portion of an allotment in Bridge-street, and in reference to the minutes thereon, I have the honor to state that, having given the subject further consideration, I am still of opinion that the proposed exchange of land will be greatly to the advantage of the public. It does not appear to me material whether the opening from Hamilton-lane to Bridge-street be in a direct line or not. The object to be gained is the *width* of the opening, which will be enlarged from 10 feet to 25 feet. In fact, Hamilton-lane could not be carried into Bridge-street by a direct line, without the purchase of land on its western side, already built upon, and of course highly valuable. It appears to be considered by Mr. Secretary Hay that the arrangement proposed is too imperfect to justify an Act of Parliament to authorize its completion; but it seems to be doubtful whether the Governor General, under the advice of his Executive Council, does not possess authority to approve of the exchange of land—such is the opinion expressed by the Law Officers of the Crown, dated 2nd October, 1856. Mr. Secretary Hay considers that scarcely any advantage will be gained by the proposed widening of the lane, so long

See No. 8.

long as the narrow neck of the lane, at the corner of the existing grant, remains unaltered; but I beg to observe that the space marked A is public property, which will, of course, admit of Hamilton-lane being carried through the entire length from Hunter-street to Bridge-street, at about a uniform width, and such was the intention in bringing the subject forward. This explanation will, I hope, be satisfactory, and as no alteration in the shape of the allotment granted to Mr. Hughes, except that already shown on the plan, will be necessary, I trust that an early decision will be come to in the matter. In the meantime the parties who are building on the line of Pitt-street will be warned to desist, although I cannot really see any necessity for such a course.—GEO. BARNEY, Surveyor General, 2 June, 1857.

See Enclosure A to No. 6.

Submitted, 4. This may be referred to the Executive Council. Get up the correspondence relating to the case. The letter from Jobbins' trustees is not now with the papers. Now herewith.

See Enclosure A to No. 6.

I think it desirable that the exchange should take place, with the sanction of the Government, the line being widened according to the pencil marking now made on the sketch by the Surveyor General. The Attorney General will be able to say whether, under the state of things stated in the letter from Jobbins' trustees, an Act of Parliament will be necessary or not.—J.H., 6 June.

Transmitted to the Clerk of the Executive Council, B.C., 8 June, 1857.—M.F.

The Executive Council advise that the proposed exchange be sanctioned, and that Hamilton-lane be widened throughout, according to the pencil marking in the illustrative tracing referred to within.—EDWARD C. MEREWETHER, Clerk of the Council, 9 July, 1857. Approved.—W.D., 10 July.

Before taking any further steps to carry out the exchange, I think that the papers had better be referred to the Law Officers, who may say how it may be legally effected. If it appear that Messrs. Nicholls and Williams are correct in their opinion that it will require an Act, I suppose that the Bill should be prepared by them (or the Parliamentary Draftsman), under the approval of the Law Officers, and brought into Parliament with the sanction of the Government. But before proceeding further in the matter, on the footing now authorized by the Council, it will be necessary to know how far the grantees are bound to cover over the Tank Stream; because, if they are, it would be absurd to relieve them of that liability. (See Mr. Burrowes's letter.) Before sending the case on, however, I think another attempt must be made to get at the precise nature of the authority which the lessee has obtained, if any, from any of the Officers of the Survey Department.—J.H., 10 July.

See No. 15.

#### No. 17.

#### Memo. of Mr. Assistant Surveyor Burrowes to Mr. Halloran.

Mr. Halloran,

Made by sanction of Surveyor General.

With reference to your verbal communication this morning respecting the proposed stoppage of the erection of a building at the corner of Pitt and Bridge streets, on land intended to be given to the trustees of the late Mr. Jobbins, in exchange for other, I think if it be put a stop to it will vitiate all previous arrangements made with those gentlemen, and may perhaps entail some expense, as the lane (Hamilton) will be required by the public, and of a breadth certainly not less than 20 feet, the narrowest allowed by the City Act.

The trustees would at least require £100 per foot for any land required from them.  
8 June, 1857. M. E. L. BURROWES,  
Assistant Surveyor.

Inform Mr. Secretary Hay to this effect.—G.B.

#### No. 18.

#### The Surveyor General to The Under Secretary for Lands and Public Works.

Sir,

Surveyor General's Office, Sydney, 12 June, 1857.

See No. 16.

In reference to the concluding paragraph of my report, under blank cover of the 2nd instant, relative to the exchange of portion of an allotment sold to the late John T. Hughes for land intervening between it and the line of New Pitt-street, I do myself the honor to state that in reply to a communication which I made to that officer, Mr. Assistant Surveyor Burrowes has reported that in the event of an erection of the buildings on the land alluded to being stopped the arrangement previously made with Jobbins' trustees will be vitiated, and additional expense probably entailed upon the Government, providing for the width of Hamilton-lane under the Corporation Act.

2. I therefore consider it advisable to await the further instructions of the Secretary for Lands and Public Works before making any communication with the trustees.

I have, &c.,  
GEO. BARNEY,  
S.G.

Submitted.—16.

I wish to know on what authority Mr. Burrowes made the agreement with Jobbins' trustees, involving as it seems to do the necessity of an Act of Parliament. I see no agreement indicated on the papers.—J.H., 17 June. Any answer.—J.H., 2 July. No.—M.F., 3 July.

Remind the Surveyor General that he has overlooked this question, which I think admitted of an answer at once, being as to a mere matter of fact.—J.H., 7 July.

#### No. 19.

#### The Under Secretary for Lands and Public Works to The Surveyor General.

Sir,

Department of Lands and Public Works, Sydney, 22 June, 1857.

No. 18.

I am directed by the Secretary for Lands and Public Works to acknowledge the receipt of your letter of the 12th instant in which you state that Mr. Surveyor Burrowes has reported that in the event of the erection of the buildings at the corner of Pitt and Bridge streets being stopped, the arrangements

ments previously made by him with Jobbins's trustees would be violated and additional expense probably entailed upon the Government in providing for the width of Hamilton-lane.

2. I am at the same time instructed to inquire on what authority Mr. Surveyor Burrowes made the agreement with the trustees alluded to, involving, as it seems to do, the necessity of an Act of Parliament.

I have, &c.,

M. FITZPATRICK.

MEMO.—In the Surveyor General's letter, to which this is a reply, it was not stated that the "agreement" but that the arrangements made with the Trustees would be violated by stopping the erection of the buildings; neither was it stated that such arrangements were made by Mr. Burrowes.—W.T., 30 June.

#### No. 20.

#### The Surveyor General to Mr. Assistant Surveyor Burrowes.

Sir,

Surveyor General's Office, Sydney, 30 June, 1857.

Referring to your memorandum of the 8th instant, reporting that, in the event of the erection of the buildings at the corner of Pitt and Bridge streets being stopped, the arrangements previously made with Jobbins's trustees will be violated, and additional expense probably entailed upon the Government in providing for the width of Hamilton-lane, I have to request that you will be good enough to state, for the information of the Honorable the Secretary for Lands and Public Works, the authority on which you made the agreement with the trustees. See No. 17.

I have, &c.,

GEO. BARNEY, S.G.

#### No. 21.

#### Mr. Assistant Surveyor Burrowes to The Surveyor General.

Sir,

Sydney, 2 July, 1857.

With reference to your letter, dated 30th ultimo, received by me yesterday afternoon, requesting to know by what authority I had made an agreement with the trustees of the late Mr. Jobbins for an exchange of land in Bridge-street, I have the honor to state that no agreement has been made by me. See No. 20.

Arrangements were made by me in accordance with your instructions, dated 14th October, 1856. These were subject to your approval, as stated in my letter, dated 6th April, 1857, and a letter addressed to me by Mr. Williams (one of the trustees), dated 31st March, 1857, forwarded with mine, will fully show that neither he nor I had any power to make agreements. See No. 9.  
See No. 15.  
See Enclosure to No. 15.

I have, &c.,

M. E. L. BURROWES.

#### No. 22.

#### The Under Secretary for Lands and Public Works to The Surveyor General.

Sir,

Department of Lands and Public Works, Sydney, 8 July, 1857.

Adverting to the letter addressed to you from this Department on the 22nd June last, inquiring upon what authority Mr. Assistant Surveyor Burrowes had made an agreement with the trustees of J. Jobbins respecting certain land near the corner of Pitt and Bridge streets, I am directed to remind you that you have overlooked this question which the Secretary for Lands and Public Works thinks admitted of an answer at once, being as to a mere matter of fact. See No. 19.

I have, &c.,

M. FITZPATRICK.

#### No. 23.

#### The Surveyor General to The Under Secretary for Lands and Public Works.

Sir,

Surveyor General's Office, Sydney, 10 July, 1857.

With reference to your letter of the 22nd ultimo, in which you ask for the information of the Honorable the Secretary for Lands and Public Works on what authority Mr. Assistant Surveyor Burrowes made the agreement with the trustees of Jobbins, involving as it would seem to do the necessity for an Act of Parliament, I have the honor to transmit a letter from Mr. Burrowes on the subject, with a copy of my instructions to that gentleman, from which it will be seen that I authorized him to make a specific proposal to the trustees in the terms of the previous correspondence now with Mr. Secretary Hay; that is, a proposal to exchange certain land in Pitt-street for an equivalent, admitting of the widening of Hamilton-lane from 11½ to 25 feet. See No. 19.  
See No. 27.  
See No. 9.

2. I am not aware that any agreement has been entered into, neither am I aware of the positive necessity for an Act of Parliament to authorize the proposed exchange. I stated in the previous correspondence that the approval of the Governor General, under the advice of the Executive Council, seemed by the Law Officers of the Crown to be considered sufficient.

3. I may observe that the title deeds show that the allotments in possession of the trustees are bounded by Pitt-street; the Government, however, having altered the line of street; leaving a small space between the original building-line and the new line (see sketch with previous correspondence), which being only to the width of 12 feet, would be utterly useless for building purposes, except under the exchange contemplated, and the open space would be a nuisance to the public. See Enclosure A to No. 6.

4. It is under these circumstances that I proposed to effect the exchange alluded to, which I know would be very much to the advantage of the public, without originating any expenditure or indeed loss to the revenue.

I have, &c.,

GEORGE BARNEY, S.G.

*Minutes thereon.*

Submitted.—13 July.

- See No. 16. These papers may now accompany the reference on 57/1,402 to the Law Officers.
- See No. 18. The Surveyor General may be informed in the meantime that it was impossible to understand the "arrangements" made by Mr. Surveyor Burrowes as being anything short of an "agreement," when he stated by letter of 12th June, as the purport of that officer's report, that "should the erection of the buildings be stopped, the *arrangements* previously made with Jobbins's trustees will be *vitiating*, and additional expense probably entailed upon the Government in providing for the width of Hamilton-lane under the Corporation Act." It appears now that these arrangements so liable to be vitiated were those reported by Mr. Burrowes in his letter of 6th April, made in pursuance of the directions from the Surveyor General, and seeming to imply a liability on the part of the Government to cover in the Tank Stream.
- See Enclosure to No. 15. The Surveyor General will further observe that the letter of Jobbins's trustees expressly states that they are not in a position to complete an exchange without an "Act of Parliament." In these circumstances I have referred to the Crown Law Officers to determine in what way the proposed exchange, which is considered to be desirable, as much to secure an equitable adjustment of the claims of Jobbins's trustees to frontage, as to accomplish the widening of the lane, can be legally effected.—J.H., 14 July.

## No. 24.

The Under Secretary for Lands and Public Works to The Surveyor General.

Sir, Department of Lands and Public Works, Sydney, 17 July, 1857.

- No. 23. In reference to your letter of the 10th instant, enclosing a letter from Mr. Surveyor Burrowes on the subject of an agreement supposed to have been entered into by that gentleman with Jobbins's trustees, with respect to certain land, situated at the corner of Pitt and Bridge streets, and also enclosing a copy of your instructions to Mr. Burrowes in the matter, I am directed by the Secretary of Lands and Public Works to inform you that it was impossible to understand the "arrangements" made by Mr. Burrowes, as being anything short of an "agreement" when you stated in your letter of the 12th June last, as the purport of that officer's report, that "should the erection of the buildings be stopped the *arrangements* previously made with Jobbins's trustees will be *vitiating*, and additional expense probably entailed upon the Government in providing for the width of Hamilton-lane, under the Corporation Act."
- See No. 9.
- See No. 18.
- See No. 15. 2. It now appears to Mr. Secretary Hay that the arrangements alluded to as so liable to be vitiated were those reported by Mr. Burrowes in his letter of 6th April last, made in pursuance of your directions, and seeming to imply a liability on the part of the Government to cover in the Tank Stream.
- See Enclosure to No. 15. 3. I am to state that the letter of Jobbins's trustees, dated 31st March last, expressly says, as you will observe, that they are not in a position to complete an exchange without an Act of Parliament.
4. Under these circumstances Mr. Secretary Hay has deemed it necessary to refer the matter to the Crown Law Officers for them to determine in what way the proposed exchange, which is considered to be desirable as much to secure an equitable adjustment of the claims of Jobbins's trustees to frontage as to accomplish the widening of the lane, can be legally effected.

I have, &amp;c.,

M. FITZPATRICK.

## No. 25.

The Under Secretary for Lands and Public Works to The Civil Crown Solicitor.

Sir, Department of Lands and Public Works, Sydney, 17 July, 1857.

I am directed to forward to you the enclosed correspondence on the subject of an exchange of certain land at the corner of Pitt and Bridge streets, now in the possession of Jobbins's trustees, in order that they may be laid before the Crown Law Officers for their opinion as to the mode in which the exchange may be legally made. If Messrs. Nichols and Williams are correct in their opinion that it will require an Act of Parliament to legalise the exchange, Mr. Secretary Hay supposes that the Bill will be prepared by them, or by the Parliamentary Draftsman, subject to the approval of the Law Officers, and brought into Parliament with the sanction of the Government.

I have, &amp;c.,

M. FITZPATRICK.

## No. 26.

The Civil Crown Solicitor to The Under Secretary for Lands and Public Works.

Sir, Civil Crown Solicitor's Office, Sydney, 5 September, 1857.

- See No. 25. Referring to your letter to me of the — ultimo, forwarding the enclosed correspondence on the subject of an exchange of certain land at the corner of Pitt and Bridge streets, now in possession of Jobbins's trustees, and requesting me to take the opinion of the Crown Law Officers as to the necessary steps to be taken to legalize the proposed exchange, I have the honor to inform you that I have taken the opinion of the Honorable the Solicitor General in the matter, a copy of whose opinion I enclose for the information of the Honorable the Secretary for Lands and Public Works.

I have, &amp;c.,

WM. W. BILLYARD,  
Civil Crown Solicitor.

[Enclosure.]

Copy of opinion.

AN Act of Council is clearly requisite, for the trustees could not act without, and as at present advised the Crown lands could not be exchanged in the way proposed. The Bill should be prepared by the Parliamentary Draftsman.—EDWARD WISE, S.G., September 4, 1857.

The Surveyor General may be informed of this opinion, and instructed to communicate it to the trustees.—T.A.M., September 8, 1857. Forwarded to the Surveyor General for this purpose accordingly, B.C., 8 September, 1857.—M.F.

No. 27.

## No. 27.

## Messrs. Holden &amp; M'Carthy to The Secretary for Lands.

Sir,

Castlereagh-street, Sydney, 6 August, 1862.

We beg to apply, on behalf of the trustees of the will of the late Mr. John Jobbins, for the sanction of the Government to our clients being permitted to avail themselves, so far as may be necessary, of the name of the Crown in proceedings about to be instituted by them, for the purpose of recovering possession of a piece of land at the corner of Bridge-street and Pitt-street, of which they have been wrongly dispossessed under the circumstances which we proceed to detail.

2. Mr. Jobbins was at the time of his death, and the trustees of his will now are, the legal owners of an allotment of land originally sold by the Crown to the late Mr. John Terry Hughes, in the year 1839. The land is described in the deed of grant to Hughes as being "bounded on the north by Bridge-street, being a line bearing east 16 degrees north 38½ links; on the east by the continuation of Pitt-street, being a line bearing south 4 degrees 30 minutes east 139 links; on the south by a line bearing west 16 degrees south 25 links; and on the west by reserved land, dividing it from allotment No. 1 of the old lumber-yard."

3. After the issue of the grant on the proposed extension of Pitt-street being carried out by the Government, the alignment of the western side of that street was carried considerably to the eastward of the eastern boundary of the land as described in the grant, leaving therefore a strip of land about 20 feet wide intervening between such eastern boundary and the line of Pitt-street uncovered by the grant, and remaining consequently in the Crown. At the same time the land mentioned in the grant as forming the western boundary of Hughes's purchase was also extended in width on its eastern side, and consequently encroached upon the western boundary of the allotment in question.

4. Mr. Jobbins having thus not only lost a portion of the land comprised in the grant, but having also been deprived of the whole of his frontage to Pitt-street, applied for and received the sanction of the Surveyor General's Department to fence in the allotment to the line of Pitt-street, so as to include the strip of land above referred to.

5. The land so fenced in was leased by Mr. Jobbins's trustees to Mr. John Garsed, who erected the buildings now standing upon it known as the Commercial Chambers. That lease expired about two years ago. A Mr. Smart came into possession it is supposed under Garsed.

Smart became insolvent some months ago, and the property then came into possession of Mr. Sempill, as official assignee of Smart's insolvent estate, who refuses to give up possession, relying we presume on the difficulty Mr. Jobbins's trustees would have in showing title, under an action of ejectment, to that portion of the land which is not included in the grant.

6. No rent whatever has been paid to the trustees, either by Mr. Garsed or Mr. Smart.

7. Under these circumstances we venture to hope that the Government will see no objection to assist our clients in ejecting the parties in possession of the property, who have no title, either under the Crown or Mr. Jobbins' trustees, and are mere trespassers.

We have, &amp;c.,

HOLDEN &amp; M'Carthy.

Surveyor General.—12 Aug., M.F. The least objectionable mode of dealing will be to apply under the 11th clause of the Alienation Act for the land. The arrangements about the money can easily be made.—JOHN R., 12 Sept.

## No. 28.

## Mr. W. R. Smart to The Surveyor General.

Sir,

Commercial Chambers, New Pitt-street, Sydney, 18 September, 1862.

Having become the proprietor of the improvements detailed below, and which I estimate to be worth more than £1,000, I have the honor to apply that I may be permitted to purchase without competition, under the provisions of the "Crown Lands Alienation Act of 1861," the Crown lands on which they stand, and which are described hereunder.

The improvements referred to are now in the possession of myself and Mr. Robert Hamilton Sempill, official assignee, in whose behalf and my own I now apply.

I have, &amp;c.,

(For self and R. H. SEMPILL, official assignee.)

WM. R. SMART.

*Nature of improvements:* The offices known as the Commercial Chambers.

*Description of land.*

County of Cumberland, parish of St. James, City of Sydney, situated at the corner of Bridge-street and New Pitt-street, opposite the Exchange, having a frontage to Bridge-street of about 25 feet, by a depth of about 90 feet, adjoining on the southern lot No. 23, section 46a, in Pitt-street north.

*Minutes thereon.*

This application is objectionable, inasmuch as the Government have already recognized another ownership to the adjacent land. *Vide* 62/6048.—12 January.

The paper referred to is an opinion—that there is no legal objection to permission being given to Messrs. Holden and M'Carthy to proceed in the name of the Crown for the recovery of the land in question. Permission has been given, and it may therefore be inferred that it is not the intention to entertain any application from Mr. Smart pending the issue of the suit, if at all.—18.

It may be desirable to ascertain whether any proceedings have been taken under such authority, and with what result: Letter to Messrs. M'Carthy and Son (representing Messrs. Holden and M'Carthy's late firm).—18 Jan., /64.

## No. 29.

The Under Secretary for Lands to Messrs. Holden &amp; M'Carthy.

No. 27. Gentlemen, Department of Lands, Sydney, 24 September, 1862.  
Referring to your letter of the 6th ultimo, respecting proceedings about to be taken by the trustees of the will of the late Mr. John Jobbins to show their title to a certain strip of land at the corner of Bridge and Pitt streets, which he was allowed to fence in, and which is in the possession of parties unauthorized by them, I am directed by Mr. Secretary Robertson to inform you, that the least objectionable mode of dealing with the matter will be for the trustees to apply for the strip of land under the eleventh clause of the "Crown Lands Alienation Act of 1861."

I have, &c.,  
M. FITZPATRICK.

## No. 30.

Messrs. Holden &amp; M'Carthy to The Secretary for Lands.

No. 27. Sir, Castlereagh-street, Sydney, 30 October, 1862.  
Referring to our letter of the 6th of August last, applying for the sanction of the Government to our clients, the trustees of the will of the late Mr. Jobbins, using the name of the Crown in proceedings to be taken for recovering possession of the land at the corner of Bridge-street and Pitt-street under the circumstances mentioned in our letter; and referring also to the reply thereto of the 24th ultimo, suggesting an application under the 11th clause of the "Crown Lands Alienation Act of 1861," we beg to say that such an application will not meet the whole exigencies of the case, inasmuch as our clients seek not only to recover the land but also the mesne profits accruing during the wrongful occupation of the parties in possession, to which a new grant would afford no title.

No. 29. We beg also to inform you that since the date of our former letter we have obtained the report of a surveyor on the subject, by which it appears that the effect of the widening of the lane mentioned in our letter as forming the western boundary of Hughes' grant (being a continuation to Bridge-street to Hamilton-lane) has been to reduce that grant to a triangle, of which the base in Bridge-street of 7 feet 6 inches only and the two sides 25 feet each.

We beg respectfully to urge that a compliance with our original application will afford the best means of relief as against the parties in wrongful possession; having disposed of them, the settlement of any questions between our clients and the Government may be, we hope, easily adjusted.

We have, &c.,  
HOLDEN & M'CARTHY.

Mr. Williams being personally interested in this matter, perhaps the Attorney General may be asked whether he sees any objection to a compliance with this request. 31 Oct., written by the Under Secretary. Yes.—JOHN R., 5 Nov.

Forward this to the Secretary of the Law Department, to be laid before the Honorable the Attorney General.—M.F., B.C., 6 Nov., 1862.

It appears to me that there is no legal objection (under the circumstances mentioned in these papers) to the request of Messrs. Holden & M'Carthy being complied with; but whether such request should be complied with is for the Minister of Lands, or possibly the Executive Council.—JOHN F. HARGRAVE, Attorney General. The Under Secretary for Lands, B.C., 21 Nov., 1862.—W.E.P. Submitted, 24. Approved.—JOHN R., 28 Nov.

## No. 31.

Mr. J. Garsed to The Secretary for Lands.

Not with the papers. Sir, 88, William-street, Woolloomooloo, 1 November, 1862.  
I have the honor to receive a letter from the Under Secretary, Treasury Department, informing me that my letter of the 31st ultimo, respecting rent of Commercial Chambers built on Crown land, has been forwarded to the Under Secretary for Lands.

I beg most respectfully to state that, from circumstances over which I had no control, has unfortunately caused great confusion in the titles relating to several valuable properties; in consequence thereof you will greatly oblige by submitting my letter respecting rent of Commercial Chambers to the Honorable the Attorney General.

I have, &c.,  
JOHN GARSED.

## No. 32.

The Under Secretary for Lands to Messrs. Holden &amp; M'Carthy.

No. 30. Gentlemen, Department of Lands, Sydney, 29 November, 1862.  
With reference to your letter of the 30th ultimo, respecting your application on behalf of your clients, the trustees of the will of the late Mr. Jobbins, for authority to use the name of the Crown in proceedings about to be taken for the recovery of certain land at the corner of Bridge and Pitt streets,—I am directed to inform you that the Minister for Lands has approved of a compliance with your request. The authority applied for is therefore hereby granted.

I have, &c.,  
M. FITZPATRICK.

## No. 33.

Messrs. M'Carthy and Son to The Surveyor General

Sir,

125, Castlereagh-street, Sydney, 27 January, 1864.

In reply to yours of the 22nd instant, received this afternoon, we have the honor to inform you that the proceedings to which you refer long since terminated in a judgment for the Crown, under which our clients obtained possession of the premises in question.

We have, &amp;c.,

M'CARTHY &amp; SON.

The papers may then, I apprehend, be put away.—9 Feb.

## No. 34.

Mr. J. Garsed to The Secretary for Lands.

Sir,

Tobacco Factory, 304, Castlereagh-street, Sydney, 25 April, 1865.

About January, 1857, I leased certain land, situate corner of Bridge and Pitt streets, opposite the Exchange, with power to sell or remove any buildings erected thereon. Mr. Burrowes, from the Surveyor General's Office, marked out the boundary. I erected on the said land, at a cost of £1,500, or thereabouts, certain buildings known as the Commercial Chambers. I purchased from my solicitor, Mr. Randolph John Want, one-third undivided interest in forty-five houses, and land adjoining, situate Bay, Ultimo, and Chambers-streets, Glebe, subject to a mortgage to Mr. Clark Irving of £4,000, on condition that Mr. Irving renewed the mortgage.

*(Copy in Mr. R. J. Want's handwriting.)*

"Mr. Irving agreed to extend the period of the mortgage for two years, on the Blackwattle Swamp, from the expiration of the same.

*(Copy.)*

"2, Pitt-street, 11th November, 1857.

"RECEIVED from Mr. Garsed, on loan, a deed, dated 5th June, 1856—R. J. Want to J. Garsed. Conveyance and Indemnity.

"To be returned to Mr. Garsed as early as convenient.

"R. J. & G. WANT,  
"Per W. C. FELL."

In consequence of Mr. Want's clerk (I believe Mr. Fell) having, in engrossing an agreement prepared by my solicitor, Mr. R. J. Want, on the 11th August, 1857, left out the several sums mentioned in the first schedule of the said agreement prepared by Mr. R. J. Want, viz., £5,200, £900, £1,200, £900, £600, total, £8,800, I, sometime in November, 1857, said to Mr. Clark Irving, "If he would join with me in compelling Mr. R. J. Want to divide the said forty-five houses and land adjoining, I would borrow from him the sum of £1,500, to be secured upon my Commercial Chambers, and pay to him the sum of £1,500 in reduction of the said mortgage debt of £4,000"; this, Mr. Irving, agreed to do.

Messrs. Reuss and Brown, surveyors, of Pitt-street, Sydney, were instructed to draw plans of the said forty-five houses, and land adjoining, situate at the Glebe. After this was done, I and Mr. R. J. Want and Mr. Clark Irving met at the Glebe, and we divided the said property into three parts. After this Mr. R. J. Want prepared the necessary deeds, but before the said deeds were executed, Mr. Want left the Colony, and in consequence thereof I did not borrow from Mr. Irving the said sum of £1,500, and the said property remains undivided to this day. The said forty-five houses, and land adjoining, and Commercial Chambers, corner of Pitt and Bridge streets, are mentioned in a bill now pending in equity against myself and others.

On or about the beginning of May, 1858, I borrowed from Mr. Clark Irving upon my Commercial Chambers, the sum of £160, at the same time delivered to him the lease of my said Chambers, and he, Mr. Irving, promised to collect and account to me for the rents of my Commercial Chambers and also my third share of rents of the said forty-five houses.

On the 22nd December, in the year of our Lord, 1858, I was sent in custody to Darlinghurst Gaol, for swearing what is in every sense of the word strictly true, and that is, "I gave Ashdown a bonus of £2,000, or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms part." And it is impossible that the affidavit sworn by Ashdown, and filed in the Supreme Court, 2nd March, 1858, and the information for perjury, filed by the Attorney General in the Supreme Court, 1st August, 1859, can both be true; one is inconsistent with the other, and the result was, that I remained in prison until the Honorable the Attorney General, Mr. Hargrave, released me from confinement.

Mr. Clark Irving received the rents of the aforesaid properties from on or about the beginning of May, 1858, until sometime after I was sent to prison for swearing the truth.

Sometime during the time I was suffering in prison Mr. Clark Irving delivered the lease of my Commercial Chambers to Mr. W. R. Smart, conveyancer, without receiving any consideration. From that time Mr. R. Smart collected the rents of my said Commercial Chambers until the time he became insolvent. From that time until on or about December, 1862, his official assignee, Mr. Robert Sempill, collected the rents of my Commercial Chambers.

Sometime on or about December, 1862, a writ of intrusion, at the suit of the Crown, was served upon Mr. W. R. Smart, conveyancer, and others; this was followed by a writ of ejectment at the suit of the Crown.

From the time that I built my Commercial Chambers, until sometime after I left Her Majesty's Gaol, Darlinghurst, I was not aware that my Commercial Chambers were built upon Crown land. A portion of my Commercial Chambers is now a public house, called the "Exchange Hotel."

You will greatly oblige by informing me if the said land upon which my Commercial Chambers are built is still in the possession of the Crown; and if not, will you please to inform me what sum of money was paid to the Crown for my Commercial Chambers, and the name of the purchaser?

I have, &c.,

JOHN GARSED.

With reference to last paragraph, refer to the Surveyor General.—M.F., B.C., 27 April, /65.



## No. 35.

## Mr. J. Garsed to The Secretary for Lands.

No. 34.

Sir,

Tobacco Factory, 304, Castlereagh-street, Sydney, 26 April, 1865.

In my letter of yesterday's date, relative to certain Crown land leased by me from *Jobbins's trustees, John Williams and others*, situate corner of Bridge and Pitt streets, opposite the Exchange, I say "45 houses and land adjoining, and Commercial Chambers, corner of Bridge and Pitt streets, are mentioned in a bill now pending in Equity against myself and others."

The said bill was filed 1st February, 1859. Plaintiff: The late Adam Wilson.

The following is a copy of a document in my attorney's (the late P. A. Tompson) handwriting, instructing Mr. Wm. R. Smart, conveyancer, not to register a certain trust deed, dated 4th February, 1858:—

Fort-street—Subject to mortgage of	... ..	£1,200	
Willow Lodge and Oak Lodge, subject to mortgage of	... ..	£3,500	
			£4,700

In satisfaction to be conveyed to Mrs. Garsed's trustee, Equity of Redemption of Bexley, subject to mortgage to Terry of	... ..	2,000	
Blackwattle and Chambers—Subject to mortgage to C. Irving	... ..	4,000	
Chippendale Cottages—Subject to mortgage to Provident Trust Company of	... ..	700	
Camperdown and Bligh Terrace properties—Free from incumbrances.			
Conveyance showing no trust.			
Not to be registered—Trust deed to realize and apply.			

Proceeds in discharging the £4,700, and after payment of the same to account to Mrs. Garsed for one-half of the profits.

At the death of Mr. Adam Wilson three deeds, dated 4th February, 1858, were safely deposited in the Crown Law Office, viz. :—Deed registered, showing no trust, "trust deed," and deed articles of agreement.

I beg most respectfully to say that in my dealings with my fellow-men I have always been guided strictly by honesty and integrity of principle. For example: In May, 1858, it was the opinion of my attorney, P. A. Tompson, that Willow Lodge and Oak Lodge did not belong to Mrs. Garsed; in consequence thereof the equity of this property was sold to Mr. S. H. Terry, M.P.; he offered Mrs. Garsed an annuity for life of £90 a year, or the sum of £1,500. The annuity was refused on the grounds that if Mrs. Garsed was entitled to the annuity she was legally entitled to the property, and the £1,500 was paid Mr. Terry in reduction of other mortgage debts.

Mrs. S. H. Terry signed all four of Mrs. Garsed's petitions for my release from prison, and I believe you read her first, signed by Wm. Dean, F. M. Stokes, and Joseph Carroll, Esqs., in the presence of my wife, in Mr. Clark Irving's office.

In the year 1858 Mr. Dick was Mr. Terry's solicitor.

Copy from signatures recommending Mrs. Garsed's fourth and last petition:—

"I have always considered Garsed has been harshly treated, if not unjustly punished.—

ALEXANDER DICK."

"I recommend the prayer of the Petitioner to the favourable consideration of the Government, but do not consider Garsed innocent of the charge brought against him."—S. H. TERRY.

I am happy to have it in my power to say that the Honorable Colonial Secretary, Edwin Daintrey, Esq., and Mr. Phenna, one of the jury that tried me for perjury (*swearing the truth*) at Darlinghurst, suffice it to say, no person could misunderstand the meaning of her last petition.

I purchased from Mr. P. A. Tompson 1,100 acres of land, part of Chandler's grant, at £5 per acre—£5,500. I sold several small farms at £15 per acre. My wife's trustee sold 30 acres at £12 per acre; the deeds speak for themselves.

September, 1857, I mortgaged to Mrs. S. H. Terry upwards of 1,000 acres of the said Bexley Estate, to secure payment of £2,000, which sum I borrowed for 5 years at 8 per cent.; memorandum to be taken as part of the mortgage deed, whereby it is agreed between Mr. Terry and myself that I shall be at liberty at any time hereafter to effect sales of the lands upon the following terms, viz., for the parcel of land comprising the 300 acre lot, at any price not less than £15 per acre, and all or any other lots at not less than £5 an acre; and agreed that Terry shall be entitled to receive the amounts of any such sales in reduction of the original mortgage debt of £2,000, and to re-convey any portion of Bexley at the above estimated value per acre. In May, 1858, the original mortgage on the above property was reduced by payment of £750, but Mr. Terry to this day has not fulfilled his part of the contract; that is to say, he has not conveyed to my wife's trustee 50 acres of the said land, comprising the 300-acre lot, or 150 acres, comprising the remaining lots.

Blackwattle, subject to a mortgage to Mr. Irving of £4,000; originally I built for Messrs. Want, Irving, and Barber, 21 houses at a cost of about £7,500. I purchased Mr. Irving's one-third share for £4,000, secured upon the property. Subsequently, I, Want, and Barber built 24 houses on a portion of the land; after this I sold my third share of 45 houses and land to Mr. R. J. Want, subject to Mr. Irving's mortgage of £4,000.

Chippendale Cottages mortgaged to Provident Society to secure £700. With respect to this property suffice it to say to assist Archibald Ashdown in building for himself a private residence on land situate Hereford Road, Glebe; I agreed to purchase Ashdown's half share of seven cottages, situate at Chippendale, for £700; in consequence thereof I borrowed £700 from the Provident Society upon the said seven cottages, but in consequence of Archibald Ashdown's affidavit, filed in the Supreme Court, 2nd March, 1858, I lost my £700. If Ashdown's half share was worth £700, surely my half share was worth the same.

I have, &c.,

JOHN GARSED,

P.S.—I have enclosed a printed copy of Mrs. Garsed's fourth and last petition.

I do not understand this document.—27 April.

I cannot understand this letter. Mr. Garsed must put his views and wishes more intelligibly.—

JOHN R.

[Enclosure

[Enclosure to No. 35.]

## Mrs. Garsed's fourth and last Petition.

To His Excellency Sir John Young, Bart., Governor-in-Chief of the Territory of New South Wales, &amp;c., &amp;c.

The humble Petition of Emma Garsed, on behalf of her husband John Garsed, now confined three years and three months on the 21st March, 1862, in her Majesty's Gaol, Sydney,—

Humbly Sheweth:—

That your Petitioner is suffering both in body and mind, and respectfully prays that your Excellency will release her unfortunate husband, John Garsed, from confinement, and feels confident in her own mind that he is innocent of the charge brought against him.

Your petitioner saith, that her husband was committed on the 21st day of December, 1858, to take his trial at the next Criminal Court, on the charge of perjury. The perjury is assigned on his equitable plea, filed in the Supreme Court, 26th February, 1858, in defence of an action commenced against him by William Dean and Archibald Ashdown, on a certain bill of exchange for £680 15s. 3d.

That your petitioner's husband was fully prepared to defend himself at the said sittings, which were held in February, 1859, and so stated to the Court when brought to the Bar, but from delays, to which her husband was no party, he was not put upon his trial until the sittings held in the month of October following.

That your petitioner's husband was then tried before his Honor the Chief Justice for swearing, viz. :—

"I gave Ashdown a bonus of £2,000, or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms part."

Ashdown denies the bonus, and says the said bill of exchange now sued upon was the balance due by her husband to the firm of W. Dean and Co. Verdict, guilty, and sentenced to three years confinement in Her Majesty's Gaol, Darlinghurst.

Your petitioner most respectfully saith, that her husband was guided solely by a high sense of right and justice in defending the payment of the bill of exchange for £680 15s. 3d., out of which the charge of perjury arose. That before defending the payment of the said bill of exchange on equitable grounds her husband's solicitor took the opinion of counsel, namely, Mr. Justice Wise, then practising at the bar of this Colony. Mr. Wise examined a number of her husband's documents, afterwards deposited in the Prothonotary's office, but which, though called for, were not produced in evidence upon his trial. [Subsequently her husband wrote to the Acting Chief Justice to ascertain the safety of these documents, and received in reply a letter stating that he, the acting Chief Justice, had made all due inquiry but could not ascertain their whereabouts.] That her husband never disputed the agreement signed "A. Ashdown," and dated 30th September, 1857, but disputed the account submitted by the said A. Ashdown in evidence on his trial, and stated by him (A. Ashdown) to be a true copy in figures of a "red ink account," delivered to her husband by a Mr. Pritchard (his, Ashdown's, clerk), on the 24th September, 1857. This "red ink account" does not appear in any account book, neither is it mentioned in either of the three agreements signed "A. Ashdown," and produced by him (A. Ashdown) in evidence upon the prosecution. That the joint affidavit sworn by A. Ashdown and C. P. Pritchard, and filed in the Prothonotary's office, 2nd March, 1858 (but lost at the time her husband was committed), distinctly sets forth in the 3rd and 14th paragraphs as follows, viz. :—

"The settlement of the transactions mentioned in her husband's affidavit, sworn on the 26th February, 1858, was made by an agreement dated 30th September, 1857. The bill of exchange for the sum of £680 15s. 3d. was the balance found to be due on the accounts between the said Archibald Ashdown and her husband."

Mr. Pritchard's conversation with Mr. Edwin Daintrey, solicitor, in September, 1857, and given in evidence before the Magistrate, Mr. Forbes, proves that her husband did at last agree to give Ashdown a bonus of £2,000; and your Petitioner says that her husband did actually give A. Ashdown a bonus of £2,000. That the account books kept by Mr. Pritchard at W. Dean & Co.'s office prove that the bill of exchange for £680 15s. 3d. was payable to A. Ashdown individually. That Sir John Dickinson, at her husband's trial at the Supreme Court, ruled that Dean & Co. (A. Ashdown's partner) were bound by the books kept by Mr. Pritchard.

Your Petitioner humbly begs your Excellency to take into merciful consideration the length of time which elapsed between her husband's committal and trial—a period of nearly ten months—and therefore humbly prays that your Excellency will be graciously pleased to remit the remaining portion of her husband's sentence.

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

EMMA Garsed.

I recommend the Prayer of the Petitioner to the favorable consideration of His Excellency,—

Signed by—

John Campbell (wharf)  
Thomas Breillat, M.P.  
Henry Beit  
T. H. McCulloch, solicitor  
L. S. Spyer  
Benjamin Buchanan  
Robert Johnson, solicitor  
Richard Johnson, do.  
Edwin Daintrey, do.  
C. W. Keele  
William Russell, solicitor  
Henry Milford, do.  
Jacob Montefiore, M.P.  
Frederick Korff  
Alexander Sage  
John Miller  
William Fanning  
John Caldwell, M.P.  
William Love, M.P.  
Joseph Bayliss  
A. G. Dalgleish, M.P.  
John Macintosh  
M. E. Murnin  
James Oatley, Mayor  
Charles H. Woolcott  
S. M. Lord  
George Benbow  
J. E. Roberts, solicitor  
John A. Smithers, alderman  
Alexander Steele, do.  
Robert P. Abbott, solicitor  
Hon. Thomas Ware Smart, M.P.  
J. H. Atkinson, M.P.  
Hon. Henry Prince, M.P.  
Rev. Charles Kemp  
Thomas Holt, M.P.  
Edward Roper, M.P.

W. Billyard, solicitor  
John P. Roxburgh, do.  
Alexander Thompson  
John Dunmore Lang, M.P.  
J. Henderson  
B. Mountcastle  
T. S. Mort, M.P.  
M. Gorman  
E. H. Cameron  
G. King  
F. A. Henderson  
John Hoskins, M.P.  
George A. Lloyd  
John Frazer & Co.  
J. B. Holdsworth  
Andrew Lennox  
Edwin McEneaney  
William Bland  
Russell Jones, solicitor  
R. P. Richardson  
Daniel Egan, M.P.  
R. M. Robey, M.P.  
O. B. Ebsworth  
Mitchell & Co.  
George B. Luson  
W. C. Windeyer  
M. Sutherland, M.P.  
John Sutton, alderman  
Thomas Spence, do.  
P. J. Carragher, do.  
G. E. Ellis, solicitor  
J. M. Kowin, alderman  
Rabone Feez  
Robert Muriel  
Felix Wilson  
Rev. Mansfield  
Iredale & Co.

Thomas Ireland  
Wm. Laidley  
William B. Allen, M.P.  
J. H. Racker  
E. Lipman  
W. S. Friend  
Alexander Dick, M.P., solicitor—[I have always considered Garsed has been harshly treated, if not unjustly punished.]  
William Hellyer, solicitor  
E. M. Sayer  
George Thornton  
Walter Scott  
Joseph Clayton  
Captain Smith  
Samuel Henry Terry, M.P.—[I recommend the prayer of this petition to the favorable consideration of the Government, but do not consider Garsed innocent of the charge brought against him.]  
A. J. C. Macafee  
Church Brothers  
Milton Church  
Charles McDonald  
Richard Driver, M.P., solicitor  
Henry Atkin, alderman  
Alexander Moore & Co.  
M. Chapman, alderman  
Robert Watson, do.  
John Dillon, solicitor  
Edward Bell, city surveyor  
Peterson, Beason, & Co.  
R. Stewart, M.P.  
G. Stabler (one of the jury, civil action)  
Robert Phenna (one of the jury, Darlinghurst)

Henry

Henry Armitage  
W. C. Curtis, solicitor  
Herbert Croft, do.  
Edward J. Blacket  
Hon. Geoffrey Ragar, M.P.  
J. Thomas Ford  
Denis M'Encroe

John Binney & Co,  
S. C. Brown, solicitor, M.P.  
W. P. Moffatt, solicitor  
W. Townley Pinhey  
J. R. Treeve  
W. G. Ainsworth  
Charles C. Durham

D. H. Daniely, solicitor, M.P.  
James Leverick & Co.  
Alfred Mitchell  
J. R. Young  
W. M. Alderson  
And twenty-four other gentlemen

I, John Garsed, beg most respectfully to inform those gentlemen that signed the above and three previous petitions that I am guided in this my appeal to the public by a high sense of right and justice, and all that I require is what in England would not be denied to the meanest of Her Majesty's subjects, and that is an opportunity of establishing my innocence before the highest tribunal in the Colony, from the plaintiff's (Ashdown's) own account books and his own evidence without calling further evidence. In figures my case is remarkable for simplicity, and all that is wanted is for W. Dean to produce Dean and Ashdown's account books, and let his accountant, Joseph Carroll, exhibit all entries made in connection with Ashdown's fictitious account, for which I suffered, endorsed in the handwriting of his Honor the Chief Justice, "Pritchard's red ink account or memorandum," 5/10/59. I will then ask Mr. Joseph Carroll the following questions:—"How many accounts did Ashdown keep in my name in the firm's books on 15th July, 1857?" "The names of each account?" "And the balance of each account at that date?" The following are the names and balance of each account in W. Dean & Co's books, 15th July, 1857, copied from his Honor the Chief Justice's notes of Mr. Carroll's evidence:—Advance account, £1,323 12s. 4d.; loan account, £2,500; Glebe account, £1,600; special account, £500; general account, £40 6s. 8d."

62—1820. 199.

(Copy.)

Sir,

Colonial Secretary's Office, Sydney, 2 May, 1862.

I am directed to inform you that your letter of the 14th ultimo and the petition therein, forwarded from Mrs. Garsed, in favor of her husband, a prisoner in Darlinghurst Gaol, have been laid before His Excellency the Governor, but that there do not appear to be any grounds for authorizing the remission of any portion of John Garsed's sentence.

Alexander Dick, Esq., M.P.,

I have, &c.,

267, George-street, Sydney.

W. ELYARD.

Before Mrs. Garsed's third petition was refused a proposal was made to her that if I (John Garsed) would sign a memorandum, already prepared in substance, that *I might have been mistaken*, I should have my liberty. This unprecedented proposal was refused with indignation.

I had to thank the Hon. Attorney General (now Solicitor General) for my release from confinement on the 19th May, A.D. 1862; and that gentleman is of my opinion, and that is, *if I had been guilty of perjury it would not have taken seven days to prove it*; and am happy to have it in my power to say that if an opportunity is afforded me I can establish my innocence from His Honor the Chief Justice's notes of evidence.

The following is the late Lord Macaulay's opinion of false witnesses—

"To the guilt of making innocent persons suffer he has added the guilt of violating the most solemn engagement into which man can enter with his fellow men, and of making institutions to which it is desirable that the public should look with respect and confidence, instruments of frightful wrong and objects of general distrust."

The information for perjury was filed in the Supreme Court of New South Wales on the 1st of August, 1859; on the same evening I pleaded before His Honor Judge Milford "Not Guilty," and stated that I was prepared to take my trial without calling a witness; all I required of the plaintiff, Archibald Ashdown, was for him to produce W. Dean & Co's account books and exhibit all entries made in connection with C. P. Pritchard's account books, kept by him (Pritchard) under the plaintiff Ashdown's inspection, on the premises occupied by W. Dean & Co.

[Copy. Received sometime between 1st and 5th August, 1859.]

In the Supreme Court, }  
Criminal Jurisdiction. }

In the matter of the prosecution of the Queen against John Garsed for perjury.

TAKE notice that you are hereby required to produce to the Court and jury, on the trial of this prosecution, a memorandum of account, written in red ink, and prepared by Mr. Charles Pearson Pritchard, showing the settlement that was made on the 30th September, 1857, and handed to the said John Garsed by the said Charles Pearson Pritchard on or about the 23rd or 24th of September, 1857, and all other documents, letters, books, papers, and writings whatsoever containing any entry, memorandum, or minute, or other matter in anywise relating to the matters in question in this prosecution.

Dated this day of August, A.D. 1859.

Yours, &c.,

To Mr. John Garsed.

(Signed) JOHN WILLIAMS, Crown Prosecutor.

The original subpoena was left with my petition and statement at Government House, on or about 1st May, 1860.

The first time I had the misfortune of seeing the said account prepared by Mr. C. P. Pritchard was on Tuesday, the 18th May, 1858; on that day it was improperly admitted as evidence by the learned Judge in the civil action, and the cause of my losing the verdict. Notice of motion for a new trial was filed on the 22nd May, A.D. 1858, and certified by William B. Dalley, Esq., and his notes of Pritchard's evidence proves that the said accounts prepared by Pritchard is totally untrue. About thirty of my documents were in the civil action deposited in the Prothonotary's office. After receiving the above subpoena, or notice to produce, I received the following document, written in pencil:—

(Copy) Crown v. John Garsed.—Get from Garsed a copy of the affidavit of A. Ashdown, or the statement of account in red ink, showing that the bill of £680 15s. 3d. was given to balance on account due to W. Dean & Co. by Garsed. Get the items composing the balance of £680 15s. 3d. as proved by Ashdown and Pritchard on the trial that lasted six days.

I, in open Court, on or about the 5th August, 1859, produced a copy of Ashdown and Pritchard's joint affidavit, signed "Want"; the original was filed in the Supreme Court, 2nd March, 1858. The Attorney General, in August, 1859, refused to prosecute me for perjury.

### No. 36.

#### The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 27 April, 1865.

No. 34.

I am directed to acknowledge the receipt of your letter of the 25th instant on the subject noted hereunder, and to inform you that it will receive due attention.

S. B. WARBURTON,

For the Under Secretary.

Subject: Land, corner of Bridge and Pitt streets.

### No. 37.

#### Mr. J. Garsed to The Secretary for Lands.

Sir,

Tobacco Factory, 30½, Castlereagh-street, Sydney, 1 May, 1865.

No. 36.

No. 34.

I beg to acknowledge the receipt of your letter, dated 27 April, 1865, in reply to mine of the 25th instant, the subject, Crown land, corner of Pitt and Bridge streets, opposite the Exchange.

See No. 35.

In addition to the information contained in my second letter to you, on the same subject, dated 26th April, I now refer you to the following affidavits, filed in the office of the Prothonotary, Supreme Court House, Sydney.

Affidavit

Affidavit of Hugh Dixon, filed 10th June, 1858, No. 317. Dean and another v. Garsed. Bill of Exchange—£680 15s. 3d.

Affidavit of A. Ashdown, filed 10th June, 1858.

Joint affidavit of John Garsed, William Robert Smart, and Thomas Sanders Hutchinson, filed June 14th, 1858.

In reply to Ashdown's affidavit: In March, 1857, Ashdown engaged one C. P. Pritchard at a salary of £500 a year, to keep a set of account books on the joint account of Ashdown and self. Ashdown's name was not to appear until after he had left the firm of W. Dean & Co. Between the 1st of April and the 15th July, 1857, Ashdown made use of the firm's name to carry out certain private building speculations between us; that is to say, I, at Ashdown's request, and for our mutual accommodation, accept certain bills of exchange in favour of W. Dean & Co. Ashdown discounts those bills at the Oriental and English, Scottish, and Australian Chartered Bank. By this means Ashdown is placed in funds, and out of those funds I received from Ashdown from time to time cheques signed "W. Dean & Co.," to pay wages and materials towards erecting my Commercial Chambers, opposite the Exchange, repairing certain cottages situate at Chippendale, partly building the "Alma Inn," situate at Camperdown, &c., &c. This Ashdown calls in the firm books "Garsed's advance account," "Garsed's open advance account or loan account"; and I believe an attempt was made to set fire to W. Dean & Co.'s premises on the evening of the 2nd March, 1860, on purpose to destroy Dean and Ashdown's account books, and my belief is confirmed by the words "Advance Account," "Glebe Account" written in pencil upon the fictitious account, for which I suffered, now deposited in the Crown Law Office, and endorsed in the handwriting of the Chief Justice, "Pritchard's Red Ink Account or Memorandum," 5/10/59. My petition and statement, left at Government House on or about 1st March, 1860, had been previously left at W. Dean & Co.'s office for examination, in connection with Dean and Ashdown's account books. Not with papers.

About March, 1857, I engaged Mr. T. S. Hutchinson, then residing in England, to assist in carrying out certain private partnership arrangements entered into between Ashdown and self. He arrived in this Colony December, 1857, and by advice of my attorney, Mr. P. A. Tompson, he was appointed my wife's trustee.

In reply to Hugh Dixon's affidavit, suffice it to say at present that there was mutual credit between us, and my private papers will prove that the balance is in my favour. Mr. T. S. Hutchinson is now and has been in the employ of Mr. Dixon in instructing his girls to manufacture cigars, I believe nearly two years; and it is seldom that I ever mention Mr. Dixon's name, unless it is upon the subject of the growth and manufacture of tobacco in this Colony.

It was in consequence of Mr. T. S. Hutchinson having conveyed to Mr. Hugh Dixon a certain piece or parcel of land called "Coventry," situate and adjoining the Bexley Estate, "Chandler's Grant," for £30, Mr. Hutchinson only receiving £5, that certain deeds, Hutchinson to Garsed dated 10th June, 1858, relating to Bexley House, orchard, paddock, and Coventry were signed in blank, I having promised Hutchinson to pay Mr. Dixon all moneys he had advanced, together with Mr. Thurlow's expenses, which I did, and promised to hold Coventry in trust for Mr. Monteith, of London. At the death of Mr. Adam Wilson the deeds, dated June 10th, 1858, were safely deposited in the Crown Law Office. Mr. Adam Wilson was well acquainted with all the facts connected with this matter.

On the 5th July, 1858, my residence, Willow Lodge, Glebe, was strictly searched, and after 10 at night Mr. James Husband, solicitor, took away in a cab my private papers, not one of which papers was ever to my knowledge submitted in evidence against me; no doubt many of my papers are now destroyed. The first result of this illegal act was that one Marmaduke Constable, a debtor to a large amount, was allowed to prove a fraudulent claim against my estate for upwards of £700.

James Husband, a solicitor, being duly sworn before His Honor Judge Dickinson, stated as follows: On the evening of July 5th, 1858, I called at the house of Garsed, by the instructions of Mr. Hugh Dixon; I had no written instructions for my guidance from any other person; there was a paper which Garsed's wife wanted to tear up (my wife's note, addressed to the present Dean of Sydney), but I stopped her, telling her it was a felony.

After my release from prison for swearing the truth (truth may be assailed, but all the laws made by man cannot destroy it) Mr. Husband informed me that it was illegal of him to take away my private papers, but stated he was well paid, and if he had been paid £1,000 it would not have been too much for what he did. He further stated that if I would give him £100 he would expunge all claims wrongfully allowed against my estate.

"James Husband, Esq.,—

"Dear Sir,

Sydney, 23 July, 1862.

"Understanding from you if you received £100 cash, you would expunge some of the claims disputed by me, and proved in my estate, such as Dean & Co., Constable, Pellow, &c., &c., I have spoken to some of my friends, and they appear willing to assist me. Will you, if you receive £50, trust me the remainder.

"JOHN Garsed.

"Mr. John Garsed,—

"Sir,

375, George-street, 24 July, 1862.

"I am in receipt of your letter, and in reply beg to say I cannot commence the proceedings you require unless £100 be first paid to me.

JAMES HUSBAND."

If the land corner of Bridge and Pitt streets is still the property of the Crown I trust that you will, on the grounds of justice, sell to my wife's trustee, Mr. Thos. S. Hutchinson, the said land to hold in trust for the sole and separate use of my wife, Emma Garsed, her heirs and assigns, for ever. In the event of the Crown having granted the said land to some other individual I trust then in that case that the Crown will convey to my wife's trustee some other land, the property of the Crown, equivalent in value to the cost of the said Commercial Chambers; by so doing my wife will, in the event of my death, be partly recompensed for the money I borrowed upon her four houses, situate in Devonshire-street, Fort-street; the said four houses are now, in consequence of the bill in Equity, the property of the mortgagee.

I have, &c.,

JOHN Garsed.

P.S.

P.S.—I have annexed to this a printed statement to prove to you that the information for perjury, filed in the Supreme Court, 1st August, 1859, is filed contrary to the law of the land. It is a singular fact that Miss Kelly was tried for perjury at the same Criminal Court, October, 1859.

Let this follow the other paper.—M.F. Surveyor General.—5 May.

[Enclosure to No. 37.]

(COPY.)

O.H.M.S.

Tobacco Factory, 304, Castlereagh-street, October 29, 1864.

Queen against John Garsed.

Information for perjury, filed 1st August, 1859.  
 Attorney General—Mr. Bailey.  
 Witness—Archibald Ashdown.  
 Crown Prosecutor—Mr. Holroyd (who appeared for the plaintiff at the Police Office, April and December, A.D. 1858.)  
 Tried at the Criminal Court 5th, 6th, 7th, 8th, 10th, 11th, 12th days October, A.D. 1859.

Mr. J. Garsed to The Honorable The Premier.

Sir,

I beg most respectfully to state that the Attorney General in his unprecedented information states that "I did not give the plaintiff Ashdown a bonus of £2,000." I say that I did give Ashdown a bonus of £2,000, and my statement is confirmed by Mr. Daintrey Solicitor's evidence, sworn at the Police Office, Dec., 1858.

The Attorney General says that "a certain bill of exchange for the sum of £680 15s. 3d. was a debt due by me to the firm of W. Dean & Co., auctioneers, and not a debt due to Archibald Ashdown alone." I say that on the 1st August, 1859, I was not indebted to the late firm of W. Dean & Co., auctioneers, to the value of the ink on this paper.

Law.—Affidavits being admissions upon oath, are evidence as such against the persons that make them.

A joint affidavit made by Ashdown and Pritchard, filed the 2nd March, 1858, states, "the bill of exchange for £680 15s. 3d. was the balance of accounts between John Garsed and Archibald Ashdown, in terms of an agreement prepared and attested by his own solicitor, Mr. R. J. Want, on the 30th September, 1857."

Mr. R. J. Want's evidence at the Police Office proves that the said bill, £680 15s. 3d., is payable to A. Ashdown alone; also, that the said attested agreement contains nothing false.

Copy from His Honor the Chief Justice's notes of evidence:—"Books refused (meaning W. Dean & Co.'s auctioneers, and Pritchard's account-books—the former were nearly destroyed by an incendiary fire, March 2nd, 1860, and the latter the Judge in the civil action ruled that W. Dean & Co. are bound by Pritchard's books.) Charge:—"Single question is whether bill sued on formed a portion of £2,000; whether that sum is a bonus or not is no importance."

I beg most respectfully to state if I had not given Ashdown a bonus of £2,000 the bill for the sum of £680 15s. 3d. would not have been in existence, and in that case there would have been no necessity of my sequestrating my estate to have W. Dean & Co.'s account books examined in connection with Pritchard's fictitious red ink account, now deposited in the Crown Law Office; and the writing in pencil, written thereon after the trial, proves the same totally untrue.

On the 1st August, 1859, the said joint affidavit and about thirty of my documents were lost—in Miss Kelly's case only two documents were missing.

You will greatly oblige by informing me by return of post if the Crown paid Mr. Holroyd for prosecuting me with the public money, or funds belonging to my estate.

I have, &c.,

JOHN Garsed.

(EXTRACT.)

Hyde Park, 7 Feb., 1860.

It is with great reluctance that I announce my inability to enter again into this case—a trial unprecedented for length and cross-examinations. But it is never too late to inquire into facts while the means of inquiry exist. That inquiry, however, must be instituted by the Government, as in England is invariably done. It is not my duty in the present state of things to enter into any such inquiry.

ALFRED STEPHEN.

[Case of Garsed, convicted at the Sydney Gaol Delivery of perjury.]

The last four letters John Garsed received from the Hon. Charles Cowper, Colonial Secretary, states "that it is not considered expedient for the Government to investigate certain circumstances connected with his case.

Then the question is, "why not?"

Sir, Colonial Secretary's Office, Sydney, 8 August, 1862.  
 With reference to your further letter, dated 15th October, 1862, but received on the 15th ultimo, I am directed by the Colonial Secretary to inform you that it is not considered expedient that the investigation of certain circumstances connected with your case, which appears to be the object of your communication, should be instituted by the Government.

Mr. John Garsed,  
 Care of H. Milford, Esq., Pitt-street.

I have, &c.,

W. ELYARD.

Annexed to my letter was a printed statement, which statement includes an epitome of my schedule, filed July 3rd, A.D. 1858.

I, John Garsed, addressed a letter to the acting Chief Justice to ascertain the safety of my documents deposited in the Supreme Court in a certain action relative to a bill of exchange for the sum of £680 15s. 3d.—"the plea for defence amounts to a plea of want of consideration,"—and received the following reply:—

John Garsed, Supreme Court, Sydney, January 3rd, 1861.  
 I am directed by the Acting Chief Justice to acknowledge the receipt of your letter, dated 29th Dec., 1860. His Honor further directs me to state that he has made all due enquiries regarding the documents to which you allude, but has not been able to learn their whereabouts.

SEBASTIAN S. COWPER.

I received a letter from Mr. Robert Sempill. That gentleman in his letter states that he took great care of my documents, and placed them in the proper place appointed by law. In the year A.D. 1862 I received from the Supreme Court twenty-one of my documents (but not all); each is marked "Exhibit," in the handwriting of Mr. Sempill, and the endorsement will prove that not one of them was in evidence in October, 1859.

Ashdown and Pritchard's joint affidavits, filed in the Supreme Court 2nd March, 1858, proves that the said bill of exchange (£680 15s. 3d.) is payable to A. Ashdown alone, in terms of an attested agreement annexed thereto—and I say the same. The said joint affidavit states that the only joint transaction Ashdown had with me was a place called "Rosherville," situate on the North Shore. In the *Sydney Times*, dated 11th June, 1864, is published a copy of an indenture, dated 18th March, 1857, and made between me and Ashdown, which deed states I held in trust for Archibald Ashdown and his heirs one half undivided interest in seven houses, situate in the city of Sydney—the remaining half for myself and heirs.

On the 31st of March, A.D. 1858, Archibald Ashdown brought the case to a dead lock, before going to trial, by swearing at the Police Office that the said bill of exchange for the sum of £680 15s. 3d. was a debt due by me to the firm of W. Dean & Co., auctioneers, and not a debt due to him alone. The case was tried before Mr. Justice Dickinson in April and May, 1858, the particulars of which will be published. In doing so I shall copy Ashdown and Pritchard's evidence from the briefs held by my counsel, now Mr. Justice Wise, and the Honorable W. B. Dalley. Suffice it to say at present that I sequestrated my valuable estate to have W. Dean & Co.'s account books examined before Mr. Purefoy, in connection with Pritchard's journal, and a certain fictitious account, only 106 figures, called "Pritchard's Red Ink Account or Memorandum" (Judge's orders were served for that purpose but no examination took place), and then to release my estate from sequestration.

(COPY)

John Garsed is anxious, out of respect to those gentlemen that signed Mrs. Garsed's first and last petition to establish his innocence from Ashdown's own evidence and his own account books without calling further evidence before the highest tribunal in this colony. (Discharged some months before the expiration of sentence.)

(COPY OF LETTER TO THE CHIEF COMMISSIONER.)

O.H.M.S.

Tobacco Factory, 304, Castlereagh-street, Nov. 21, 1864.

Estate of JOHN GARSEED, Merchant. Voluntary sequestration, 3rd July, 1858.  
Schedule prepared by Mr. P. A. Thompson, solicitor, to meet the regulations of the Court.

To Alfred McFarland, Esq., Chief Commissioner of Insolvent Estates.

Sir,

On the 5th instant I received a further communication from the Hon. Colonial Treasurer. That gentleman states that "moneys are paid into the Treasury by the Official Assignees without such information as would enable him to show the amounts, if any, that have been paid into the Treasury by the Official Assignees in my estate;" and I have to suggest that you address any further letters thereon to the Chief Commissioner of Insolvent Estates, under whose supervision the Assignees perform their duties.

I was greatly surprised on learning that official assignees are allowed by your Honor to pay moneys into the Treasury without being accompanied with such information as would enable the Treasurer to state at once the exact amount paid belonging to each separate estate placed under their management; for under the present system it is possible that an official assignee might receive moneys belonging to several estates, amounting in all to £20,000, and only pay £5,000 of that sum into the Treasury.

On the 3rd instant I received a communication from Mr. Campbell, Registrar. That gentleman states, "with respect to the moneys paid into the Treasury by Mr. Adam Wilson, I presume the accounts were filed with the Prothonotary under the old rules of Court. The same remark applies to Mr. Mackenzie's intromissions with Mr. Garsed's estate, in which, I believe, no moneys have been paid or received since the appointment of a Registrar under the Act 25 Vic. No. 8, and the rules in insolvency made thereunder.

My letter to your Honor, dated 21st October, 1864, was returned to me on the 22nd, endorsed "To be returned unopened to Mr. Garsed, who, I believe, is the writer." (Signed) A. McF., 21/10/1864.

I beg most respectfully to request of your Honor to read this letter, and to answer by return of post the following questions:—

1st.—Were the account books belonging to my Official Assignee, Mr. Adam Wilson, balanced at the time of his death?

2nd. If not balanced, did his successor at any time correctly balance Mr. Adam Wilson's account books, that is, showing the exact amount of moneys received and paid in each separate estate (not closed) placed under the management of Mr. Adam Wilson up to the time of his death?

3rd.—Did the Registrar arrive at the amounts received and paid in my estate, as published by him in the *Sydney Morning Herald* from the records of your office; and, if not, please to state from what source he derived his information—for figures speak for themselves?

I beg most respectfully to state that I make no charges against my official assignees, but at the same time I again state that my complaints are not groundless, and that some of my complaints, which I consider to be matters of public importance, are (according to law) duly certified by your Honor to be true copies, or extracts from the original proceedings, filed of record in your office in my estate. My assignee's report, filed 20th October, 1861, states "my estate is mixed up in law and equity suits; the property has not passed to the official assignee: (Signed) J. P. Mackenzie." My official assignee, on the 20th July, 1863, was duly sworn and examined before your Honor, and the question put to him—"Did any assets come into your hands from the date of your appointment as official assignee, from that time up to the 7th November, 1862?" His answer, "none did."

My complaints are not denied by your Honor; and I say, among other things, that my Official Assignee's management of my estate ceased to be legal 23rd September, 1858 (and, according to law, what followed subsequent to that date must be illegal);—that large sums of money have been received in my estate and not accounted for on the file;—that the official accounts published in my estate are inconsistent with the records of your office;—that a certain document filed in your office (signed, M. Constable, President) was, some time after being filed, altered;—and that several documents are missing.

During the last two years I have frequently and most respectfully requested of your Honor to change my official assignee for one that will act, or allow me to use his name to enable me to release my valuable estate from sequestration, but this simple act of justice is denied me; and I respectfully state that if your Honor declines to answer the above three questions by return I will forward a copy of this to the Honorable Attorney General, who is also Premier, and as such, I believe, has the power to order Mr. Adam Wilson's account books to be forwarded to the Treasury, that the same may be examined and correctly balanced by competent accountants.

I have, &amp;c.,

JOHN GARSEED.

My letter was returned to me open by the Messenger of the Court, on the 28th November, at 5 p.m. I believe, in consequence of my having addressed a further letter to the Chief Commissioner, dated 28th November, 1864, in which I say, "Not receiving a reply to my letter of the 21st inst., I have, according to promise, forwarded a copy to the Honorable Attorney General, and beg most respectfully to state that in consequence of your Honor's administration of justice in my estate I am compelled to appeal to the public for that justice which is denied me by your Honor."

If my official assignees have kept proper accounts in accordance and within the sense and meaning of the Insolvent Act, 5 Vic. No. 17, then there can be no possible objection to the accounts being examined in open Court. I have in my possession a summons signed by Mr. McFarland, ordering Mr. Mackenzie to produce before him the late Mr. Adam Wilson's account books; but the books were not produced, neither was my attorney, the late P. A. Thompson, examined. I presume that if an insolvent fails to keep proper accounts and squanders his means of payment the Chief Commissioner would refuse his certificate. In my case I was committed to take my trial for perjury because Pritchard's journal, kept under the inspection of plaintiff Ashdown, proves that the settlement between us is strictly in accordance with an attested agreement annexed to Ashdown and Pritchard's joint affidavit. The said journal further proves that on the 1st October, 1857, I had a balance in my favor of £19,315 8s. 2d., and after having suffered three years and nearly five months in prison for SWEARING THE TRUTH, I am now anxious to know what is done with my properties and my wife's properties, and why a bill in equity was filed 1st Feb., 1859. Mr. W. Dean, and Mr. J. Carroll, his principal accountant, signed Mrs. Garsed's first petition; the last-named gentleman proved at my trial, in twelve minutes, that the fictitious account for which I suffered, endorsed in the handwriting of the Chief Justice "Pritchard's red ink account or memorandum," 5-10-59, is totally untrue. (See Mr. Carroll's letter, published in the *Empire*, 12th October, 1859.)

On the 30th September, A.D. 1857, I, John Garsed, by an agreement dated 30th September, 1857, and registered the 13th February, A.D. 1863, No. 814, book 81, repurchased from one Archibald Ashdown (at that time a partner of William Dean, and trading in Sydney under the style of W. Dean & Co., auctioneers), certain properties for the sum of £9,830 15s. 3d.; this sum includes a bonus of £2,000 and the balance of a bill of exchange for the sum of £680 15s. 3d., which said bill of exchange I, at Ashdown's request and for his accommodation, accepted in favor of W. Dean & Co.

On the 9th day of February, A.D. 1858, an action was commenced in the Supreme Court of New South Wales on the said bill of exchange, in which said action William Dean and another were the plaintiffs, and I was the defendant, and in the course of the proceedings in the said action, and in order to defend the same, it was necessary that my attorney should file a plea to the declaration of the said plaintiffs, and that my plea should be accompanied by my affidavit of the truth of such plea, as required by a certain Act of the Legislature, intitled "*An Act to facilitate the remedies on bills of exchange and promissory notes.*" My equitable plea, prepared by my attorney and verified by my affidavit, was filed on the 26th February, in the year aforesaid, and is strictly true. The alleged perjury, for which I suffered illegally in a prison three years and nearly five months, is assigned on this affidavit. The Honorable Attorney General only copied from my affidavit the following few words and figures:—

"I gave Ashdown a bonus of £2,000 or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms part." My affidavit was sworn before Edwin Daintrey, Esq., a Commissioner of the Supreme Court for taking affidavits.

LAW: "When perjury is assigned on an affidavit, that part on which the perjury is assigned may be explained by another part."

In the Supreme Court in its criminal jurisdiction I was not allowed to travel out of the record or demur to the informal, and my questions relating to the partnership transactions mentioned in my affidavit were not allowed to be answered.

Application

Application was made to take my equitable plea off the file, on the grounds disclosed in the joint affidavit of Archibald Ashdown and Charles Pearson Pritchard, filed in the Supreme Court on the 2nd March, in the year aforesaid; and on the 3rd of the same month the Judge sitting in Chambers refused the said application. On the 4th my attorney, the late Pidcock Arthur Tompson, filed my reply to the said joint affidavit.

LAW: "Upon an indictment for perjury there must be two witnesses; one alone is not sufficient, because there is in that case only one oath against another."

Endorsed on the information for perjury, filed in the Supreme Court, Sydney, 1st August, A.D. 1859.

Witness, ARCHIBALD ASHDOWN.

LAW: "Affidavits being admissions upon oath are evidence as such against the parties who made them."

After I had sequestrated my valuable estate to protect my properties and to seek justice, the said joint affidavit was taken from its proper place of deposit appointed by law.

LAW: STEALING, OBLITERATING, OR REMOVING RECORDS: Statute enacts,—“That if any person shall steal, or shall for any fraudulent purpose, take from its place of deposit for the time being, or from any person having lawful custody thereof, or obliterate, injure, or destroy any record, deposition, affidavit, or any original document whatsoever, of or belonging to any Court of record, or relating to any matter, civil or criminal, began, defended, or terminated in any such Court, every such offender shall be guilty of a misdemeanor.

(COPY.)—Copied from evidence received by me from the Crown Law Office:—

“The deponent, Andrew Mackechnie, on his oath, states:—I am one of the clerks of the Supreme Court; I produce the proceedings in the said Court, in a case of William Dean and Archibald Ashdown against John Garsed; I produce a summons dated 2nd March, 1858, issued by the Prothonotary, calling upon defendant to show cause why the plea should not be struck out; I have not got an affidavit sworn before Mr. Pownall, 2nd March, 1858, by Ashdown and Pritchard; I am not aware that any such affidavit was ever filed; if it had been filed and in its proper place it would have been in the hands of the Prothonotary, and then in my custody among the papers I produced; if it had been sworn and filed in the case of Dean and Ashdown against Garsed, and was in its proper place, it would be with the papers produced; there would be no record kept of any such affidavit having been filed; I know nothing about the affidavit; I said yesterday that there was an affidavit missing, and I say so again; I don't know of my own knowledge that such an affidavit was ever filed or in the Court; I won't swear I never saw the affidavit; I don't remember having seen it. (Signed) ANDREW MCKECHNIE.

Sworn at Sydney, this 17th day of December. Signed before D. FORBES, J.P.”

#### IN THE SUPREME COURT OF NEW SOUTH WALES.

*The twenty-sixth day of February, in the year of our Lord, 1858.*

GARSED, defendant, DEAN & ASHDOWN.—The defendant, by Pidcock Arthur Tompson, his attorney for defence on equitable grounds, says: That before the commencement of this suit defendant and plaintiff Ashdown were in partnership together in various transactions, and that in settlement of those transactions (except certain lands, buildings, and premises at Onion's Point, on the north shore of the harbour of Port Jackson, in the Colony of New South Wales, and known as the Rosherville house and grounds in which they were also jointly interested), the defendant gave to the said Ashdown a *bonus* of £2,000 or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms parts. And the defendant further says, that the said bill of exchange for £680 15s. 3d. was drawn by the plaintiff, Dean & Co., of which firm the said Ashdown was and still is a partner upon defendant, and was at the request of the plaintiff, Ashdown, accepted by defendant; and that to secure the payment of the said sum of £680 15s. 3d., defendant then handed to the plaintiff the title deeds of certain other lands belonging to defendant, and defendant also requested the said plaintiff to sell his, the defendant's, interest in the Rosherville house and grounds, and to apply the proceeds in or towards liquidation of the said sum of £680 15s. 3d., and the plaintiff, Ashdown, has repeatedly promised to do so, but has broken his promise. And the defendant avers that it was the duty of the said plaintiff to sell the said Rosherville house and grounds, and the other lands which, on the said 3rd day of October, in the year 1857, were and still are of greater value than the amount of the said bill of exchange, and that until they have exhausted the aforesaid securities they are not entitled to proceed against defendant upon the said bill of exchange.

1, Commercial Chambers, New Pitt-street, Sydney.

The above equitable plea is verified by affidavit sworn before Edwin Daintrey, Esq., solicitor.

PIDDOCK ARTHUR TOMPSON,  
Defendant's Attorney.

#### IN THE SUPREME COURT OF NEW SOUTH WALES.

*Between William Dean and Archibald Ashdown, plaintiffs, and John Garsed, defendant.*

Let the defendant, his attorney, or agent, attend before the Judge sitting in Chambers, at the Supreme Court House, King-street, Sydney, on Wednesday next, the 3rd day of March instant, at the rising of the Court, to show cause why the plea filed herein should not be struck out, with leave to the plaintiffs to sign judgment as for the want of a plea on the grounds that the said plea is so framed as to prejudice, embarrass, and delay the fair trial of the action. And that the said plea is wholly false, and on the further grounds stated and disclosed in the joint affidavit of Archibald Ashdown and Charles Pearson Pritchard, sworn and filed in support of this application, and a true copy whereof is served herewith.

Dated this 2nd day of March, A.D. 1858.

For the Prothonotary,

A. P. MACKECHNIE, 3rd Clerk, Supreme Court.

To the above defendant and to Pidcock Arthur Tompson, Esq., his Attorney.

#### IN THE SUPREME COURT OF NEW SOUTH WALES.

*Between William Dean and Archibald Ashdown, plaintiffs, and John Garsed, defendant.*

On the 2nd day of March, in the year 1858, Archibald Ashdown, of Sydney, one of the abovenamed plaintiffs, and Charles Pearson Pritchard, of O'Connell-street, in the Colony of New South Wales, gentleman, being severally sworn, make oath and say as follows—

1. I, Archibald Ashdown, for myself say I never was in any partnership transaction with the abovenamed defendant, the only joint transaction in which I was concerned with him being the purchase of a place called *Rosherville*, and the erection of certain buildings thereon.

2. The said John Garsed never gave me a *bonus* of two thousand pounds.

3. The settlement of the transactions mentioned in the affidavit of John Garsed, sworn herein on the 26th day of February, 1858, was made by an agreement, of which a copy is hereunto annexed, and marked with the letter A, and which agreement was in fact a mere re-purchase by the said John Garsed of certain properties previously purchased by me from him, and the said bill of £680 15s. 3d., the subject matter of this action does not form part of any *bonus*, none having ever been given by the said John Garsed to me.

4. Shortly before the said agreement I offered to the said John Garsed, if he would place me in the same position I was in before I had any transactions with him, to give him £200 and give him back all the property I had so purchased from him, which terms the said John Garsed refused to accede to.

5. The title deeds of some property of the said John Garsed were handed to the said William Dean & Company as a collateral security for the due payment of the said sum of £680 15s. 3d., but the said W. Dean & Co. never had any power of sale in the said property.

6. The title deeds of the said Rosherville Estate have been in my hands since the month of April last, or thereabouts, as the joint owner of the same with the said John Garsed, but I never promised the said John Garsed to sell the same, and apply the proceeds in and towards the payment of the sum of £680 15s. 3d.

7. I am advised that the plea filed by the defendant herein contained no defence to this action, and I verily believe that such plea has been filed merely for the purpose of delaying the abovenamed plaintiffs in obtaining judgment for the amount due upon the bill of exchange, upon which this action is brought.

8. I have been informed and verily believe that the said defendant is making away with his property for the purpose of avoiding the payment of this bill of exchange, and that the said defendant has stated his intention to place his property in such a position as the abovenamed plaintiffs shall not be able to touch it under any execution obtained herein.

9. I, Charles Pearson Pritchard, for myself, say, I have been fully acquainted with the whole of the transactions between the said John Garsed and the said Archibald Ashdown, and have been employed by the said John Garsed and the said Archibald Ashdown to make up the accounts hereof. (Meaning to keep a set of account books.)

10. The said Archibald Ashdown never was in partnership with the said John Garsed, and never had any joint transaction with him, except the purchase and building of Rosherville.

11. The settlement of the transactions between the said John Garsed and the said Archibald Ashdown, mentioned in the affidavit of John Garsed, sworn herein on the 26th day of February, 1858, was carried into effect by an agreement, a copy of which is annexed to this affidavit.

12. The said John Garsed never gave the said Archibald Ashdown a bonus of £2,000.

13. The said Archibald Ashdown having previously to the entering into of such agreement offered to the said John Garsed to reconvey all the property which he had purchased from him, and to give him a cheque for the sum of £200 if he would place him in the same position as he was before purchasing any property from him.

14. The bill of exchange for the sum of £680 15s. 3d. did not form part of a bonus of £2,000, but was the balance found to be due on the accounts between the said Archibald Ashdown and the said John Garsed, but was in no way a part of any bonus.

15. We, the said Archibald Ashdown and Charles Pearson Pritchard, say that we have read the affidavit of the abovenamed defendant, sworn herein on the 26th day of February, 1858, and that the several allegations therein, that "before the commencement of this suit he and the plaintiff Ashdown were in partnership transactions," and that in settlement of these transactions ("except certain lands, and buildings, and premises at Onion's Point, on the North Shore of the harbour of Port Jackson, in the Colony of New South Wales, and known as the Rosherville house and grounds, in which I and Ashdown were also jointly interested), I gave Ashdown a bonus of £2,000 or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms part," are altogether untrue.

16. And I, the said Archibald Ashdown, for myself further say, that the allegations in the above-mentioned affidavit, "that he, the said John Garsed, requested the plaintiff to sell his interest in Rosherville house and grounds, and to apply the proceeds in or towards payment of the said £680 15s. 3d., and the plaintiff, Archibald Ashdown, has repeatedly promised to do so, but has broken his promise," is also totally untrue.

Sworn by the two deponents, on the day first above-mentioned, at Sydney, before me,—

A. ASHDOWN.

C. P. PRITCHARD.

GEORGE POWNALL, a Commissioner for Affidavits.

Archibald Ashdown, on his oath, states as follows: I was at one time a partner in the firm of Dean & Co.; I engaged Pritchard to look after the accounts between Garsed and self; the books kept by Mr. Pritchard were kept by him in an office he had in the building occupied by W. Dean & Co.; Mr. Charles Pearson Pritchard has left the Colony; about 23rd or 24th September, 1857, I saw an account produced, marked N, handed to the defendant; it was in red ink [meaning the fictitious account for which I suffered]; Mr. Daintrey prepared the whole of the deeds; the bills £1,900 and £700 (meaning two bills due 11th and 14th August, 1857), were renewed by Garsed as I have stated, were given to Dean & Co. as between Garsed and self; I only was liable, and not Dean & Co.; there was not a fresh agreement between Garsed and self, 11th August, 1857, but a letter passed; Mr. Randolph Want prepared and attested the agreement 30th September, 1857; I understood it; I do not come here to impeach that agreement; the bills making up the £7,830 15s. 3d. are all paid; if, under all my agreements with Garsed, I had been a loser, Dean & Co. would not have participated in the loss; I never took from Garsed yet any bills in my own name, except two for £50 each, on account of Pritchard's salary, and these I sold at 20 per cent. discount, endorsed without recourse; those bills were given long after the agreement of 30th September, 1857.

Sworn at Sydney, this 20th December, 1858,—

(Signed) D. FORBES, J.P.

(Signed) A. ASHDOWN.

Copy from receipts for documents deposited in the Prothonotary's office, marked exhibits in Dean and another v. Garsed, bill of exchange, £680 15s. 3d.

Deed of Trust, Garsed to Ashdown, dated 18th March, 1858.

(Signed)

PHILLIP DIVE for R. J. WANT.

On reading this deed the Judge ruled partnership transactions proved.

Agreement 11th August, 1857, Ashdown to Garsed.

(Signed)

E. A. SEAWELL.

The above two documents are published in the *Sydney Times*, dated 4th and 11th June, 1864.

[Copied from affidavit filed in the Prothonotary's office.]

In the Supreme Court of New South Wales.

In the matter of Randolph John Want *ex parte* John Garsed, on the 21st of October, 1862, Randolph John Want, of No. 142, Pitt-street, gentleman, being duly sworn, maketh oath and saith as follows:—

1. I am not aware and cannot comprehend from the very general description given in the summons what exhibits the said John Garsed requires, except the two documents of which the dates are given (meaning the two documents published).

2. The said two documents are, I believe, in the possession of Mr. Archibald Ashdown, one of the plaintiffs in the action mentioned in the first paragraph of the affidavit, sworn and filed herein by the said John Garsed in support of his application herein.

Sworn by the deponent, on the day first above-mentioned, at Sydney, before me,—

(Signed)

R. WANT.

RICHARD MILFORD, a Commissioner for Affidavits.

I believe I have now proved that the information for perjury was filed contrary to common law.

In this my appeal to the public for justice, I beg most respectfully to state that all I require is to establish my innocence before the highest legal tribunal in this Colony from plaintiff's own evidence and their own account books, without calling further evidence. In my next will be published a copy of agreement annexed to Ashdown and Pritchard's joint affidavit, the said fictitious red ink account, also my examination of W. Dean & Co's account books in connection with the same.

## No. 38.

### Mr. J. Garsed to The Secretary for Lands.

Sir,

Tobacco Factory, 304, Castlereagh-street, Sydney, 2 May, 1865.

I beg to acknowledge the receipt of your letter, dated 28th April, 1865, in reply to mine of the 26th ultimo. Subject:—Land corner of Bridge and Pitt streets.

I received yours after I had written a further letter on the same subject, dated 1st May, my private residence, 60, Surry-street.

Mr. William Robert Smart's conveyancer—affidavit sworn before Mr. Gurner, solicitor, a Commissioner for Affidavits, on the 3rd March, 1858, and filed in the Supreme Court—in reply to Ashdown and Pritchard's joint affidavit, filed in the same Court 2nd March, 1858, will afford you further information respecting the erection of buildings on the said land, corner of Bridge and Pitt streets.

The following deed speaks for itself:—

2, Pitt-street, 11 November, 1857.

RECEIVED from Mr. Garsed on loan as deed, dated 5th June, 1856. R. J. Want to J. Garsed.

Conveyance and indemnity.

To be returned to Mr. Garsed as early as convenient.

R. J. & G. WANT,  
Per W. C. FELL.

The

No such letter sent.  
See No. 25.  
See No. 27.



The following memorandums I believe will sufficiently prove that I cannot be indebted to the firm of R. J. & G. Want, solicitors:—

THE firm's account between us and Garsed is thus stated and settled at £400 for the account to June 30th, 1857.

R. J. WANT.  
WANT, ROXBURGH, & WANT.  
JOHN GARSEED.

I paid the £400, and subsequent to June 30th, /57, Mr. George Want received from one Mr. Conder, £50, money I had lent him, secured upon a certain cottage situate at New Parramatta:—

I HAVE received from Mr. Garsed £200, being for his half interest of 400 feet of land at New Parramatta, on which some cottages are already erected, and the remaining portion to be agreed on hereafter.

R. J. WANT.

I paid the cost of erection of six cottages on the said land. The deeds are now in Mr. R. J. Want's possession, not registered:—

	£	s.	d.
Principle .....	1,050	0	0
Interest at 5 per cent., 1½ year .....	318	15	0
Interest to October 3rd, 1857.....	17	10	0
	<u>£1,386</u>	<u>5</u>	<u>0</u>

Mr. Garsed paid me this amount in full for his mortgage, 3rd October, 1857.

R. J. WANT.

I HAVE received payment of Mr. Garsed's promissory-note for £437 13s. 2d. by a transfer of thirty shares in the Joint Stock Bank.—October 5th, 1857.

R. J. WANT.

THE account between R. J. Want and John Garsed, in respect to Vauxhall, is stated and settled at £100.—21st Nov., 1857.

R. J. WANT.  
JOHN GARSEED.

The following copy is extracted from a copy received by me from the Crown Law Office to prove to you that a certain bill, £680 15s. 3d., was payable to Ashdown individually:—

*Randolph John Want*, on his oath, states:—I had distinctly informed Mr. Garsed that I should not act for him; I was acting for Ashdown alone; I never acted for Garsed in the settlement of the agreement of the 30th September, 1857; I had previously acted for Garsed in reference to the properties (meaning on the 11th of August, 1857); a mortgage of £1,050 was owing to me on one of the properties at the Glebe; I received that money; I prepared, and am the attesting witness to the agreement, 30th September, 1857; it contains nothing false; a bill was to be given for the balance by Garsed to Ashdown at a short date, payment of which was to be secured by the depositing of the deeds.

Sworn, at Sydney, before,—

D. FORBES, J.P.

R. J. WANT.

Mr. Piddock Arthur Tompson was my solicitor in September, 1857, and it was he that gave me the information that Mr. Want's clerk had left out the value of my properties in engrossing the agreement prepared by Mr. R. J. Want on the 11th of August, 1857, and as the basis of that agreement I left with Mr. Want the contract signed by Ashdown, 15th July, 1857.

The lease granted to me, relating to the land corner of Bridge and Pitt streets, speaks for itself.

I have, &c.,

JOHN GARSEED.

## No. 39.

### Mr. J. Garsed to The Secretary for Lands.

Sir, . Tobacco Factory, 304, Castlereagh-street, Sydney, 4 May, 1865.

No. 37.

In my letter addressed to you, dated 1st instant, I say I believe an attempt was made to set fire to W. Dean & Co.'s premises on the evening of the 2nd March, 1860, on purpose to destroy Dean & Ashdown's account books, and my belief is confirmed by the words "advance account," "Glebe account," written in pencil upon the fictitious account, for which I suffered, now deposited in the Crown Law Office, endorsed in the handwriting of the Chief Justice. ("Pritchard's red ink account or memorandum, 5/10/59".)

The following is an extract from my letter, dated 13th August, 1862, addressed to the Honorable John F. Hargrave, Esq., Attorney General:—"At my last interview we had some conversation about Mr. Bailey, late Attorney General, relating to my case, Ashdown v. Garsed. I believe Mr. Bailey's act was unconstitutional in allowing his name to be used to the information filed 1st August, 1859, on the grounds that the matters contained in the said information are not sufficient in law. I beg to call your attention to my letter addressed to you on the subject, 1st May, 1861.

Not with papers.

Not necessary.  
See No. 54.

The following is an extract from my letter, dated 14th August, 1862, addressed to the Honorable the Colonial Secretary, in reply to his letter dated 8th August, 1862.

[Government Gazette.]

Colonial Secretary's Office, Sydney, 12 March, 1860.

£100 REWARD.

WHEREAS on the evening of Friday, the 2nd instant, an attempt was made to set fire to the premises of Messrs. W. Dean & Co., auctioneers, Pitt and O'Connell-streets, by some explosive compound by some persons unknown: Notice is hereby given that a reward of £100 will be paid by the Government to any person who may within six months from the present date give such information as shall lead to the apprehension and conviction of the guilty parties.

CHARLES COWPER.

I prepared a petition and statement to his late Excellency. My statement discloses various accounts kept in my name by A. Ashdown in the account books belonging to the firm of W. Dean & Co.

On the 24th February, 1860, Mrs. Garsed left my statement for examination at the office of W. Dean & Co. Ashdown at that time was not a partner.

Copy in the handwriting of Mrs. Garsed.

William

William Dean, Esq.,—  
Sir,

The petition you were so kind as to sign this morning is merely a statement of facts. As Mr. Stokes was a witness at the Police Court on Mr. Ashdown's behalf, I beg of you that he shall not be made acquainted with the matter, as he is our greatest enemy (meaning Ashdown), and will do all in his power to keep my unfortunate husband where he is.

EMMA GARSEED.

On the 25th of the same month Mrs. Garsed received from Mr. Dean my statement, together with her said letter, endorsed I believe in the handwriting of Mr. Stokes:—"The memorial is to ask to have the whole of his affairs investigated, and not for any remission."

I CERTIFY that I have this day erased the name of W. Dean & Co. on the statement of Mr. Garsed.—Dated this 25th February, 1860.

JAS. B. GUZZARONI.

On or about the 1st of March, 1860, Mrs. Garsed left my statement at Government House; on the 2nd of the same month my five distinct accounts, kept by Archibald Ashdown in Messrs. W. Dean & Co.'s books, were nearly destroyed by an explosion of gun-cotton. On the 10th of the same month I addressed a long letter in words and figures to Wm. Dean, Glenmore Road. Some months subsequent to the said explosion I forwarded you in a registered letter a true copy of my said letter, addressed Wm. Dean, Glenmore Road, dated 10th March, 1860.

Not with the papers.

The following are the names of A. Ashdown's private accounts kept by him in Wm. Dean & Co.'s account books on the 2nd March, 1860:—"Garsed's advance account," "Garsed's Glebe account," "Garsed's open advance account."

I then set out a copy of an account received by me from the Crown Law Office in the handwriting of Mr. Frazer, one of the clerks of the Crown Law Office, on the 29th July, 1862, endorsed "Pritchard's red ink account or memorandum." Reg. v. John Garsed, 5/10/59.—E.L. (E.L. means the Chief Justice's Associate).

Will the Government inform me the date the above memorandum of accounts were examined in connection with those account books nearly destroyed by an explosion of gun-cotton, also the name of the person in whose handwriting "Glebe account" and "advance account" are written with pencil on the said memo., called Pritchard's red ink account.

JOHN GARSEED.

On the 19th of August, 1862, I received a letter from the Honorable Colonial Secretary in reply to the above (62-4,009-396.)

Letter-book containing this cannot be found.

Mr. Francis Michael Stokes was foreman of the jury—civil action relative to a bill of exchange for the sum of £680 15s. 3d., and he signed Mrs. Garsed's first petition, worded on the grounds of innocence. This was some time after my statement was left at W. Dean & Co.'s office for examination, also after Mrs. Garsed's petition and statement were left at W. Dean & Co.'s office for examination. Previously to the Martin administration I lent to Mr. Sutherland, M.P., Mrs. Garsed's statement, and I think it is quite time he returned my wife's statement. A marginal note is written in pencil—"Mr. Stokes did attend."

On reading the evidence relating to the said attempt to set fire to W. Dean & Co.'s premises, I beg to state at that date I was under the impression that some person or persons in the employ of W. Dean & Co. had set fire to the premises, but from information I received some time past I now feel convinced in my own mind that all those persons that were in the employ of W. Dean & Co., 2nd March, 1860, were totally unacquainted with the mystery that still surrounds that fire.

I have entered into this explanation in consequence of the wording of Mrs. Garsed's note, addressed to William Dean, Esq., for any stranger unacquainted with the circumstances connected with my case, on reading Mrs. Garsed's note, it might leave an impression on his mind that Mr. Stokes was my greatest enemy.

I have, &c.,

JOHN GARSEED.

#### No. 40.

The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 10 May, 1865.

With reference to your letter of the 26th ultimo, respecting your transactions with regard to certain houses and lands in the City of Sydney, I am directed by the Secretary for Lands to state that he cannot understand the purport of your communication, and that it will be necessary for you to put your views and wishes in a more intelligible shape.

No. 35.

I have, &c.,

MICHAEL FITZPATRICK.

#### No. 41.

Mr. J. Garsed to The Secretary for Lands.

Sir,

Tobacco Factory, 304, Castlereagh-street, Sydney, May 15, 1865.

On Saturday last I received by post the following letter:—

No. 40.

Sir,

Department of Lands, Sydney, 10 May, 1865.

With reference to your letter of the 26th ultimo, respecting your transactions with regard to certain houses and lands in the City of Sydney, I am directed by the Secretary for Lands to state that he cannot understand the purport of your communication, and that it will be necessary for you to put your views and wishes in a more intelligible shape.

See No. 35.

I have, &c.,

MICHAEL FITZPATRICK.

Mr. J. Garsed, 304, Castlereagh-st., Sydney.

In reply to that portion of the above letter which I have underlined [italics] I beg most respectfully to refer you to my letter, dated 25th April, 1865:—

See No. 34.

Sir,

Department of Lands, Sydney, 27 April, 1865.

I am directed to acknowledge the receipt of your letter of the 25th instant, on the subject noted hereunder, and to inform you that it will receive due attention.

See No. 34.

I have, &c.,

S. B. WARBURTON,

For the Under Secretary.

To Mr. J. Garsed, Tobacco Factory, 304, Castlereagh-st.

Subject—Land, corner of Bridge and Pitt streets.

In

See No. 35.

In my letter addressed to you, dated 26th April, 1865, is a copy of a certain document, in the handwriting of my attorney, Mr. Piddock Arthur Tompson, instructing Mr. William Robert Smart, conveyancer, not to register a certain trust deed, Hutchinson to Garsed, dated 4th February, 1858, which said trust deed relates to land, corner of Bridge and Pitt streets.

See No. 37.

In my further letter to you, relating to same subject—land, corner of Bridge and Pitt streets, dated Sydney, 1st May, 1865,—I say, "If the land, corner of Bridge and Pitt streets, is still the property of the Crown, I trust that you will, on the grounds of justice, sell to my wife's trustee, Mr. Thos. Sanders Hutchinson, the said land, to hold in trust for the sole and separate use of my wife, Emma Garsed, her heirs and assigns for ever." In the event of the Crown having already granted the said land to some other individual, I trust, then, in that case that the Crown will convey to my wife's trustee some other land, the property of the Crown, equivalent in value to the said Commercial Chambers, meaning certain buildings erected by me at a cost of £1,500, or thereabouts, on the said land, corner of Bridge and Pitt streets. By so doing, my wife will, in the event of my death, be partly recompensed for the money I borrowed upon her four houses, situate Devonshire-street, Fort-street; the said four houses are now, in consequence of the bill in equity (meaning a bill now pending in equity, filed 1st February, 1859; plaintiff, the late Adam Wilson; defendants—myself, my wife, and my wife's trustee), the property of the mortgagee.

The facts which relate to the land, corner of Bridge and Pitt streets, so far as I am concerned, are simple, and are as follows:—

On or about the beginning of January, 1857, Mr. William Robert Smart, conveyancer, submitted to me a plan of the said land, and, from conversation I had with him respecting the same, induced me to lease on certain conditions the said land from Joseph Thomas, Andrew Styles, William Crane, and John Williams, Esquires.

On being informed that a certain portion of the said land, having a frontage to Pitt-street, had been by the Crown originally reserved for a cab stand, but that, in order to widen Hamilton-lane, running from Bridge-street to Hunter-street, the Crown made an exchange of land—that is to say, the Crown exchanged the land originally reserved for a cab-stand for a piece or parcel of land adjoining.

In consequence of the peculiar shape of the said land, corner of Bridge and Pitt streets, and in consequence of the said exchange of land, I requested my surveyor, Mr. Charles Henry Storey, to have the boundary of the said land marked out by one of the Government surveyors.

The following is copied from Mr. C. H. Storey's account:—

Mr. Garsed, Glebe, to C. H. Storey,—

1857.  
February 7th.—Attending the City Engineer and Surveyor, relative to surveying Tank Stream.  
March 21st.—Attending at Surveyor General's, and at Mr. Burrowes', respecting land in Pitt-street.  
" 30th.—Attending Mr. Burrowes, about covering in the Tank Stream.  
April 8th.—Attending at Surveyor General's.  
" 9th.— Do. do.  
" 25th.—Attending upon the City Building Surveyor, to give notice for houses in Pitt-street, meaning my Commercial Chambers.

After my release from prison for swearing the truth, Mr. William Robert Smart, conveyancer, informed me that, in consequence of a mistake on the part of some Government Surveyor, *I had built my Commercial Chambers on Crown land*, that, in order to protect my interest, he had addressed a letter to the Government, offering to purchase the said land, corner of Bridge and Pitt streets, at the upset price, but received no reply, and that at the suit of the Crown he was ejected from the Commercial Chambers, and his goods turned into the street.

The impression on my mind is that my lease of the said land, corner of Bridge and Pitt streets, is dated about the middle of August, 1857, and as I was no party to the mistake made by the Crown Land Surveyor I therefore humbly submit that the Crown ought not, in equity and justice, to allow either me or my wife, or her heirs, to suffer in consequence of such mistake.

I have, &c.,

JOHN Garsed.

P.S.—The last paragraph but one of the following memorandum relates to the rents of the said Commercial Chambers:—

The following memorandum will fully explain the mystery that surrounds the bill £680 15s. 3d.; also the real value of Garsed's estate.

The following pencil memorandum was deposited in the Pritchard account books after my trial in October, 1859. Pritchard's Journal, page 22:—

Ashdown takes over Dean & Co.....	£1,154 18 0
Bills to .....	6,675 17 3
	£7,830 15 3

Page 24, Ashdown claims £9,830 15s. 3d. Pages 25 and 26 show the manner in which Garsed pays or secures to Ashdown £10,330 15s. 3d., which is £500 more than the above £9,830 15s. 3d. realized, and show that £680 15s. 3d., the bill sued on, is the balance of the account due to Ashdown.

The following items compose part of the above sum of £1,154 18s.:—July 3rd, cash per cheque, £150; 10th do., £150; 16th do., £150; 24th do., £250. Those cheques relate to private partnership transactions between self and Archibald Ashdown, and given to pay wages, &c.

Joseph Carroll's evidence, copied from His Honor the Chief Justice's notes:—I have seen Pritchard's books; they are here—Pritchard's journal, page 26, under date September, 1857; entry, A. Ashdown, dr. to sundries, £10,330 15s. 3d. The dr. entry precedes this page 23, as provided for in agreement, dated 30th September, 1857; in ledger entry corresponding refers to entry, page 23; in journal upper garden is valued at £2,800.

April 3rd, 1857, in consideration of the sum of £2,900, to be paid to me in manner hereinafter stated, I agreed to erect for Archibald Ashdown a dwelling-house upon land situated at the Glebe. Payment of the above sum to be made in sixteen weekly payments of £100 each; the residue during the progress and upon the completion of the works. [A large portion of the residue is not yet paid. Ashdown swears that the only joint transactions in which he was concerned with me being the purchase of a place called "Rosherville," and the erection of certain buildings thereon.] I received the above sixteen weekly payments

payments of £100 each, and each cheque was signed W. Dean & Co. Ashdown calls this account, in W. Dean & Co.'s account books, "Garsed's Glebe account." After long and frequent agreements between Mr. Wise and Mr. Isaacs, His Honor Judge Dickinson ruled that W. Dean & Co. are bound by Pritchard's account books.

Pritchard's evidence proves that he wrote up his journal from page 20 some time after the 30th September, 1857. Garsed received from Ashdown's office Pritchard's account books on the 22nd of December, and closed the books on the 31st, 1857; subsequent to that date Garsed instructed Mr. Lawrence and Mr. F. T. Humphery, official assignee, both competent accountants, to examine and balance Pritchard's journal, which they did.

On the death of Mr. Adam Wilson certain deeds, dated 10th June, 1858, signed in blank, relating to Bexley House, orchard, paddock, and Coventry were, together with several other deeds, safely deposited in the Crown Law Office. September, 1857, Garsed borrowed from S. H. Terry, Esq., the sum of £3,500 for five years, secured by way of mortgage upon Bexley, upwards of 1,000 acres of land, and ground rents of a certain other estate situate at Camperdown. In May, 1858, the original mortgage debts were reduced by payment to Mr. Terry of the sum of £1,500. On 4th August, 1858, Mr. S. H. Terry, examined by affidavit, proved a debt against Garsed's valuable estate for £2,000, balance of principal money secured, together with interest from 25th June to 3rd July, 1858, amounting to the sum of £3 1s. 1½d. On the 3rd November, 1858, Adam Wilson filed an affidavit in the Supreme Court to restrain Mr. S. H. Terry from selling the said properties.

On and after September Adam Wilson and John Garsed cautioned the public from purchasing certain properties mentioned in a bill now pending in equity against John Garsed and others; and after the death of Adam Wilson, John Garsed cautioned the public against purchasing certain properties by advertisement published in the *Government Gazette*.

Mr. Clark Irving received the rents coming in from Garsed's Commercial Chambers, opposite the Exchange; also Garsed's one-third share of rents coming in from forty-five houses situate Bay and Ultimo streets, Glebe. Garsed borrowed from Mr. Irving, about June, 1858, the sum of £160, secured upon his Commercial Chambers, out of which sum Mr. Irving deducted £80, due to him for interest, and promised to account to Garsed for the rents.

In May, 1858, the rents of the said Commercial Chambers were upwards of £500 per annum.

Mrs. Garsed left with my petition and statement at Government House, on or about 1st March, 1860, copies of certain correspondence, agreements, affidavits, receipts, and Pritchard's journal, printed by Mr. Parkes, editor of the *Empire*, which said statement had been previously left with W. Dean for examination in connection with W. Dean & Co.'s account books.

JOHN GARSED.

The Surveyor General.—M.F., 16 May, 1865.

#### No. 42.

#### Memo. from The Surveyor General to The Under Secretary for Lands.

An allotment of 6 perches at the corner of Bridge and Pitt streets was sold to John Terry Hughes in 1839.

Afterwards the alignment of Pitt-street was altered, leaving a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street, as shown on the accompany tracing. Appendix B.

The Commercial Chambers are built partly upon the allotment and partly upon the space in question, which has not as yet been legally alienated from the Crown.

I have, &c.,

W. R. DAVIDSON,  
B.C., 14 June, 1865.

I think the proper answer to Mr. Garsed (if any answer be given), would be that the Government can only alienate the portion of land alluded to, to the lawful owner of the allotment sold to J. T. Hughes, at any rate until he has declined to claim under the law.—JOHN R., 24 June.

#### No. 43.

#### The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 30 June, 1865.

Referring to your application of the 15th ultimo, that certain land at the corner of Bridge and Pitt streets, being the site of the buildings known as the Commercial Chambers, may be alienated to the trustee of your wife's estate, I am directed by Mr. Secretary Robertson to inform you that an allotment of 6 perches at the corner of Bridge and Pitt streets was sold to John Terry Hughes in 1839; but that afterwards the alignment of Pitt-street was altered, leaving a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street. No. 41.

2. The Commercial Chambers are built partly upon the allotment and partly upon the space in question, which has not as yet been legally alienated from the Crown, and can only be alienated to the lawful owner of the allotment sold to J. T. Hughes—at any rate until such owner has declined to claim under the law.

I have, &c.,

M. FITZPATRICK.

#### No. 44.

#### Mr. J. Garsed to The Secretary for Lands.

Sir,

304, Castlereagh-street, Sydney, 10 July, 1865.

I have the honor to acknowledge the receipt of your letter, dated 30th June, 1865, wherein you state that "an allotment of 6 perches at the corner of Bridge and Pitt streets was sold to John Terry Hughes in 1839, but that afterwards the alignment of Pitt-street was altered, leaving a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street." No. 43.

And your letter also states "that the Commercial Chambers are built partly upon the allotment, and partly upon the space in question, which has not as yet been legally alienated from the Crown, and can only be alienated to the lawful owner of the allotment sold to J. T. Hughes, at any rate until such owner has declined to claim under the law."

I now beg to call your attention to the proceedings in the Supreme Court by the then Attorney General (now Mr. Justice Hargrave) prosecuting on behalf of the Crown by action of intrusion against the then occupiers of the Commercial Chambers, Roll 120, 4th Term, A.D. 1862, wherein the proceedings are set forth showing that the Government by their writ claimed a larger portion of land than the description mentioned in your letter comprises. The description in the writ and judgment is as follows:—That all that allotment of land situate in Pitt and Bridge streets, Sydney, commencing on the west side of Pitt-street at the angle formed by the intersection of that street with Bridge-street; bounded on the east by Pitt-street, being a line bearing south 4 degrees east 92 feet 3 inches; on the south by a line bearing west 17 degrees south 16 feet 8½ inches; on part of the west by the east side of Hamilton-lane, being a line bearing north 43 feet 9 inches, and north 20 degrees west 23 feet 3 inches; and on the remainder of the west by part of the east boundary of John Terry Hughes's grant, being a line bearing north 25 feet to Bridge-street; and on the north by that street, 20 feet to the point of commencement.

The Crown through the Sheriff took possession of the land described in the writ and ejected all parties, taking possession of the buildings thereon erected by me at a cost of £1,500 or thereabouts, some portion of which by your own letter was not erected upon Crown land, to wit—the difference between 15 feet between the east boundary of the allotment and the alignment of New Pitt-street, whereas under the proceedings the Crown did claim and have obtained 20 feet frontage to Bridge-street, being in excess 5 feet, together with the buildings thereon.

The portion of the buildings according to your own showing was erected upon a part of John Terry Hughes's grant, lawfully alienated by the Crown and legally occupied, by William Robert Smart, and persons deriving a title under me, of which they and myself have been deprived, having had a lease from the representatives of Jobbins, who purchased from John Terry Hughes, with permission to remove all buildings at the termination of the lease.

I was suffering wrongfully in prison at the time the lease expired, and consequently unable to prosecute my claim to the buildings, by which you will see I am a loser of the whole of my outlay upon the land—of both that claimed by the Crown, and upon that which is admitted to be that of John Terry Hughes'.

Under the circumstances above set forth you will see that I am a great sufferer by reason of no permission being granted to remove the improvements erected upon the Government land, which I feel satisfied myself and all others are of opinion, that it is beneath the dignity of the Crown or Government to take possession of my improvements, whereby a great loss is sustained by my wife's trustee, I having borrowed upon my wife's separate estate a certain sum of money, giving the said Commercial Chambers amongst other properties as security.

I have been informed that some person or persons have been illegally permitted by the Sheriff to take and occupy the said premises without any title or permission from the Crown whatsoever according to law, and that certain back rents have been demanded, under a threat of proceedings at law and paid over—but not to the Crown.

I cannot but feel that the whole of the proceedings instituted by the Attorney General on behalf of the Crown have worked great injustice by depriving me and my wife of the benefit I could otherwise have obtained but for the interference of the Crown in this private matter, and I feel assured that where it is manifest an injury has been done. The Crown and the advisers of the Government will give their earnest consideration, and advise such compensation as under the circumstances of the case is just in this behalf. I may also add that no claim has yet been made by any persons claiming as lawful owner under the grant to John Terry Hughes.

I earnestly request your views on this application, in order that I may be in a position to follow up the matter, as I am advised, without delay, as I feel that Mr. Justice Hargrave will upon further investigation of the above see justice done me, arising from the proceedings, an injudicious or improper use of his name as Attorney General on behalf of the Crown, which have resulted (unintentionally on his part) unfortunately to me.

I have, &c.,  
JOHN GARSESD.

I cannot justify the re-opening of the case.—JOHN R., 18 July.

#### No. 45.

The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 24 July, 1865.

In reply to your letter of the 10th instant, respecting the land at the corner of Bridge and streets which you applied for to be alienated to the trustees of your wife's estate, I beg to inform you that Mr. Secretary Robertson does not feel justified in re-opening this case.

I have, &c.,  
M. FITZPATRICK.

#### No. 46.

Mr. J. Garsed to The Secretary for Lands.

Sir,

304, Castlereagh-street, Sydney, 31 July, 1865.

I beg to acknowledge the receipt of your communication, dated 24th July, 1865, respecting the land at the corner of Bridge and Pitt streets, referred to in my letter to you of the 10th of July instant, wherein Mr. Fitzpatrick (your Under Secretary) informs me that you (Mr. Secretary Robertson, of Lands) does not feel justified in re-opening this case.

I now wish to inquire what case is alluded to by the words "*Does not feel justified in re-opening this case.*" I must say that I have no knowledge of any case respecting the said land, and have never received any information, nor has any inquiry been made respecting the same, and whatever has been done it must have been done without knowledge on your part, of the facts and circumstances to warrant the arbitrary proceedings taken to obtain the whole of the buildings known as the Commercial Chambers, which are admitted in your letter, referred to in mine of the 10th instant. I am now desirous of hearing from you, as the proper Minister of the Government, the full particulars of the representations made to you in *this case*, and of all proceedings connected therewith, and the reason of arriving at the conclusion to allow proceedings by the Attorney General to bring an action of intrusion at the suit of the Crown for other premises than the Crown was lawfully entitled.

I respectfully request a full and fair explanation on the above matter in order that I may be enabled to take the necessary steps to obtain justice to myself and those claiming under me, who are severe sufferers by the proceedings taken in the name of the Crown.

I have, &c.,  
JOHN GARSED.

Refer him to previous letters.

#### No. 47.

#### The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 5 August, 1865.  
Alluding to your letter of the 31st ultimo, respecting your application to have certain land at the corner of Pitt and Bridge streets alienated to the trustees of your wife's estate, I am directed to refer you to my letter of the 24th ultimo, in which you were informed that Mr. Secretary Robertson did not feel justified in re-opening this case.

I have, &c.,  
M. FITZPATRICK.

#### No. 48.

#### Mr. J. Garsed to The Secretary for Lands.

Sir,

304, Castlereagh-street, Sydney, 11 August, 1865.  
I beg to acknowledge the receipt of your communication dated 5th August, 1865, respecting the land corner of Bridge and Pitt streets, referred to in my letter of the 31st ultimo, wherein Mr. Fitzpatrick (your Under Secretary) again informs me that you (Mr. Secretary Robertson, of Lands), does not feel justified in reopening this case.

I beg most respectfully to state that your letter of the 5th instant is no reply to my letter of the 31st ultimo, which you will see on reading the following copy:—

"O.H.M.S.

"304, Castlereagh-street, Sydney, 31 July, 1865.

"To the Honorable the Secretary for Lands,—

"Sir,

"I beg to acknowledge the receipt of your communication, dated 24th July, 1865, respecting the land corner of Bridge and Pitt streets, referred to in my letter to you of the 10th of July, wherein Mr. Fitzpatrick (your Under Secretary) informs me that you (Mr. Secretary Robertson, of Lands) does not feel justified in re-opening this case.

"I now wish to inquire what case is alluded to by the words '*Does not feel justified in re-opening this case?*' I must say that I have no knowledge of any case respecting the said land, and have never received any information, nor has any inquiry been made respecting the same, and whatever has been done it must have been without knowledge on your part of the facts and circumstances to warrant the arbitrary proceedings taken to obtain the whole of the buildings known as the Commercial Chambers, which are admitted in your letter referred to in mine of the 10th instant. I am now desirous of hearing from you, as the proper Minister of the Government, the full particulars of the representations made to you in this case, and of all proceedings connected therewith, and the reason of arriving at the conclusion to allow proceedings by the Attorney General to bring an action of intrusion at the suit of the Crown for other premises than the Crown was lawfully entitled.

"I respectfully request a full and fair explanation on the above matters, in order that I may be enabled to take the necessary steps to obtain justice to myself and those claiming under me, who are severe sufferers by the proceedings taken in the name of the Crown.

"I have, &c.,  
"JOHN GARSED."

I again respectfully and most earnestly request a full and fair explanation on the matters referred to in my letter of the 31st ultimo, in order that I may be enabled to take the necessary steps to obtain justice to myself and those claiming under me.

I have, &c.,  
JOHN GARSED.

#### No. 49.

#### Mr. J. Garsed to The Under Secretary for Lands.

Sir,

88, William-street, Woolloomooloo, Sydney, 19 August, 1865.  
Having removed from 304, Castlereagh-street, you will oblige by addressing Mr. Secretary Robertson's reply to my letter dated 11th August, 1865, subject, land corner of Bridge and Pitt streets:—"Mr. John Garsed, 88, William-street, Woolloomooloo."

I have, &c.,  
JOHN GARSED.

No. 50.

## No. 50.

## Mr. J. Garsed to The Secretary for Lands.

Subject: Land and Commercial Chambers, corner of Bridge and Pitt streets.

Sir, 88, William-street, Woolloomooloo, Sydney, 5 October, 1865.

See No. 48. I beg most respectfully to state that I addressed a further letter to you, dated 11th August, 1865, relating to the abovementioned land and Commercial Chambers, but have not yet received a reply.  
See No. 45. You will oblige by informing me what case is alluded to in your letter to me, dated 24th July, 1865, wherein your Under Secretary informs me that you (Mr. Secretary Robertson, of Lands) *does not feel justified in re-opening this case.*

If the "writ of intrusion" filed by the Honorable the Attorney General for Her Majesty the Queen, in the Supreme Court, 23rd December, 1862, is true, then in that case I built my Commercial Chambers upon land which has not been alienated from the Crown. If not true, then in that case the Attorney General brought an action of intrusion, at the suit of the Crown, for other premises than the Crown was lawfully entitled.

The present Crown Solicitor and others leased to me the said land, with power to sell or remove any building I might erect thereon. I erected the said Commercial Chambers at a cost of £1,500, or thereabouts; but while I was suffering *wrongfully in prison* the lease expired. I am now anxious to know what the proper Minister of the Crown, the Secretary for Lands, has done with my Commercial Chambers.

I have, &c.,  
JOHN GARSED.

## No. 51.

## Mr. J. Garsed to The Secretary for Lands.

Subject: Crown land, corner of Bridge and Pitt streets.

Sir, 88, William-street, Sydney, 23 October, 1865.

I received the following letter, relating to the above subject:—

" (Copy.)

" Sir, Department of Lands, Sydney, 24 July, 1865.  
" In reply to your letter of the 10th instant, respecting the land at the corner of Bridge and Pitt streets, which you applied for to be alienated to the trustees of your wife's estate, I am directed to inform you that Mr. Secretary Robertson does not feel justified in re-opening this case.  
" Mr. John Garsed. MICHAEL FITZPATRICK."

See No. 44.

See No. 46.

I beg most respectfully to state that not understanding the meaning of the above letter I in reply addressed a further letter to the Honorable Secretary for Lands, dated 31st July, 1865, and received in reply the following letter:—

" (Copy.)

" Sir, Department of Lands, Sydney, 5 August, 1865.  
" Alluding to your letter of the 31st ultimo, respecting your application to have certain land at the corner of Pitt and Bridge streets alienated to the trustees of your wife's estate, I am directed to refer you to my letter of the 24th ultimo, in which you were informed that Mr. Secretary Robertson did not feel justified in re-opening this case.  
" Mr. John Garsed. M. FITZPATRICK."

See No. 46.

See No. 45.

See No. 43.

See No. 47.

See No. 46.

I addressed a further letter to the Honorable Secretary for Lands, dated 11th August, 1865, in which letter I say, " I beg most respectfully to state that your letter of the 5th instant is no reply to my letter of the 31st ultimo, which you will see on reading the following copy. (Then follows a copy of my letter of the 31st ultimo.)

JOHN GARSED.

I shall feel greatly obliged if you will answer my letter, dated 11th August, 1865, this week.

I have, &amp;c.,

JOHN GARSED.

P.S.—The frontage of the building "erected on the said land" to Bridge-street is about 25 feet; that portion nearest to George-street is built on the bed of the Tank Stream.

See No. 43.

Her Majesty's Attorney General, in his information of intrusion, filed in the Supreme Court, states that 20 feet frontage to Bridge-street is *Crown land*.

The Honorable Secretary for Lands, in his letter to me, dated 30th June, 1865, states in effect, that only 15 feet frontage to Bridge-street is *Crown land*.

The buildings cost me about £1,500, and I am anxious to learn what the Minister for the Crown has done with my buildings, built on land not alienated from the Crown.

Acknowledge, and inform that the claim of right apparently preferred by Mr. Garsed does not require the interference of the Government, but, if it exist, should be subjected to adjudication in the proper Court.—W.M.A., 25/10/65.

## No. 52.

## Mr. J. Garsed to The Colonial Treasurer.

Sir, 88, William-street, Woolloomooloo, Sydney, 23 October, 1865.

In the year 1857 I leased certain land, corner of Bridge and Pitt streets, with power to remove any buildings I might erect upon the said land. At a cost of £1,500, or thereabouts, I built on the land certain premises known as the Commercial Chambers.

In May, 1858, Mr. Clark Irving received the rents of the said Commercial Chambers, he promising to account to me for the same; but during the time I was suffering in prison for swearing an affidavit before Mr. Edwin Daintrey, *strictly true*, the lease expired.

After

After my release from prison for swearing the truth I learnt that Mr. Clark Irving received the rents for about three years; after that time Mr. W. R. Smart, conveyancer, received the rents up to the time of his insolvency; from that time his official assignee, Mr. Robt. H. Sempill, received the rents of the said Commercial Chambers.

On the 23rd December, 1862, Her Majesty's Attorney General filed, in the Supreme Court, an information of intrusion against the said W. R. Smart and others, which was followed by a writ of ejectment, and the said W. R. Smart and others were forcibly ejected from the said Commercial Chambers.

Will you please to inform me whether Mr. Robert H. Sempill, official assignee, or any other person, paid the rents Mr. Sempill received from the Commercial Chambers into the Treasury to the credit of Mr. W. R. Smart's estate, or to the credit of the Crown?

I have, &c.,  
JOHN GARSEED.

P.S.—The frontage of the Commercial Chambers to Bridge-street is about 25 feet; that portion nearest to George-street is built on the bed of the Tank Stream.

Her Majesty's Attorney General, in his information of intrusion, filed in the Supreme Court, states 20 feet frontage to Bridge-street is Crown land.

The honorable Secretary for Lands, in his letter to me, dated 30th June, 1865, states, in effect, that See No. 43. only 15 feet frontage to Bridge-street is Crown land.

On the 21st March, 1857, my architect, Mr. C. H. Storey, attended at the Surveyor General's Office to see Mr. Burrowes respecting the said land corner of Bridge and Pitt streets.

On the 25th of April, 1857, Mr. C. H. Storey attended upon City Building Surveyor to give notice for building upon the said land, corner of Bridge and Pitt streets.—J.G.

The enclosed printed statement will explain why I, although not insolvent, endeavoured to find See enclosure to No. 37. justice in the Insolvent Court. In my estate there has been no legal adjudication.—J.G.

Under Secretary for Lands, B.C., 23 October, 1865.—J.W.

#### No. 53.

The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 27 October, 1865.

In acknowledging the receipt of your letter of the 23rd instant, respecting certain land at the No. 51. corner of Bridge and Pitt streets, I am directed by Mr. Secretary Arnold to inform you that the claim of right apparently preferred by you in connection therewith does not require the interference of the Government, but, if it exist, should be subjected to adjudication in the proper Court.

I have, &c.,  
M. FITZPATRICK.

#### No. 54.

Mr. J. Garsed to The Colonial Treasurer.

Sir,

88, William-street, Woolloomooloo, Sydney, 30 October, 1865.

You will greatly oblige by answering my letter of the 23rd instant, by informing me whether See No. 52. Mr. Robert Sempill, official assignee, paid the rents that he received from the Commercial Chambers into the Treasury, to the credit of W. R. Smart's estate, or to the credit of the Crown.

The late Mr. Clark Irving signed Mr. Garsed's first petition, and in consequence thereof I am sorry to say that his affidavit, sworn before Wm. A. Purefoy, Esq., a Commissioner for Affidavits, relating to the said Commercial Chambers, and filed in the Supreme Court, 4th March, 1859, is not true. The real facts are as follows:—By a deed of indenture, dated 5th June, 1856, not registered.

Randolph John Want to John Garsed,  
Conveyance and Indemnity.

I re-purchased from Mr. R. J. Want one-third undivided share in forty-five houses and land situate at Blackwattle Swamp, Glebe, subject to a mortgage upon the said property to Mr. C. Irving of £4,000.

(Copy in Mr. R. J. Want's handwriting, dated August 5th, 1856.)

"Mr. Irving agreed to extend the period of the mortgage for two years on the Blackwattle Swamp, from the expiration of the same."

In consequence of an error of Mr. R. J. Want's clerk in copying from a draft agreement prepared by Mr. R. J. Want on the 11th of August, 1857, I was prejudiced to the extent of nearly £6,000, and sacrificed £2,000 to set it right. (I trust the Honorable the Attorney General will read this letter and compare the copy with the draft.)

Having lost confidence in my solicitor, Mr. R. J. Want, I made a proposal to Mr. Irving, which he accepted, in effect—that if he would join with me in compelling Mr. R. J. Want to divide the said forty-five houses and land, I would borrow of him, secured upon my Commercial Chambers, the sum of £1,500, and pay him that sum in part payment of the said £4,000. I would then sell a portion of my third share of the said forty-five houses and land, and pay the balance.

Messrs. Reuss and Brown, surveyors, were instructed to divide the said property, which they did, and I, Mr. R. J. Want and Mr. Clark Irving, met at the Glebe. Mr. Want held in his hand three straws; I drew the longest and had the first choice. Mr. R. J. Want was instructed to prepare the deeds of division, relating to the said forty-five houses and land, but he, Mr. R. J. Want, left the Colony before the deeds were executed.

By a certain deed of trust, dated 4th February, 1858, not registered, the said forty-five houses and land, and the said Commercial Chambers, were conveyed in trust to Mrs. Garsed's trustee, subject to the said £4,000. The said Commercial Chambers were let for upwards of £500 a year.

The plaintiff, in a bill filed in equity against myself, my wife, and my wife's trustee, now pending, calls three deeds each deed, dated 4th February, 1858, fraudulent deeds. In July last the Examiners of Titles, after receiving every information relating to the said bill, granted an indefeasible title to one Mr. Sixsmith,



Sixsmith, who held his title under those very deeds, *called fraudulent deeds*. I have given notice that if an indefeasible title is granted to any person claiming a title under the plaintiff in the said bill, the Government will be held liable, for it is physically impossible that those claiming a title under the plaintiff, and those claiming a title under the defendant, can both have *indefeasible titles*.

About the end of May, or beginning of June, I borrowed from Mr. Irving, upon my Commercial Chambers, £160, £80 of which Mr. Irving retained for one quarter's interest due on the said £4,000, and with part of the balance Mr. Irving paid a £50 note I had given A. Ashdown towards Pritchard's salary, together with expenses. Mr. Irving, at the time I executed an indenture of mortgage, received the lease of the Commercial Chambers, for I expected that immediately upon the return of Mr. R. J. Want to the Colony, the deeds of division relating to the said forty-five houses and land would be signed by all parties concerned.

“(Copy.)

“The Principal Under Secretary to Mr. John Garsed.

“Sir,

“Colonial Secretary's Office, Sydney, 8 August, 1862.

“With reference to your further letter, dated 15th October, 1852, but received on the 15th ultimo, I am directed by the Colonial Secretary to inform you that it is not considered expedient that the investigation of certain circumstances connected with your case should be instituted by the Government.

“W. ELYARD.”

Annexed to my letter is an *epitome in print* of my schedule filed 3rd July, 1858; on reading, you will learn that the said forty-five houses and land, and the said Commercial Chambers, are mentioned in the said epitome. You will also learn that it was impossible I could be a fraudulent insolvent, or insolvent in the sense that the public generally understands insolvency, and that is unable to pay 20s. in the £ on just debts. No man likes to pay fraudulent claims, and I can assure you that although I made myself acquainted with certain facts connected with the “Custom House Fraud,” in September, 1858, I had no more to do with the matter than you had.

I was released from prison on the grounds of innocence, and so simple are the real facts of the case that I can establish my innocence from His Honor the Chief Justice's notes of evidence. His Honor's notes, in figures, relating to Mr. Dean and Co.'s account books, are remarkably correct. Now, I cannot understand why the editors of the Empire, in their paper published the day after I was released from prison, mixed my name up with a number of prisoners, and falsely said I was sentenced to prison four years for *fraudulent insolvency*.

What did it concern my case, whether the said prisoners were released for good or bad conduct. I am informed some of them soon found their way back. Surely the gentlemen who signed my wife's petition knew what they were signing. The *Editors of the Empire*, I believe, signed two.

I have, &c.,

JOHN GARSED.

The Under Secretary for Lands.—J.W., B.C., 30 Oct., /65.

## No. 55.

### Mr. J. Garsed to The Secretary for Lands.

Sir,

88, William-street, Woolloomooloo, Sydney, 31 October, 1865.

In acknowledging the receipt of your letter of the 27th instant, received yesterday, respecting Crown land, corner of Bridge and Pitt streets, I, in reply, beg to inform you that in the year 1857 I leased from the trustees of Jobbins' estate the said Crown land, with power to remove any building I might erect thereon; but in consequence of the Tank Stream, I did not commence to build the Commercial Chambers until after a gentleman from the Surveyor General's Department marked out the boundary.

The Commercial Chambers cost me about £1,500; the frontage to Bridge-street is about 25 feet by a depth of about 92 feet, narrowing in depth in one part to about 15 feet. At the time the Commercial Chambers were built the Tank Stream was not covered in; I kept men constantly pumping while the masons were laying the foundation of the stone piers; the front of the buildings to Pitt-street is built upon piles; I let the Commercial Chambers to Mr. W. R. Smart and others, at a rental of about £500 a year.

I believe that the Tank Stream was never alienated from the Crown, and my belief is confirmed by the following proceedings:—

In the Supreme Court of New South Wales.

On the 22nd of December, 1862, the Honorable Attorney General, for Her Majesty the Queen, prosecutes for Her Majesty in the above Court, and for Her Majesty gives the Court to understand that all this allotment of land, situate in Bridge and Pitt streets, that is, 20 feet frontage to Bridge, 92 feet 3 inches to Pitt-street, 16 feet 8½ inches from Pitt-street to Hamilton-lane, by the side of Hamilton-lane to Bridge-street, 92 feet, ought to be in possession of Her Majesty in right of the Crown of England, and on behalf of Her said Majesty prays the consideration of the Court.

JOHN F. HARGRAVE,  
Attorney General.

This information of intrusion is followed by a writ of ejectment, and Mr. W. R. Smart and others are forcibly ejected from the Commercial Chambers. The Attorney General, on behalf of Her Majesty, takes possession of the land, together with the buildings, which said buildings were conveyed in trust to my wife's trustee by deed dated 4th February, 1858.

The Honorable Mr. Secretary Robertson in his letter to me dated 30th June, 1865, says:—“Referring to your application of the 15th ultimo that certain land at the corner of Bridge and Pitt streets, being the site of the buildings known as the Commercial Chambers, may be alienated to the trustee of your wife's estate. That an allotment of 6 perches at the corner of Bridge and Pitt streets was sold to John Terry Hughes in 1839, but that afterwards the alignment of Pitt-street was altered, leaving a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street.

2. The Commercial Chambers are built partly upon the allotment and partly upon the space in question, which has not as yet been legally alienated from the Crown.

I,

Incorrect, not  
with the papers.

Unnecessary.

No. 53.

See No. 43.

See No. 41.

I, in reply to the above by letter dated 10th July, 1865, called the Honorable Secretary for Lands' See No. 44. attention to the proceedings in the Supreme Court, whereas the Crown claimed and obtained 20 feet frontage to Bridge-street, being admitted by Mr. Secretary Robertson in his letter to be 5 feet to Bridge-street in excess, together with the buildings thereon, more than the Crown was lawfully entitled; and I respectfully requested of him a full and fair explanation, in order that I may be enabled to take the necessary steps to obtain justice to myself and those claiming under me.

This said 6 perches cannot be any portion of the land mentioned in the said information of intrusion. My opinion is that the said 6 perches is part of the land upon which John Terry Hughes erected buildings in Bridge-street on the side of the Tank Stream nearest to George-street.

I subsequently received from the Honorable the Secretary for Lands two letters, in which Mr. Secretary Robertson says "he does not feel justified in re-opening this case."

I beg most respectfully of the Honorable Mr. Secretary Arnold to inform me what case is alluded to by the words "does not feel justified in re-opening this case."

I have no knowledge of any case respecting the said land, and am now desirous of hearing from you, as the proper Minister of the Government, the full particulars and representations made to Mr. Secretary Robertson in "this case," and of all proceedings connected therewith, and the reason of arriving at the conclusion to allow proceedings by the Attorney General to bring an action of intrusion at the suit of the Crown according to his own admission for other premises than the Crown was lawfully entitled.

If I cannot get the information I require I will forward a copy of this to some Honorable M.P. that signed my wife's petition, to move, that there be laid upon the Table of the House the correspondence between me, the Honorable Mr. Secretary Robertson, and yourself from the 15th of May last, relating to the said Crown land, corner of Bridge and Pitt streets; also all correspondence between Mr. Secretary Robertson and others in this case; also my letters dated 23rd and 30th October, 1865, addressed to the Honorable the Colonial Secretary—subject: rents received and paid into the Treasury on account of the buildings erected upon the said Crown land.

I have, &c.,

JOHN GARSEED.

#### No. 56.

#### Mr. J. Garsed to The Secretary for Lands.

Sir, 88, William-street, Woolloomooloo, 13 November, 1865.

I received from the Treasury the following letter:—

"(Copy.)"

"Sir, The Treasury, New South Wales, Sydney, 31 October, 1865.

"I have honor to inform you that your letter of the 30th instant, respecting rent of Commercial Chambers, has been forwarded to the Under Secretary for Lands, to whom it should have been addressed. See No. 54.

"JOHN WELLS,

"Under Secretary."

You will greatly oblige in acknowledging the receipt of the above letter by return of post.

I have, &c.,

JOHN GARSEED.

#### No. 57.

#### The Under Secretary for Lands to Mr. J. Garsed.

Sir, Department of Lands, Sydney, 17 November, 1865.

I am directed to acknowledge the receipt of your letter of the 13th instant, and to inform you that the communication therein alluded to, relative to the sale of the Commercial Chambers, has been duly received at this Department from the Treasury, where it appears to have been forwarded by you in error. See No. 56.

I have, &c.,

M. FITZPATRICK.

#### No. 58.

#### Mr. J. Garsed to The Under Secretary for Lands.

Sir, 88, William-street, Woolloomooloo, 17 November, 1865.

I again most respectfully request that you will acknowledge the receipt of the following letter, by return of post:—

"(Copy.)"

"Sir, The Treasury, New South Wales, Sydney, 31 October, 1865.

"I have the honor to inform you, that your letter of the 30th instant, respecting rent of Commercial Chambers, has been forwarded to the Under Secretary for Lands, to whom it should have been addressed. See No. 54.

"Mr. John Garsed,

"88 William-street, Woolloomooloo."

JOHN WELLS."

You will perfectly understand the importance of my letter, on reading it in connection with the under written affidavit, made by the late Mr. Clark Irving, M.L.A. (original affidavit dates are in words, not figures).

"(Copy.)"

"Sir, Colonial Secretary's Office, Sydney, 8 August, 1862.

"With reference to your further letter, dated \*15th October, 1862, but received on the 15th ultimo, I am directed by the Colonial Secretary to inform you that it is not considered expedient that the investigation of certain circumstances connected with your case should be instituted by the Government. \* Incorrect, not with papers.

"Mr. John Garsed.

WM. ELYARD."

Annexed

Annexed to my letter, dated 15th October instead of 15th July, 1862, is an epitome of my schedule in print, filed 3rd July, 1858; it was my intention to have released my valuable estate from sequestration—immediately after Dean and Ashdown's account books had been examined in accordance and within the sense and meaning of the Insolvency Act, 5 Vic. No. 17, in connection with Pritchard's fictitious red ink account, and Pritchard's journal.

On the 2nd March, 1860, Dean and Ashdown's account books were nearly destroyed by an incendiary fire, I believe, to prevent the same from being examined in connection with my statement, left at Government House on or about the 1st of March, 1860. My statement was signed by Mr. W. P. Moffat, solicitor, and Mr. F. Humphery, official assignee; it had been signed by Mr. Wm. Dean on the 24th February, 1860, but his name was afterwards erased. My statement was not entertained.

“ In the Supreme Court of } (Copy.)  
New South Wales. } Insolvency Jurisdiction.

“ In the Insolvent Estate of John Garsed, of the City of Sydney, in the Colony of New South Wales, Merchant.

“ On the 4th day of March, in the year 1859, Clark Irving, of the City of Sydney, in the Colony of (Inid.) Wm. A.P. New South Wales, Esquire, being duly sworn, maketh oath, and saith as follows:—

£4,188 12s. 10d. “ 1. The abovenamed insolvent at the date of his insolvency was, and his estate still is, justly indebted to me in the sum of £4,188 12s. 10d. for money lent by me to him, and for arrears of interest thereon, that is to say: On the 14th day of October, 1854, I lent him the sum of £4,000, repayment of which was secured upon certain property at Blackwattle Swamp, and was made payable on the 14th day of October, 1857.

“ 2. Prior to the month of December, 1857, I required payment of the sum, with the interest due thereon, and would have sued for and recovered the same had not the said John Garsed, on or about the 6th day of December, 1857, as an inducement to me to forbear to sue, and grant him an extension of time for payment, equitably deposited with me the lease of the Commercial Chambers in New Pitt-street, Sydney, and agreed to execute an indenture of mortgage over the same to secure £1,500, part of the said sum of £4,000, and in pursuance of such agreement he, on the 1st day of June last, executed to me an indenture of mortgage to secure the said sum of £1,500, and £60 which I advanced him to discharge a writ of “*fiore facias*,” and by the said indenture the time of payment was deferred until the 14th day of October, 1859.

“ 3. By both indentures of mortgage the insolvent covenanted to pay me interest at the rate of £8 per centum per annum.

Proof admitted for £68 over and above security held.—(Signed) Wm. A. Purefoy, C.A. Security valued at £4,120.

“ 4. I hold no security for the debt due to me other than the aforesaid indentures of mortgage, and the title deeds of the properties mortgaged.

“ 5. The insolvent has no set-off against the same, as far as I know and believe.

“ 6. I value the aforesaid securities at the sum of £4,120.

“ Sworn by the deponent on the day first above-mentioned, }  
at Sydney, aforesaid, before me,— }

CLARK IRVING.

“ Wm. A. PUREFOY,

“ A Commissioner for Affidavits.”

On the 28th August, 1865, George Hibbert Deffell, Esq., Chief Commissioner for Insolvent Estates, and Archibald Campbell, Esq., Registrar in Insolvency, certified the above to be a true copy of the original.

It was physically impossible for me to prevent Mr. Clark Irving swearing falsely, for on the 4th day of March, 1859, I was in prison for swearing an affidavit strictly true. The day before Mr. Irving left the Colony he informed my wife that he did not intend to leave the Colony.

After my release from prison the Honorable Attorney General informed me that I had to thank him for my release, and that I was not the first innocent person that had suffered in a prison. While in prison my letters, addressed to the Honorable the Colonial Secretary, were generally signed by me—so long in prison for swearing the truth, being released before the expiration of my sentence, was an admission on the part of execution that I had suffered wrongfully in prison.

I have, &c.,

JOHN GARSED.

See memorandum appended to postscript of No. 41.

I have annexed a printed statement relating to Mr. Clark Irving's receiving rents of Commercial Chambers.

### No. 59.

#### Mr. J. Garsed to The Under Secretary for Lands.

Sir,

88, William-street, Woolloomooloo, 18 November, 1865.

No. 51. In reply to your letter of the 17th instant, in which you say I am directed to acknowledge the receipt of your letter of the 13th instant, and to inform you that the communication therein alluded to relative to the sale of the Commercial Chambers, has been duly received at this Department from the Treasury.

See No. 56.

My letter of the 13th instant does not refer to any sale of the Commercial Chambers.

See No. 58.

My letter to you of the 17th instant says: I again most respectfully request that you will acknowledge the receipt of the following letter by return of post:—

“(Copy.)

“ Sir,

The Treasury, New South Wales, Sydney, 31 October, 1865.

See No. 54.

“ I have the honor to inform you that your letter of the 30th instant, respecting rent of Commercial Chambers, has been forwarded to the Under Secretary for Lands, to whom it should have been addressed.

“ Mr. John Garsed.

JOHN WELLS.”

In my last letter is a certified copy of the late Mr. Clark Irving's, M.L.A., affidavit, sworn before Wm. A. Purefoy, Esq., a Commissioner for Affidavits, on the 4th of March, 1859, relating to the Commercial Chambers.

You

You will please to acknowledge the receipt of my letter of the 17th instant, and correct yours of the same date, unless you mean that the Honorable the Secretary for Lands has sold the Commercial Chambers; if so, please to inform me the name of the purchaser, and the amount of purchase money. In your letter to me, dated 5th August, 1865, you say, Mr. Secretary Robertson does not feel justified in reopening this case. I have no knowledge of any case respecting the Commercial Chambers being opened.

I have, &c.,  
JOHN GARSED.

No. 60.

Mr. R. W. Robberds to The Secretary for Lands.

Sir,

159, Castlereagh-street, Sydney, 27 November, 1865.

Some twelve years ago a piece of land situate at the corner of Pitt and Bridge streets, Sydney, was given up to the Government by the late Mr. Jobbins, at the instance and for the accommodation of the Government, in exchange for a piece of land belonging to the Crown, on the other side of Mr. Jobbins's property, but no deeds were executed for giving legal effect to the arrangement.

Mr. Jobbins's interest in the property has since passed to, and is now vested in, my client, Mr. Thomas Gale, who has instructed me to take the necessary steps on his part to get the matter completed.

I have the honor, therefore, to request that you will be pleased to instruct the Crown Solicitor to do what is necessary on behalf of the Government for carrying out the arrangement in question.

I have, &c.,  
R. W. ROBBERDS.

Crown Solicitor, B.C., 7 December, /65.—M.F.

No. 61.

The Crown Solicitor to The Under Secretary for Lands.

Sir,

Crown Solicitor's Office, Sydney, 8 December, 1865.

I have the honor to return to you, herewith, the papers relating to Mr. Thomas Gale's application respecting land derived by him through the late John Jobbins, and to request that you will favor me with specific instructions as to what I am to do thereupon.

I should mention that I was, until recently, the trustee of the late Mr. Jobbins's estate, and that I am aware that Mr. Garsed claims to have some interest in the land referred to in the present application. I, therefore, under these circumstances, think it desirable that I should only act under direct instructions—the present reference to me is in general terms.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

The questions which it was thought would be solved by a reference to the Crown Solicitor are—1st. Who are now the legal representatives of J. T. Hughes's ground, the allotment in Bridge-street? 2nd. How can they now procure a legal title to the portion of land intervening between the allotment as granted and the new line of Pitt-street, which strip of land they are entitled to in exchange for the land taken on the other side by the widening of the lane?

If the present or former interest of Mr. Williams in this matter renders it embarrassing for him to deal with the case, the papers might, as on a former occasion, go to the Attorney General direct.

Crown Solicitor, B.C., 12 December, 1865.—M.F. C.C., 12 Dec.

No. 62.

The Crown Solicitor to The Under Secretary for Lands.

Sir,

Crown Solicitor's Office, Sydney, 8 February, 1866.

I have the honor to return, herewith, the papers relating to the land near Pitt-street, taken from the late John Jobbins for the purpose of increasing the width of a lane, and with reference to the application of Mr. Robberds, as solicitor for Mr. Gale, to state that before I can take the necessary steps to carry out the contract so far as the Government is concerned, that is I suppose to prepare a formal surrender from Mr. Gale of the land which the Government has resumed—it is necessary that it should be shown that Mr. Gale is in a position to execute such a surrender, and this should be done before the papers are submitted to the Crown Law Officers for their advice as to the mode in which the land to be given by the Crown shall be granted.

At the time the arrangement referred to in the papers was made with Mr. Jobbins it was not, to the best of my recollection, agreed that a formal surrender should be made by him of the land required by the Government, and the land given in exchange be granted as is now requested, but as the land of which Mr. Jobbins took possession answered to the description in the deed of grant, both in quantity and boundaries, although in fact it is not the land granted, it should be considered included in that deed.

If the Minister should be of opinion that this arrangement was in effect an agreement that the Crown should perfect Mr. Jobbins's title to the land taken by him in lieu of the land the Government had taken possession of, it will be necessary to refer to the Crown Law Officers upon the question as to the way in which this arrangement shall be carried out; before doing this it will be as well, as I before suggested, that Mr. Gale should show that he is in a position to act in the matter.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

Write to Mr. Robberds accordingly.—9 Feb., /66. Perhaps Mr. Robberds may be reminded.—3 May. Put by until the parties interested move in the matter.—7 May.

## No. 63.

The Under Secretary for Lands to Mr. R. W. Robberds.

Sir,

Department of Lands, Sydney, 14 February, 1866.

No. 60.

In reference to your letter of the 27th November last, requesting that the necessary steps may be taken for giving legal effect to the arrangement by which certain land at the corner of Pitt and Bridge streets was given up by the late Mr. Jobbins in exchange for another piece of land belonging to the Crown in the same locality, I am directed to inform you, that under an opinion obtained in the matter from the Crown Solicitor it will be necessary for Mr. Gale, in whom you state the late Mr. Jobbins's interest in the property is now vested, to show that he is in a position to execute a legal surrender of the land in question to the Crown.

I have, &amp;c.,

M. FITZPATRICK.

## No. 64.

Mr. J. Garsed to The Secretary for Lands.

Queen v. John Garsed. Charge—Perjury. The perjury is assigned on an affidavit strictly true, filed in the Supreme Court, 26th February, 1858.

Crown's witness—Archibald Ashdown.

Sir,

Macleay-street, Sydney, 30 July, 1866.

I respectfully and most earnestly beg to bring under your notice a case of extreme wrong and long suffering, which can never terminate in the Supreme Court, in consequence of an unprecedented error in law on record in the said Court.

The facts are simple; the Attorney General's information is remarkable for brevity, but filed contrary to statute law; he merely copies the following from my affidavit:—

"I gave Ashdown a bonus of £2,000 or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms part."

Her Majesty's Attorney General, who in himself is the grand jury of this Colony, denies the above truthful statement, and states that the bill, £680 15s. 3d., is a debt due by me to the firm of Wm. Dean and Co., auctioneers, and not a debt due to Archibald Ashdown alone.

It is legally and physically impossible that the said information for perjury, and Ashdown and Pritchard's joint affidavit, filed in the Supreme Court, 2nd March, 1858, can both be true, for one is inconsistent or repugnant with the other.

When the case relative to bill £680 15s. 3d. was tried before Mr. Justice Dickinson in April and May, 1858, Mr. Daintrey's, solicitor, evidence was not admissible, and Mr. R. J. Want, solicitor, was absent from the Colony. But their evidence, sworn before Mr. Forbes Pile, in December, 1858, proves that I did give Archibald Ashdown a bonus of £2,000, and that the said bill, £680 15s. 3d., is a debt due by me to Archibald Ashdown *individually*, in terms of an agreement annexed to the said joint affidavit, and not a debt due by me to the firm of W. Dean & Co., auctioneers; in fact I was not indebted to the firm of W. Dean & Co., auctioneers, the value of the ink on this paper.

Any christian body of gentlemen will say on reading Mr. Daintrey's evidence, sworn at the Police Office, it is the evidence of a truthful witness.

The struggle before the Chief Justice in October, 1859, on the part of the Crown Prosecutor, was to keep out of evidence W. Dean & Co's. account books; and W. Dean & Co's. account books on the fourth day the books were in evidence, on the sixth day the Judge refused the books, seventh day the struggle closed, and thus ended I believe the longest case on record in the Supreme Court in its criminal jurisdiction.

Mr. Joseph Carroll's letter, published in the "*Empire*," October 12/59, relates to W. Dean & Co's. account book; on reading the extraordinary statement of evidence published in the "*Sydney Herald*," October, 12/59, for Garsed's account books read Pritchard's account books.

Ashdown engaged Pritchard at a salary of £500 a year to keep the books on the joint account of self and Ashdown; the books were kept under Ashdown's inspection; the settlement 30th September, 1857, is correctly entered in Pritchard's account books, which books I received from Ashdown's office on or about 22nd December, 1857; on my clerk, Mr. G. L. Wilson, calling my attention to certain *false entries* and *erasures* made by Pritchard in his journal while kept under the inspection of the Crown's witness, Archibald Ashdown, I closed Pritchard's account books on the 31st December, 1857.

Copy in print of C. P. Pritchard's journal and other documents in print were left at Government House, with my statement, for inquiry into my case on the 1st of March, 1860; on the following evening W. Dean & Co's. account books were nearly destroyed by an incendiary fire. I am informed and believe the explosive compound used to set fire to W. Dean & Co's. premises was gun cotton; how fortunate for those persons engaged at the "*Empire*" and "*Herald*" Office, that the explosive compound was not nitro-glycerine. According to statements published in the *Herald* respecting the explosive power of nitro-glycerine that compound must have destroyed Dean & Co's. and the adjoining premises.

Long after the said incendiary fire W. Dean & Co., Mr. F. M. Stokes and Mr. Joseph Carroll signed my wife's first petition on the grounds of innocence. My illegal sentence expired, 12th October, 1862, and I remained in prison until 19th May, 1862, and Her Majesty's Honorable Attorney General, John Fletcher Hargrave, informed me that I was not the first innocent person that had suffered in a prison.

No amount of money can compensate myself and my wife for what we have suffered in defending the truth; therefore on those grounds we ask for no money compensation; all I ask for is for the verdict to be reversed, by indorsing on the "information for perjury" this unprecedented *error in the Law Department*, and advertising the same in the *Government Gazette*, and after this, the proper Minister of the Crown, legally, to put myself and my wife in possession of our own properties, which properties by illegal means have been taken from us.

I have sent copies in print of my wife's last \* petition, and I believe there are gentlemen that signed that petition that perfectly understood the sense and meaning of the same, and it could not have been written in language so simple if I had been either legally or morally guilty of perjury; also \* copy of Ashdown and Pritchard's joint affidavit, filed March, 2/58; \* my equitable plea verified by affidavit; \* fictitious account for which I suffered, indorsed in the handwriting of His Honor the Chief Justice, "*Pritchard's red ink account or memorandum*," 5/10/59, and other printed statements.

\*See enclosure to No. 35.

\*See enclosure to No. 37.

"(Copy.)"

"(Copy.)

"Sir,

Supreme Court House, 16 December, 1862.

"I am directed by His Honor the Chief Justice to inform you that you must forthwith give notice to Dean and Ashdown of your petition, and also to the assignee, and that it will be heard before the full Court on Saturday next, the 20th instant.

John Garsed.

F. H. STEPHEN."

On Monday, 22nd December, 1862, their Honors held that they had no jurisdiction to entertain my application to expunge fraudulent claims against my estate, and show upon affidavits, and upon production of accounts, and upon exposition of the facts that the allegations in my affidavit were strictly true, and for the removal of the assignee; it must be first adjudicated upon by the Chief Commissioner. After several applications I at last received an official letter, stating that the Chief Commissioner has not the power to remove an official assignee.

"(Copy.)

"Sir,

Colonial Secretary's Office, Sydney, 8 August, 1862.

"With reference to your further letter, dated 15th October, 1862, \* but received on the 15th ultimo, I am directed by the Colonial Secretary to inform you, that it is not considered expedient that the investigation of certain circumstances connected with your case, which appears to be the object of your communication, should be instituted by the Government. Incorrect.

Mr. John Garsed.

W. ELYARD."

Annexed to my letter was a printed statement, which includes an epitome of my schedule, filed July 3rd, A.D. 1858.

Before I sequestrated my estate to have Dean & Co's. account books examined in connection with C. P. Pritchard's account books, to prove my equitable plea strictly true, I paid all my mercantile bills of exchange or promissory-notes given for value received.

"(Extract.)

"Hyde Park, 7 February, 1860.

"It is with great reluctance that I announce my inability to enter again into this case—a trial unprecedented for length and cross-examinations. But it is never too late to inquire into facts while the means of inquiry exist. That inquiry, however, must be instituted by the Government, as in England is invariably done. It is not my duty in the present state of things to enter into any such inquiry.

"ALFRED STEPHEN."

"[Case of Garsed convicted at the Sydney Gaol delivery of perjury.]

"The original letter was left with my statement at Government House, March 1, 1860.

"(Copy.)

"John Garsed,

"Supreme Court, Sydney, 3 January, 1861.

"I am directed by the Acting Chief Justice to acknowledge the receipt of your letter, dated 29th Dec., 1860. His Honor further directs me to state that he has made all due inquiries regarding the documents to which you allude, but has not been able to learn their whereabouts. Not with the papers.

"SEDGWICK S. COWPER."

If the verdict was against evidence, and the weight of evidence in the civil action, what must it have been in October, 1859, when I defended myself without a single document of mine in evidence in the civil action, with the exception of C. P. Pritchard's account books, which were refused by the Judges?

I beg of you for the sake of truth and justice to use your influence in my behalf, and advise His Excellency the Governor General (the representative of Her Majesty in this Colony) to investigate this charge of perjury. No witness need be examined to establish the truth publicly, that is if I am allowed to produce before His Excellency copies of records deposited in our Courts of Law, and original documents now in my possession, marked "exhibits in the civil action"; by so doing you will be the means of restoring peace of mind to myself and wife. You must admit that if my documents can be taken out of the Supreme Court without fear of investigation yours can, and, if required, destroyed.

I have, &c.,

JOHN GARSED,

One that suffered in a prison for swearing the truth—three years and nearly five months.

[Enclosure to No. 64.]

THE following is copied from a fictitious account deposited in the Crown Solicitor's Office, endorsed in the handwriting of his Honor the Chief Justice "Pritchard's red ink account or memorandum, 5/10/59." Although Pritchard's evidence and his affidavit, filed in the Supreme Court, 2nd March, 1858, proves it totally untrue, nevertheless, I, John Garsed, at the end of seven days, was, upon the evidence of this fictitious account, convicted of perjury, and sentenced to three years' confinement in a prison.

On the 21st day of December, 1858, I was committed to take my trial for perjury, because Pritchard's account books will not show a fictitious settlement between myself and the plaintiff Archibald Ashdown, on the 30th September, 1857. In April, 1858, after long arguments between the late Mr. Justice Wise and the Honorable R. M. Isaacs, Sir John Nodds Dickinson ruled that W. Dean & Co. are bound by Pritchard's account books. Pritchard's account books at my trial are called "Garsed's Account Books."

The Honorable Attorney General, Mr. Lutwyche, refused to file an information for perjury against me, but the Honorable Attorney General, Mr. Bailey, did on the 1st August, 1859; and at the time the information was filed Ashdown's and Pritchard's joint false affidavit, filed 2nd March, 1858, and about thirty of my documents, marked "exhibit," were either mislaid or taken out of the Supreme Court, and that, with the exception of Pritchard's account books, not one of my documents were in evidence before the Chief Justice in October, 1859.

The

The information for perjury, filed in the Supreme Court 1st August, 1859, is filed contrary to the law of the land. When perjury is assigned on an affidavit, that part on which it is assigned may be explained in another part, and upon an indictment for perjury there must be two witnesses; one alone is not sufficient, because there is in that case only one oath against another. Mr. C. P. Pritchard left the Colony the same day as Archibald Ashdown the second time charged me with perjury.

Pritchard's statement of accounts with John Garsed in terms of an agreement dated 30th September, 1857:—  
To J. Garsed, liabilities to W. Dean & Co., consisting of—

	£	s.	d.
1857, July 14th. To balance of account rendered .....	754	18	0
To acceptance due this date.....	329	3	6
"    16/24 To cash per cheques, these dates.....	400	0	0
Following acceptances—			
Due 14th August .....	500	0	0
14th September .....	146	13	9
15th October .....	1,300	0	0
2nd November .....	2,500	0	0
11th November .....	600	0	0
15th November .....	1,300	0	0
	£7,830	15	3
To J. Garsed's liabilities to A. Ashdown .....	2,000	0	0
	£9,830	15	3

Settled and paid by Garsed in the following terms—

Cash .....	5,650	0	0	
Eggleton's mortgage .....	900	0	0	Glebe account.
Lavers's mortgage.....	600	0	0	Advance account.
J. Garsed's acceptance, due 6th February, 1858 .....	680	15	3	do.
	£7,830	15	3	

Settled in terms as follows—

Conveyance land at Petersham .....	900	0	0
Mortgage, "Russell's Arms" .....	600	0	0
Do. Newtown foundry.....	500	0	0
	£2,000	0	0

Glebe account and advance account are written in pencil, and two of Ashdown's private accounts, kept by him in my name, in W. Dean & Co's. account books, relating to our private partnership transactions.

BANCO COURT, May 20th, 1858.

Before Mr. Justice Dickinson and a jury of four.

Foreman—F. M. Stokes, Esq.

Dean and another v. Garsed. Bill £680 15s. 3d.

The trial of this case was brought to a close. His Honor in his charge to the jury expressed great regret that he had not the power of compelling a reference to arbitration in a case of this nature, which was one that did not come legitimately within the province of a Judge and Jury to decide, and that in England a reference to arbitration would, under similar circumstances, have been at once assented to when recommended by the Judge. The material issue was whether there had been any consideration money from the plaintiffs jointly to Garsed for the acceptance of the bill £680 15s. 3d., or whether the consideration had been from Ashdown alone. According to the ruling of his Honor the verdict must be for the defendant in the latter case. After his Honor's ruling that W. Dean & Co. are bound by Pritchard's books, and that I had proved joint partnership transactions between self and Ashdown, His Honor improperly admitted in evidence a concocted account, called Pritchard's red ink account, and although this concocted account gained for the plaintiffs the verdict, that verdict was against evidence and against the weight of evidence Ashdown had charged me with perjury before going to trial, and, in consequence thereof, had brought the case to a dead lock. I sequestered my valuable estate, 3rd July, 1858, to prove before the Chief Commissioner, from the plaintiff's own account books, kept by double entry, when examined in connection with Pritchard's fictitious red ink account and his journal, that I was not guilty of perjury in defending the said bill upon equitable grounds; Judge's orders were served for that purpose, but the examination of the account books never took place until October, 1859.

My solicitor, Mr. P. A. Tompson, prepared my schedule to meet the regulations of the Court, that is showing a deficiency explained in my advertisement in the *Sydney Herald*, July 10th, 1858. To defeat the attachment, my residence Willow Lodge, Glebe, was searched, 5th July, 1858, and after 10 at night Mr. Husband, solicitor, took away my deed case full of deeds, abstracts of titles, agreements, and other valuable documents, and, to this day, I am not even allowed to see them.

I was charged with fraud for executing five deeds relating to several valuable properties, and twice committed to take my trial for fraud for executing two of the deeds—one between myself, Mr. Terry, Mr. Dick, and Mr. Smart; one trial for fraud lasted five days. On the 1st February, 1859, a bill was filed in equity against me, my wife, and her trustee to set aside three deeds of even date, dated 4th February, 1858, which are called fraudulent deeds; and it is a fact that the Examiners of Titles, although the bill is not dismissed, accepted in July last the defendant's title by granting a certificate of title to William Sixsmith for 30 acres of land, part of Bexley Estate, originally granted to James Chandler.

So simple are the real facts connected with my case, that I can prove from His Honor the Chief Justice's notes of Mr. Carroll's evidence relating to W. Dean & Co's. account books, that the fictitious red ink account is totally untrue.

The following memorandum will fully explain the mystery that surrounds the bill £680 15s. 3d., &c., &c., &c. :—

Devonshire-street, Fort-street,—Four dwelling-houses, valued at (10)—£2,810; containing in each six good rooms, built of stone and brick, with slated roofs, cemented all round outside, each having a frontage to this street of 14 feet by a depth of feet to the water. Let at £1 10s. 9d. per week each house. (See plan of the property.)

The above four dwelling-houses belonged to my wife. This property is valued by the plaintiff in the bill pending in equity at upwards of £4,000; in consequence of the said bill, my wife, during the time I was suffering wrongfully in a prison, lost her four houses; nevertheless, by her own industry, she kept herself, and supported me in a prison; and when a proposal was made to her that I should have my liberty if I would sign a memorandum that "I might have been mistaken," her reply,—  
"I would rather see my husband die in a prison than ask him to sign such a memorandum."

JOHN GARSEED.

No. 65.

Mr. J. Garsed to The Secretary for Lands.

Sir,

Bowenfels, 1 May, 1869.

I beg most respectfully to call your attention to the following letter:—

"(Copy.)"

"Sir,

Department of Lands, Sydney, 30 June, 1865.

Referring to your application of the 15th ultimo that certain land at the corner of Bridge and Pitt streets, being the site of the buildings known as the Commercial Chambers, may be alienated to the trustee of your wife's estate,—

"I

"I am directed by Mr. Secretary Robertson to inform you that an allotment of 6 perches, at the corner of Bridge and Pitt streets, was sold to John Terry Hughes in 1839, but that afterwards the alignment of Pitt-street was altered, leaving a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street.

"2. The Commercial Chambers are built partly upon the allotment and partly upon the space in question, which has not as yet been legally alienated from the Crown, and can only be alienated to the lawful owner of the allotment sold to J. T. Hughes; at any rate until such owner has declined to claim under the law.

"M. FITZPATRICK."

Mr. Burrowes from the Survey Department marked out the space upon which I built my Commercial Chambers, at a cost of £1,500, or thereabouts.

In the year 1857 Mr. John Williams, Crown Solicitor, and others, acting as trustees, leased to me the site upon which I built my Commercial Chambers, having power at the expiration of my lease either to sell or pull down my said chambers. During the time I was suffering illegally in Darlinghurst prison, the late Mr. Clark Irving, M.P., received in trust the rents coming in from my Commercial Chambers (about £500 a year), and the said lease expired during the time I was in prison.

In the Supreme Court of New South Wales, Her Majesty's Honorable Attorney General, John Fletcher Hargrave, Esq., did, on behalf of Her Majesty the Queen, on the 23rd Decr., 1862 (Roll 120, 4th Term, A.D. 1862), file an information for intrusion against Isaac Wellbank, W. R. Smart, G. L. Wilson, and others claiming under me. This writ of intrusion was followed by a writ of ejectment; and those persons who refused to acknowledge the right of the Queen were turned off the land, and the Sheriff, on behalf of the Queen, took possession of the land, together with the buildings, which cost me about £1,500 to erect.

I beg most respectfully to call your attention to the description of the land claimed on behalf of the Queen, as set forth in the said writ, and you will learn that, with the exception of a few square feet, part of the original Tank Stream, now covered over, and fronting to Bridge-street, I built my Commercial Chambers upon land not alienated from the Crown; and that the allotment of said 6 perches, sold to John Terry Hughes in 1839, will be found in Hamilton's-lane, near my Commercial Chambers.

The lawful owner of the allotment sold to J. T. Hughes can have no claim under the law to land not yet alienated from the Crown, and upon which I built my Commercial Chambers. Will you please to inform me if the Government are receiving the rents of my Commercial Chambers. Your early reply will greatly oblige.

I have, &c.,

JOHN GARSEED.

P.S.—I trust that, for the sake of justice, the present Government will sell to the trustee of my wife's separate estate, for the benefit of my wife, the said piece of land, corner of Bridge and Pitt streets, being the site of the buildings known as the Commercial Chambers, at the upset price, on the grounds that I could not foresee that private individuals would lease me land not alienated from the Crown. If the Government required the said 6 perches of land sold to John Terry Hughes in 1839 for a lane or road running from Bridge-street to Hunter-street, surely the Government had the power to re-purchase the land; and I respectfully say in my opinion it would be beneath the dignity of the Crown to compensate the lawful owner of the allotment sold to John Terry Hughes by giving such owner my Commercial Chambers, which cost me and not the Government £1,500, or thereabouts, to build. Two wrongs will never make one right.

J.G.

I do not think the position of the case is altered since Mr. Garsed was last written to. The land alluded to as unalienated can only be alienated to the person holding the fee-simple of the adjoining granted allotment.—M.F., 5 May.

I see no sufficient reason to interfere.—W.F., May 6, 1869.

#### No. 66.

#### The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 18 May, 1869.

Referring to your letter of the 1st instant, in which you apply that the Commercial Chambers See No. 66. in Pitt-street may be alienated to the trustees of Mrs. Garsed's separate estate, I am directed to inform you that the position of this case is not altered since the date of my last letter, and that the land to which you allude as unalienated can only be alienated to the person holding the fee simple of the adjoining granted allotment.

I have, &c.,

M. FITZPATRICK.

#### No. 67.

#### Mr. J. Garsed to The Secretary for Lands.

Sir,

Bowenfels, 9 November, 1870.

I beg respectfully to bring under your notice the following *hard case* :—

In the year A.D. 1839 an allotment of 6 perches of land, near the corner of Bridge and Pitt streets, Sydney, was sold to John Terry Hughes; there was a space between the east boundary of this allotment and the new alignment of Pitt-street.

About the beginning of 1857 I had the misfortune to lease from Mr. John Williams and others, trustees, a piece of land corner of Bridge and Pitt streets, Sydney, and informed about 10 feet of this land, having a frontage to Pitt-street, had not been alienated from the Crown, I had power in terms of the lease to sell or pull down any building that I might erect upon the land. I took the precaution before building upon this land to call at the Surveyor General's Department to have a surveyor from that department to mark out the land I had leased, and this Mr. Burrowes did. After this I built at an expense of about £1,500, certain buildings known as the Commercial Chambers, and I leased Chambers to Wm. Robert Smart, conveyancer, P. A. Thompson, solicitor, and others; some of those leases were deposited, in 1859, in the Crown Law Office. On the 21st December, 1858, Mr. D. Forbes, P.M., illegally sent me to prison, to take my trial on a charge of perjury; suffice it to say the perjury is assigned on an affidavit which the records of the Supreme Court will prove is *strictly true*. I was tried on the evidence of a fable, and



and on this evidence was convicted of perjury, and sentenced to three years in a prison. A few months before the expiration of my illegal conviction and sentence, "to wit," on the 19th of May, 1862, His late Excellency the Governor, by the advice of Her Majesty's Attorney General, now Mr. Justice Hargrave, released me from prison, on the grounds that I was neither legally nor morally guilty of perjury in making this said affidavit.

During the time that I was suffering in a prison for swearing the truth the lease of the said land expired.

Shortly after my release from confinement the Attorney General, on behalf of the Crown, claims the land I had lessed from Mr. John Williams and others.

In the Supreme Court, Sydney, 2,085, 4th term, A.D. 1862, John Fletcher Hargrave, Esq., on behalf of the Crown, files a writ of intrusion, 31st December, 1862, against Wm. R. Smart and others, claiming a title under me. I believe Mr. Wm. Robert Smart put in an appearance, but suffice it to say the Crown got possession of the land, together with my buildings, which cost me about £1,500.

If you refer to the writ filed by John Fletcher Hargrave, Esq., you will find that the Crown claimed the whole of the land, and that no portion of the land upon which I built my Commercial Chambers was sold to John Terry Hughes in 1839.

Mine is a hard case; five men combine together to send me to prison; the principal conspirator was A. Ashdown, the late Railway Accountant. The late Mr. Clark Irving, during the time I was suffering wrongfully in a prison, received in trust the rents coming in from my Commercial Chambers, and never accounts for a single shilling; Mr. Irving left the Colony shortly before I was released from confinement. After my release from prison the Honorable Colonial Secretary informs me it was not expedient for the Government to investigate my case. On Monday, 22nd December, 1862, I appealed to the full Court for justice, and their Honors held that they had no jurisdiction; and this week I have received a letter from the Duke of Edinburgh's Equerry, informing me that it is not in His Royal Highness's power to interfere in my behalf, but I trust that when Her Majesty the Queen hears of my pitiable case of injustice, every circumstance connected with it will be strictly investigated.

I beg respectfully to say that you have it in your power, being the proper Minister of the Crown, to do me justice in this matter of my Commercial Chambers, and I most earnestly beg of you either to sell to me this land upon which my Commercial Chambers are built, or make me some compensation for the buildings. Your early reply will greatly oblige.

I have, &c.,

JOHN GARSED.

#### No. 68.

#### Mr. J. Garsed to The Secretary for Lands.

Sir,

Bowenfels, 15 November, 1870.

No. 67.

I, on the 9th instant, addressed a letter to you, relative to my Commercial Chambers, built upon Crown land, corner of Pitt and Bridge streets, Sydney, and thinking that you might have submitted my letter to Her Majesty's Attorney General, to enable him to examine the proceedings instituted in the Supreme Court, 4th term, A.D. 1862, "The Attorney General v. Reading and others, M'Carthy and Son, Solicitors," I have sent you the sequel to my letter, that you may submit the same to the Attorney General to enable him more clearly to understand the case. (In speaking of law reform this matter relates to law and equity.)

The following is copied from the *Empire*, published Wednesday, May 21st, 1862:—

"To the Editor of the *Empire*.

"Sir,

"Will you please to correct the following statement in your issue of to-day, under the head of 'Release of prisoners from Darlinghurst Gaol.'

"John Garsed, who, it may be remembered, was found guilty of fraudulent insolvency, for which he was sentenced to a term of four years imprisonment.

"The following is a correct statement: October, 1859, I was tried before His Honor the Chief Justice for swearing I gave Ashdown a bonus of £2,000, or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange, now sued upon, forms part. 'Verdict—guilty,' and sentenced to three years confinement in Darlinghurst. So far from being a fraudulent insolvent, the undersigned voluntarily sequestrated his estate to protect his properties, first paying all bill of exchange and promissory notes, with the exception of the above in dispute, and even that was secured.

"Sydney, May 20th.

JOHN GARSED."

Case.

Anterior to 14th October, 1854 (on land at Blackwattle Swamp, Glebe), I built for R. J. Want, L. Barber, and C. Irving twenty-one houses, at a cost of about £7,500. On the 14th October, 1854, I purchased of Mr. C. Irving his one-third share of the said houses for £4,000, to be paid on the 14th October, 1857. The said £4,000 was secured upon the said property.

Subsequent to 14th October, 1854, R. J. Want, L. Barber, and myself built jointly twenty-four houses on a portion of the land, making in all forty-five houses.

I sold to Mr. R. J. Want my third undivided share in the said forty-five houses and land, subject to Mr. Irving's mortgage debt of £4,000, and Mr. L. Barber sold to Mr. Irving his one-third share in the said property. I agreed to re-purchase from Mr. R. J. Want one-third undivided share in the said property, on condition the term of payment of the said £4,000 was deferred until the 14th October, 1859. Mr. Irving agreed to this arrangement.

Copy in Mr. R. J. Want's handwriting, dated August 5th, 1856.

Mr. Irving agreed to extend the period of the mortgage for two years, on the Blackwattle Swamp, from the expiration of the same.

"Extract—Copy.

"Dear Sir,

Commercial Chambers, Pitt-street, 20 October, 1857.

"I wish to call your attention to C. Irving, Esq.'s mortgages. The first expired on the 14th. It will be necessary for you, before leaving Sydney, to see that the two years are added, if not already done.

"R. J. Want, Esq.

JOHN GARSED."

Extract

Extract from my letter to R. J. and G. Want, dated January 25th, 1858:—

"With respect to Mr. Ashdown's matter, I certainly thought, in the first instance, that you were acting as my attorney, or I should have applied to some other gentleman, by which means I should have been a gainer of £2,000, which I have now lost, for no one acting for me would have allowed the written contract to have been varied in the inexcusable way in which it has been; and, but for the trust and confidence I had in you, should have perused the draft myself, or have got some one else to do so. Compare the contract with the rental of the contract in the deed."

The original draft, in Mr. R. J. Want's handwriting, ought to be in the Crown Law Office, also the copy dated 11th August, 1857. This Ashdown is the late Railway Accountant. He absconded 1st of April last, and the Government offered a reward of £100 for his apprehension.

Mr. R. J. Want left the Colony in or about December, 1857, but previously to him leaving Sydney I made a proposal to Mr. C. Irving, which he agreed to; that is to say, I agreed that if Mr. Irving would join me in compelling Mr. R. J. Want to divide the said property at Blackwattle Swamp, Glebe, into three equal parts, I would give him a mortgage over my Commercial Chambers for £1,500, and this £1,500 could go in part payment of the said £4,000, and that I would sell a portion of my third share of the property, and pay him the balance.

Messrs. Reuss and Brown, surveyors, Pitt-street, Sydney, were instructed to divide the property of Blackwattle Swamp into three parts, which they did, and R. J. Want, C. Irving, and myself met at the Glebe. Mr. Want held in his hand three straws. I drew the longest, and had first choice. I and Mr. Irving instructed Mr. R. J. Want to prepare the deeds of division; but Mr. Want left the Colony before the deeds were executed, and the property to this day remains undivided.

About May, 1858, I borrowed of Mr. C. Irving £160, and on the 1st of June, 1858, or thereabouts, I executed an indenture of mortgage over my Commercial Chambers to secure the said £1,500, and deposited with him the lease of the said land upon which my Commercial Chambers are built, corner of Bridge and Pitt streets, Sydney; and I instructed Mr. C. Irving to receive in trust my third share of the rents of the said forty-five houses, and the rents coming in from my Commercial Chambers, and to give me credit for the same off the said two sums of £4,000 and £160, and further informed him, as soon as Mr. R. J. Want returned to the Colony, and the deeds were executed, I would sell a portion of my share of the property and pay him what balance might then be due.

Mr. C. Irving, or his agent, from on or about the 1st of June, 1858, did receive my share of the rents of the said forty-five houses, also the rents coming in from my Commercial Chambers; but during the time I was suffering illegally in prison, Mr. Irving, I believe, without receiving any consideration, gave the lease of the land upon which my Commercial Chambers are built, to Mr. W. R. Smart, conveyancer, and Mr. Smart received the rents and kept the money up to the date of his insolvency, and after this Mr. Robert Sempill, Official Assignee, received the rent of my Commercial Chambers, I believe, up to the time that the Crown claimed the land upon which my Commercial Chambers are built.

On the 4th of March, 1859, Mr. Clarke Irving made an affidavit, sworn before Mr. A. Purefoy, a Commissioner for Affidavits, and filed in my estate (I believe this affidavit is in the handwriting of my solicitor, Mr. P. A. Thompson, in substance, that he never received any of the said rents, or, in other words, I had no set-off against the said £4,000 and £160; and Mr. Irving swears that on the 4th day of March, A.D. 1859, I was indebted to him in the sum of £4,188 12s. 10d.

I had borrowed the sum of £4,700, secured upon my wife's separate estate; £3,500, part of the said sum of £4,700, I borrowed from Mr. S. H. Terry, in September, 1857.

Copy in my solicitor's (Mr. P. A. Thompson) handwriting, endorsed Regina v. Garsed, Ex. 6th Sept., 1859.—R.S. (meaning Robert Sempill.)

Fort-street, subject to mortgage of	£1,200
Willow Lodge, and Oak Lodge, subject to mortgage of	3,500

In consideration. To be conveyed to Mrs. Garsed's trustee. £4,700

Equity of redemption.

Bexley, subject to mortgage to Terry of	£2,000
Blackwattle and Chambers, subject to mortgage to C. Irving of	4,000
Chippendale (7) cottages, subject to mortgage to Provident Trust Company of	700

And Camperdown Bligh Terrace properties free from encumbrance, conveyance showing no trust.

Trust deed to realize and apply proceeds in discharging the £4,700, *not to be registered*, and after payment of that sum to account to Mr. Garsed for one half of the profits.

The above are Mr. P. A. Thompson's instructions to Mr. W. R. Smart, conveyancer, to prepare three deeds, each dated 4th February, 1858. Those three said deeds are, or ought to be, in the Crown Law Office, exhibits in the matter of the Queen against myself, in August and September, 1859.

My wife's trustee paid Mr. Terry £750 in part payment of the said £2,000, and a bill, now pending in equity, prevents my wife's trustee paying Mr. Terry the balance.

I believe Mr. C. Irving received in rents the said £4,000, and Archibald Ashdown's estate is liable for the said £700. There are seven cottages, valued at £1,400. A deed of trust, prepared in Mr. R. J. Want's office, dated 18th March, 1857, signed by A. Ashdown and myself, which deed proves that I held in trust for A. Ashdown and his heirs one half share in the said seven cottages, the remaining half-share for myself and my heirs. An affidavit, prepared in Mr. R. J. Want's office, and sworn by A. Ashdown and C. P. Pritchard before George Pownall, Esq., a Commissioner for Affidavits, 2nd March, 1858, states, the only joint transaction A. Ashdown had with me was a purchase of a place called Rosherville, and the erection of certain buildings thereon. The seven cottages are built in the city of Sydney. Rosherville is situated on North Shore.

I trust that I have clearly elucidated and explained this matter of the Commercial Chambers in a way that you cannot misunderstand the facts of this case. Although Mr. Adam Wilson, R. J. Want, P. A. Thompson, and C. Irving are dead, and A. Ashdown absconded, nevertheless death in no way complicates matters in my case. Your early acknowledgment of my letter will greatly oblige.

I have, &c.,

JOHN GARSED.

P.S.—I have sent with this a copy of my advertisement, which refers to this suit pending in Herewith. equity.—J.G.

See last decision on No. 65.—W.W.S., 4 Jan., 1871. Mr. Garsed has already been informed that the Government cannot re-open this case.—J.B.W., 9 Jan.

[Enclosure

## [Enclosure.]

In the Supreme Court of New South Wales.—In Equity.

Adam Wilson v. Thos. S. Hutchinson, John Garsed, and Emma Garsed.

Bill filed in Master's Office, 1st February, 1859. (Case still pending.)

TAKE notice, that in consequence of Mr. Archibald Ashdown, who was arrested on the charge of embezzlement, having absconded, I, the undersigned, further caution the public against purchasing properties mentioned in the said bill, filed 1st Feb., 1859.

The Examiners of Titles, in July, 1865, and without waiting for the dismissal of the said bill, accepted the defendant's title (which said A. Ashdown and others called fraudulent) by granting a certificate of title to William Sixsmith for 30 acres of land, being lots 2 and 4 and part of another of section 5 of the Bexley Estate, according to the original subdivision by John Garsed; and portion of 1,200 acres originally granted to James Chandler.

“(65-181)”

“ [Copy.] ”

“ Sir,

Registrar General's Department, Land Titles Branch, Sydney, May 31, 1865.

“ With reference to your communication of the 29th instant, relative to the application of William Sixsmith, I beg to state that if you have any caveat to enter, you must do so in the usual form.

“ Mr. J. Garsed.

“ E. G. WARD,  
Deputy Registrar General.”

Defendants say William Sixsmith's title to his land is as good as any direct from the Crown; and the Registrar General received from me every information relative to the said suit, as will be seen by the following letter:—

“(65-310)”

“ [Copy.] ”

“ Sir,

Registrar General's Department, Lands Title Branch, Sydney, August 9, 1865.

“ I beg to acknowledge the receipt of your letter (No. 12) with regard to proceedings in the Supreme Court—Adam Wilson, plaintiff, and Hutchinson and others, defendants.

“ Mr. John Garsed.

“ E. G. WARD,  
Deputy Registrar General.”

“ In the Supreme Court of New South Wales.

“ No. 317—A.D. 1858.

“ W. Dean and A. Ashdown, plaintiffs; John Garsed, defendant.

A CERTAIN joint affidavit, made by William Robert Smart, certificated conveyancer, John Garsed, and Thomas Sanders Hutchinson, filed in said action, June 14th, 1858, in reply to certain affidavits made by Hugh Dixon and Archibald Ashdown, filed in the said action June 10th, 1858, sets out the nature of the deeds, which A. Ashdown and others call fraudulent. I am in possession of a document in the handwriting of my solicitor, Mr. P. A. Tompson (marked exhibit), which proves that my solicitor instructed Mr. W. R. Smart to prepare three deeds, each dated 4th February, 1858, to register the conveyance for £4,700, Garsed to Hutchinson, showing no trust; but not to register the trust deed—said conveyance registered 8th February, 1858, No. 455, book 53. Annexed to this conveyance are four plans—plan marked D, which relates to 45 houses and land adjoining undivided property, belonging to John Garsed, Randolph John Want, and Clark Irving. This property still remains undivided, in consequence of Mr. R. J. Want leaving the Colony in December, 1857, before the deeds of division were executed.

“ The undersigned further cautions the public against purchasing certain properties mentioned in an attested agreement, dated 30th September, 1857, signed “ A. Ashdown,” registered by me 13th February, 1863, No. 814, book 81; more particular “ Transfer of Eggliton's mortgage for £900;” mortgage on Russell's Arms and portion of Newtown Foundry, and land adjoining; also, eight allotments of land situate at Bligh Terrace, Newtown.

“ The Government having offered a reward of £100 for the apprehension of A. Ashdown, and if not apprehended within two months, application will be made to have the said bill dismissed on the grounds of want of prosecution. At the death of the plaintiff the three said deeds, dated 4th February, 1858, with others, were deposited in the Crown Law Office.

“ April 20th, 1870.

“ JOHN GARSED,  
Bowenfels.”

THE following official letters will explain the mystery that surrounds my case. Suffice it to say, I was neither legally nor morally guilty of perjury in defending the above action on equitable grounds. Mr. Adam Wilson, on oath, established my innocence on all charges brought against me in his name. It was from circumstances over which I had no control, and could not foresee, that induced me to seek justice in the Insolvent Court; but before so doing, I paid all my bills of exchange or promissory notes given for value received. Not being insolvent, my solicitor, Mr. P. A. Tompson, prepared my schedule, filed 3rd July, 1858, to meet the regulations of the Court. On the 10th July, 1858, Mr. Adam Wilson filed a suggestion in the Supreme Court to defend the above action, signed P. A. Tompson, attorney for the defendant; Gilbert Wright, attorney for Adam Wilson. This action is still pending; but owing to a dead-lock in law cannot terminate.

Dead Lock.—Annexed to A. Ashdown and C. P. Pritchard's joint affidavit, filed in the above action, 2nd March, 1858, is a copy of said agreement, dated 30th September, 1857, signed A. Ashdown; registered No. 814; book 81.

Mr. Bailey, on behalf of the Queen, filed an information for perjury against me 1st August, 1859; his witness, Archibald Ashdown. The perjury is assigned on my equitable plea, which amounts to a plea of want of consideration, verified by affidavit filed in the above action, 26th February, 1858.

On the 1st August, 1859, the said joint affidavit, made by Ashdown and Pritchard, was not in the Supreme Court.

The facts are remarkable for simplicity; the only matter at issue is the bill of exchange, £680 15s. 3d., mentioned in the agreement registered No. 814; book 81.

The Queen, in the information, states:—“ Whereas in truth and in fact the said sum of £680 15s. 3d., the amount of the said bill of exchange, was the balance of an account due from John Garsed to the firm of Dean and Company, and was not a debt due to Archibald Ashdown alone.”

The evidence of Ashdown and Pritchard's joint affidavit proves the reverse. “ The law provides no remedy in a case like this,” and so simple are the facts that any competent accountant can prove, on examination of Dean and Company's account books, that on the 1st of August, 1859, I was not indebted to the firm the value of the smallest coin of the realm.

The Attorney General, Mr. Bailey, states in his information—“ It was necessary that John Garsed should file a plea to the declaration of Wm. Dean and Archibald Ashdown,” and that the plea should be accompanied by an affidavit of the truth of such, as required by a certain Act, meaning ‘ An Act to facilitate the remedies on bills of exchange and p-notes.’ I merely obey the law, for my equitable plea was prepared by Mr. E. Wise (afterwards Mr. Justice Wise) and Mr. P. A. Tompson, from about thirty of my documents, and Pritchard's account books, kept under the inspection of A. Ashdown. Not one of my documents was in evidence at my trial for perjury—‘ all taken out of the Supreme Court.’ Unfortunately this said Act gives the Judge no power to refer matters of disputed accounts to arbitration. Mr. Fisher, barrister-at-law, in speaking of my case, thinks it could not have happened had the law been reformed, and refers to this Act.”

(Official Correspondence.)

“ Hyde Park, 7 February, 1860.

“ It is with great reluctance that I announce my inability to enter again into this case—a trial unprecedented for length. But it is never too late to inquire into facts while the means of inquiry exist. That inquiry, however, must be instituted by the Government, as in England is invariably done.

“ [Case of Garsed, convicted at the Sydney gaol delivery of perjury.] ”

“ ALFRED STEPHEN.

“ P.S.—My note-books, including the notes of this trial, will be left in charge of Mr. Justice Dickinson, on application to whose clerk they will, no doubt, be admissible at any time.”

His

His Honor the Chief Justice's letter and my memorial were left at Government House, 1st March, 1860. On the following evening A. Ashdown's private accounts, kept in my name in Dean and Ashdown's account books, were nearly destroyed by an incendiary fire.

"(62-3506-375)

Colonial Secretary's Office, Sydney, 8 August, 1862.

"Sir,

"With reference to your further letter, dated 15th October, 1862, but received on the 15th ultimo, I am directed by the Colonial Secretary to inform you that it is not considered expedient that the investigation of certain circumstances connected with your case, which appears to be the object of your communication, should be instituted by the Government.

"Mr. John Garsed.

W. ELYARD."

In my letter, dated by mistake 15th October, was a printed epitome of my schedule, and the nature of the charges brought against me in the name of Adam Wilson.

"(69-2903-369.)

Colonial Secretary's Office, Sydney, 20 April, 1869.

"Sir,

"In acknowledging the receipt of your several letters (the first addressed to His Excellency the Governor) relative to the case the Queen v. yourself for perjury, I am directed by the Colonial Secretary to inform you that the communication made to you on the subject from this office on the 30th ultimo must be considered final.

"John Garsed, Esq., Bowenfels.

HENRY HALLORAN."

"Extract from letter, 30th ultimo:—'The Crown Law Officers have not, nor has the Executive Government, any jurisdiction whatever over the case.'"

I will suggest a simple remedy, that is—That the Executive Government pass an Act on behalf of the Queen to expunge from the records of the Supreme Court all proceedings instituted against me in the name of the Queen.

Shortly after the 10th July, 1858, all proceedings in my estate ceased to be legal. I did intend to publish the document in the handwriting of my solicitor, Mr. P. A. Tompson, marked "exhibit," giving instructions to Mr. R. W. Smart to prepare the said deeds, dated 4th February, 1858 (the said £4,700 relates to my wife's separate estate); but owing to two trust deeds and three others not being registered, it would occupy too much space for an advertisement in setting out an abstract of title.

Bowenfels, 26th May, 1870.

JOHN Garsed.

### No. 69.

#### The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, Sydney, 13 January, 1871.

Adverting to your letter of the 15th November last, in which you urge reconsideration of your application for the alienation of certain land at the corner of Bridge and Pitt streets, on which buildings had been erected by you, I am directed by the Secretary for Lands to inform you that the Government cannot re-open this case, to which effect you have already on several occasions been apprised. See No. 69.

I have, &c.,

W. W. STEPHEN.

### No. 70.

#### Mr. J. Garsed to The Secretary for Lands.

Sir,

Bowenfels, 14 January, 1871.

I had the honor of receiving a letter from your Secretary, dated 13th January, 1871, relative to my Commercial Chambers, which I had the misfortune to build, at a cost of about £1,500, upon Crown land at the corner of Bridge and Pitt streets, Sydney; and your Secretary informs me that the Government cannot re-open this case, to which effect I have already on several occasions been apprised. See No. 69.

The facts are simple: This land was leased to me for three years, with power to remove any buildings that I might erect upon the land at the expiration of the lease; but at the time the lease expired I was suffering wrongfully and illegally in a prison on a charge of perjury brought against me by the Attorney General, Mr. Bailey. The perjury is assigned upon an equitable plea strictly true, verified by affidavit. After a change of Attorney Generals His late Excellency the Governor, by the advice of the Attorney General (now Mr. Justice Hargrave) released me from prison before the expiration of my illegal sentence on the grounds that I was neither legally nor morally guilty of perjury.

The Attorney General, on behalf of the Crown, filed a writ of intrusion in the Supreme Court, and from the description of the land as therein set forth claims the whole of the land, with the exception of a few square feet near the bridge that crossed the Tank Stream in Bridge-street. At the time I erected the Chambers the Tank Stream was an open stream.

The only information received by me from the Government, throwing any light on the matter, is contained in a letter dated 30th June, 1865. This letter informs me that an allotment of 6 perches was sold to John Terry Hughes in 1839; that afterwards the alignment of Pitt-street was altered, and a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street. The Commercial Chambers are built partly upon the allotment and partly upon the space in question, which has not been alienated from the Crown. No. 43.

I am informed, and believe, the Tank Stream divides the said allotment sold to John Terry Hughes in 1839 and the Crown land upon which I had the misfortune to build my Commercial Chambers, and this is borne out by the description of the land set forth in the said writ of intrusion.

Will you please to forward me a description of the land from the conveyance of the said allotment of 6 perches sold to John Terry Hughes in 1839, that I may give a copy of the same to a surveyor, for him to ascertain which is correct, viz., "the description of the land as set forth in the writ of intrusion filed by the Attorney General, on behalf of the Crown, in the Supreme Court, 31st December, 1862," or the information contained in said letter, dated 30th June, 1865; for the impression on my mind is that the Crown at no time alienated the Tank Stream to John Terry Hughes, and the boundary of the land on one side, upon which I built the Chambers, is on the edge of Tank Stream. Note.—Stone piers are built on the edge of the Tank Stream, on which are turned brick arches to carry the back-front of the building; on the front, facing Pitt-street, piles are driven to carry the building. No. 43.

The Crown claims all the land from said piles to said piers; therefore how is it possible that any portion of the land between the Tank Stream and Pitt-street was sold to John Terry Hughes in 1839?

All that I require is but a simple act of justice, and that is—that the Government should either make me some compensation for the buildings, which cost me about £1,500 to erect, or allow me to remove the buildings.

Mine is a hard case. I suffer from first to last for obeying the law, and the Cowper Ministry informed me it was not expedient for the Government to investigate my case.

I have, &c.,

JOHN Garsed.

## No. 71.

## Mr. J. Garsed to The Secretary for Lands.

Sir,

Bowenfels, 16 January, 1871.

No. 70.  
No. 43.

In my letter of the 14th instant, relative to Crown land, corner of Bridge and Pitt streets, Sydney, I forgot to mention letter dated 30th June, 1865, received from Department of Lands, informing me that an allotment of 6 perches at the corner of Bridge and Pitt streets was sold to John Terry Hughes in 1839.

Allotment—If corner of Bridge and Pitt streets it is evident the course of the Tank Stream must have altered and run nearer Pitt-street, and in that case the 6 perches of land will be found in Hamilton Road; but it is quite clear had not the Attorney General, on behalf of the Crown, filed a writ of intrusion, followed up by a writ of ejectment and taken possession of the land, I should not have lost my Commercial Chambers; but it is easy for the Surveyor General to have the original grants of land surveyed from George-street towards Pitt-street, and then it will be ascertained whether the Crown in the information for intrusion claimed more land than belonged to the Crown.

There is no neglect on my side as you will see by the following statement:—

My surveyor, 7th February, 1857, attended on City Engineer and Surveyor, relative to surveying in the Tank Stream.

My surveyor, 21st March, attended on the Surveyor General and Mr. Burrowes respecting this land.

My surveyor, 30th March, attended on Mr. Burrowes, about covering in the Tank Stream.

My surveyor, 25th April, attended upon the City Building Surveyor, to give notice for houses in Pitt-street.

I humbly submit that two wrongs will not make one right, and I respectfully say that it is beneath the dignity of the Crown to take the land, together with my Commercial Chambers, which cost me about £1,500, without making some compensation for the same. I will briefly mention that Mr. Burrowes, surveyor, drove the corner pegs, and marked out the boundary of the land.

I have, &amp;c.,

JOHN GARSED.

Information for intrusion, filed 23rd December, 1862, 2085 Roll 120, 4th Term.

No. 68.

I have annexed to this copy of an advertisement that will clearly explain to you the mystery that surrounds my case. It is unprecedented in the history of criminal jurisdiction. Two wrong convictions for perjury in one gaol delivery, viz., Miss Isabella Mary Kelly and myself; but in my case the Judge had no jurisdiction, owing to a dead lock in law.—J.G.

## No. 72.

## Mr. J. Garsed to The Secretary for Lands.

Sir,

Ilford, 15 July, 1872.

In March, 1857, a portion of the Tank Stream was an open ditch, and on or about 21st of March, 1857, Mr. Burrowes, from the Surveyor General's Department, marked out the boundary of a piece of land having a frontage to Bridge and Pitt streets, Sydney, which land I had leased from one Mr. John Williams and others, with power to sell or remove any building I might erect upon the land, at the end of the lease, and at a cost of £1,500, or thereabouts, I erected certain buildings known as Garsed's Commercial Chambers; a portion of the building is now occupied as a public-house.

On the 9th of December, 1858, one Archibald Ashdown the second time lodged at the Central Police Court, Sydney, a monstrous charge of perjury against me; and if you refer to *Sydney Morning Herald*, December 17th, 1858, you will learn Mr. Holroyd appeared for Ashdown, and Mr. Butler for me, and the chief items of the information, strange to say, Pritchard's account books, kept under the inspection of Ashdown, sent me to prison on the 21st December, 1858, to take my trial for perjury. But it was not until the 1st of August, 1859, that Mr. Bailey, Attorney General, on behalf of the Queen, filed an information in the Supreme Court against me for perjury. This information is filed contrary to common law and strange to say that in this case we have on record in the Prothonotary's Office a dead lock in law on and from the 1st of August, 1859, which prevents the Judges having any legal jurisdiction in the matter.

To make the matter simple, the following is copied from *Sydney Morning Herald*, 17th December, 1858: "Defendant filed a plea, on the 26th February, 1858, and made an affidavit in verification thereof before Edwin Daintrey, Esq., a Commissioner for taking affidavits, and swore among other things that, *"I gave Ashdown a bonus of £2,000, or thereabouts, of which the £680 15s. 3d., the amount of the bill of exchange now sued upon, forms part."*

The underlined [italics] is the record in the information filed by the Attorney General on behalf of the Queen.

The Attorney General on behalf of the Queen denies the above truthful statement, and states the said bill, £680 15s. 3d., was the balance of an account due by me to Dean & Co., auctioneers, and not a debt due to A. Ashdown alone.

You will clearly see there is nothing complicated in the above, and if you read the depositions, sworn at the Police Office, you will learn that Mr. Edwin Daintrey's evidence proves I did give Ashdown a bonus of £2,000, and if you read Mr. M'Kechnie's (clerk of the Supreme Court) evidence, you will learn that Ashdown and Pritchard's joint affidavits filed 2nd March, 1858, was missing.

I do not mean to say that Mr. Bailey, Attorney General, read either the said joint affidavit or depositions sworn at the Police Court before filing his information for perjury, but this I say, it is not legal or constitutional to make me the victim of the erroneous opinion of Her Majesty's Attorney General; for the evidence of Ashdown and Pritchard's joint affidavit, and copy of an agreement annexed, prove clearly that the said bill, £680 15s. 3d., is payable to A. Ashdown individually, and Dean and Ashdown's account books prove I was not indebted to the firm of W. Dean & Co. on the 1st of August, 1859.

On

On the 5th October, 1859, I was tried before the Chief Justice, convicted, and sentenced to remain in prison until October, 1862, on the evidence of a fictitious memorandum, marked in the handwriting of His Honor the Chief Justice—"Pritchard's red ink account or memorandum" (5/10/59). On the 19th May, 1862, His Excellency the Governor, by the advice of Her Majesty's Attorney General (now Mr. Justice Hargrave) released me from prison, on the grounds I was neither legally nor morally guilty of perjury. In August following I received official letters from the Honorable Colonial Secretary (now Sir Charles Cowper) informing me it was not expedient for the Government to investigate certain circumstances connected with my case. In England the public would want to know what the Colonial Secretary meant.

During the time I was suffering illegally in a prison the lease of the said land terminated, and in December, 1862, Her Majesty's Attorney General, on behalf of the Queen, filed in the Supreme Court at Sydney a writ of intrusion, which was followed by a writ of ejectment, and the Sheriff, on behalf of the Queen, took possession of the land, together with buildings which cost me about £1,500.

I respectfully wish to learn from you who is the proper Minister of the Crown in this matter?

1st. Will you sell me the Crown lands set forth in the said writ of intrusion at the upset price?

2nd. If not, will you pay me the value of the buildings, such value to be settled by arbitration?

3rd. If you will not sell to me the land, or pay for the buildings, will you allow me to remove the buildings?

Your early reply will greatly oblige.

I have, &c.,  
JOHN GARSED.

P.S.—I will mention I received from Ashdown Pritchard's account books on the 21st of December, 1857, on the payment to him of two £50 promissory-notes towards Pritchard's salary, which I paid. The said account books showed a balance in my favour of £19,315 8s. 2d. Owing to false entries and erasures made by Pritchard in his journal, while kept under the inspection of Ashdown, I closed Pritchard's account books on the 31st of December, 1857, and gave them to Mr. Lawrence and Mr. Humphery to examine and balance, which they did, and the bill, £680 15s. 3d., is entered by Pritchard to the debit of Ashdown; and I can assure you that no Englishman likes to be defrauded out of his properties for obeying the law, and then cast into a prison.—J.G.

A. Ashdown absconded on the 1st of April, 1870, and a reward of £100 is offered by the Government for his apprehension, on a charge of embezzlement.

Mr. Garsed has written over and over again on the subject of this letter, and has been informed more than once that the Government cannot again go into the matter. His two last letters were purposely left unanswered.—W.W.S., 6 August.

Seen.—J.S.F., 8/8/72.

### No. 73.

#### Mr. Surveyor Smith to The Surveyor General.

Sir,

Sydney, 16 August, 1875.

In compliance with verbal instructions of the Chief Draftsman, I have the honor to transmit herewith the plan showing chainage of part of the south side of Bridge-street, between Bridge-lane and Hamilton-lane, parish of St. James and St. Phillip, in the City of Sydney, showing the position of the buildings erected with regard to the boundaries of the allotments determined by the lengths given on original plan, cat. s. 2, 842.

In portions Nos. 11, 10, 9, 8, and 7 the difference between the lengths given on plan and the boundaries determined by the several party-walls is inappreciable. This is satisfactory, as it identifies the eastern boundary of allotment No. 7. Appendix C.  
Plan and tracing  
herewith.

In allotments 5 and 6 the buildings occupy two feet four inches (2ft. 4in.) more than the length given on plan.

Between the eastern boundary of allotment No. 7 and the outside edge of wall of Mr. Wolfen's building the actual measurement is 4 feet 8 inches in excess of the lengths given on the plan.

This 4 ft. 8 in. of excess is distributed 2 ft. 4 in. in the late Thomas Moore's property, and 2 ft. 4 in. in Mr. Wolfen's.

I now have to draw your attention to the difference in the position of J. T. Hughes's 6 perches, as shown by the plan of original survey (cat. s. 105) and the land now built upon as that allotment.

The red colour on a tracing herewith shows the position of old grant, and the blue the land now built upon.

From as much of the correspondence as I have perused, together with the copies of the original deeds in the Survey and Registrar General's Office, I find there has been no cancellation of the original deeds or authority given for taking the land as built upon in lieu of the land as originally sold.

Thus the land sold, and which could be claimed, comes to within 11½ ft. (left for a lane) of the eastern boundary of allotment No. 1. The 4 ft. 8 in. of land applied for to purchase by Mr. Wolfen to include his improvements would therefore have to be taken from the width of this lane, reducing it to 6ft. 10 in. wide, thus rendering it useless for a thoroughfare.

Although there may at present be no likelihood to claim the land (J. T. Hughes' 00 chains) as sold by deed, I would (thinking it only prudent) beg to recommend for your consideration that the difference between the actual position of the portion and the land occupied be definitely settled before the land applied for by Mr. Wolfen, to include his improvements, be sold to him.

I have, &c.,  
THOMAS H. SMITH,  
Surveyor.

## No. 74.

Mr. J. Garsed to The Secretary for Lands.

Sir, 324, Liverpool-street, Darlinghurst, Sydney, 3 July, 1876.

I respectfully refer to your answer to John Hurley, Esq., M.L.A., 5th question, published in No. 117 Votes and Proceedings of the Legislative Assembly, Friday, 30th June, 1876, relating to Crown land corner of Pitt and Bridge streets, Sydney.

Your answer—"It is probable that some marking did take place, but at present this cannot immediately be more definitely stated."

For your information I respectfully send you an extract from Mr. C. H. Storey's account, delivered to me.

Mr. Garsed, Glebe, to C. H. Storey,—  
1857.

February	7th.	Attending the City Engineer relative to surveying in the Tank Stream.
March	21st.	Attending at Surveyor General's, and at Mr. Burrowes, respecting land in Pitt-street.
"	30th.	Attending Mr. Burrowes's about covering in Tank Stream.
April	6th.	Attending City Surveyor, and taking out license for hoard in Pitt-street.
"	7th.	Attending and waiting for Mr. Burrowes, and upon City Surveyor, for specification of work executed at the Tank Stream.
"	8th.	Attending at Surveyor General's.
"	9th.	"
"	25th.	Attending upon City Building Surveyor to give notice for houses in Pitt-street.
May	16th.	Making tracing of Pitt-street Chambers, for submission to trustees of Church property.
October	31st.	To preparing drawings and specifications for new buildings in Pitt-street, superintending and certifying to the amount of £1,050.

I am under the impression a copy in print of Mr. C. H. Storey's account is among my papers deposited in the-Crown Law Office.

In reply to the 4th question "No; it flows through the 6 perches in question."

I must presume that the original bed of the Tank Stream was never sold to John Terry Hughes. I am informed that John Terry Hughes, in the erection of stone walls and pillars on his land having a frontage to Bridge-street, diverted the stream to enable him to build upon the site of the original bed of the Tank Stream, and this he did to benefit himself and not to benefit the public.

I trust, after having expended so large a sum of money (nearly £1,500) in improvements that you will sell me the land described and set forth in a writ of intrusion, filed by the Honorable Attorney General on behalf of Her Majesty the Queen, in the Supreme Court, Sydney, on the 23rd of December, 1862.

An early reply will greatly oblige.

I have, &c.,  
JOHN GARSED.

## No. 75.

Mr. J. Garsed to The Secretary for Lands.

Sir, 324, Liverpool-street, Darlinghurst, Sydney, 7 July, 1876.

After reading my letter of the 3rd instant you informed me you would lay the papers before the Honorable Attorney General for his opinion.

I respectfully bring under your notice that on the 28th ultimo I received from the Crown Law Office six copies of opinions respecting my unprecedented case. Two opinions are signed J. N. Dickinson—one, Alfred Stephen—three, John F. Hargrave, Attorney General.

That in consequence of these opinions it becomes necessary that I should give you further information relating to my Commercial Chambers, referred to in the following letter:—

Copy from letter I received from Department of Lands.

"Department of Lands, Sydney, 30 June, 1865.

"An allotment of 6 perches, at the corner of Bridge and Pitt streets, was sold to John Terry Hughes in 1839, but that afterwards the alignment was altered, leaving a space of about 15 feet between the east boundary of the allotment and the new alignment of Pitt-street.

"2. The Commercial Chambers are built partly upon the allotment and partly upon the space in question."

You state, in reply to Mr. Hurley's (*Hartley*) (6) question—Has the land described in said writ of intrusion been legally alienated from the Crown? The land does not appear to have been alienated.

The description of land is clearly described in the writ, and I respectfully beg of you to read this writ of intrusion.

In April, 1858, I had printed at the *Empire* office copies of affidavits, agreements, correspondence, Pritchard's journal, &c., &c., and a copy of same is deposited with my papers, *Queen v. Garsed*, in the Crown Law Department.

To arrive at the facts it will be necessary for you to examine carefully those printed papers. For example, in speaking of affidavits—printed copy of Ashdown and Pritchard's joint affidavits, sworn 2nd March, 1858; of Wm. Robt. Smart's affidavit, relating to my Commercial Chambers, sworn 3rd March, 1858; of my equitable plea, filed 26th February, 1858.

Agreements.—Printed copy of agreement, dated 15th July, 1857, signed John Garsed, signed A. Ashdown. Engross, &c., R. J. & G. Want; this agreement prepared in my presence by Mr. R. J. Want, 11th August, 1857. Printed copy of agreement, dated 30th September, 1857, signed A. Ashdown; witness, R. J. Want.

"The above agreement is in full satisfaction and discharge of all previous agreements or understandings relative to the sale or purchase of the above properties between the above parties.—  
A. ASHDOWN. September 30th, 1857."

This

This last agreement is registered, and a copy is annexed to Ashdown and Pritchard's said joint affidavit.

Printed copy of journal—brief history:—This journal was kept by Pritchard, under A. Ashdown's inspection, and upon the premises occupied by Wm. Dean & Co., auctioneers. I received this journal from Ashdown, 22nd December, 1857, on payment to him of £100, my share of Pritchard's salary, and not an entry is made in this journal after the 31st December, 1857. In April, 1858, Mr. Justice Dickinson ruled Wm. Dean & Co. are bound by this journal. On the 21st December, 1858, this journal, and not the evidence, sent me to prison to take my trial on a charge of perjury, instituted against me by A. Ashdown. I was convicted, and sentenced in April, 1859, to twelve months imprisonment on a cross entry made in this journal, and I received this journal from Mr. J. P. Mackenzie on the 8th May, 1875; also a ledger, made up from this journal by Mr. Humphery, now Official Assignee. This journal is marked Dean and another v. Garsed D's Ex., 22/4/58.—R.S.

Folio 120 of this Journal, I found deposited the following pencil memorandum:—

Page 22.—Ashdown takes over Dean ... ..	£1,154 18 0
Bills W. Dean ... ..	6,675 17 3
	<hr/>
A. Want's £1,050.	£7,830 15 3

Page 24.—Ashdown claims to £9,830 15s. 3d.

Pages 25 and 26 show the manner in which Garsed pays or secures to A—£10,330 15s. 3d., which is £500 more than the above £9,830 15s. 3d. as agreed, and shows that the £680 15s. 3d., the bill sued on, is the balance of the account due to A.

The above memorandum clearly solves the mystery that surrounds my case.

This journal proves the balance in my favour on the 30th September, 1857, £19,315 8s. 2d.

This large balance does not include the whole of my assets; in fact, Bexley House, and about 36 acres of land, which cost £1,500, was conveyed to me on the 10th of June, 1858, and I sequestered my estate, 3rd July, 1858.

This ledger, endorsed R.S. (meaning an exhibit) at the time I was tried on a charge of mutilation of a deed, before Mr. Justice Dickinson, in August and September, 1859, at the end of five days the jury in one-half minute returned a verdict of "not guilty," and I beg of you to read Mr. Wm. Robert Smart's evidence, given before Mr. Justice Dickinson, published in the *S. M. Herald*, September, 1859.

(Copy from ledger.)

"This ledger has been made up by me from the journal of Mr. Pritchard's keeping, and I certify that the whole of the accounts contained therein are correctly and accurately posted from such journal. April 20th, 1858. F. HUMPHREY."

"I have examined the whole with Mr. Humphrey, and vouch for the correctness.

"GEO. L. WILSON, April 20th, 1858."

(Copy from printed correspondence.)

"Mr. Irving agreed to extend the period of the mortgage for two years on the Blackwattle Swamp from the expiration of the same.

"August 5th, 1856.

R. J. WANT."

Expiration of the same 14th October, 1857, but payable 14th October, 1859. To understand the above memorandum, I agreed to re-purchase from Mr. R. J. Want one-third undivided share in forty-five houses and land at Blackwattle Swamp, Glebe, subject to Mr. Irving's mortgage of £4,000, provided that the period for payment was extended to 14th October, 1859. Mr. Irving agreed to this.

"Commercial Chambers, 16 December, 1857.

"Messrs. R. J. and G. Want. Gentlemen,—Mr. Fell requested on your behalf the loan of the deed, dated 5th June, 1856." R. J. Want to myself. Conveyance and indemnity.

I received this deed, together with several other deeds, from Mr. J. P. Mackenzie, 7th May, 1875, and all the deeds I received were in evidence on my trial—"mutilation of a deed" already referred to.

I will write you further extracts from printed papers, and refer to deeds now in my possession, and explain why Mr. C. Irving, or his agent, received the rents of my Commercial Chambers, and my third share of rents of forty-five houses from on or about 1st of June, 1858, and I believe he received of my rents in trust sufficient to pay said £4,000.

I have annexed to this letter one of my advertisements, which will afford you further information.

I have, &c.,

JOHN Garsed.

## No. 76.

### Mr. J. Garsed to The Secretary for Lands.

Sir,

324, Liverpool-street, Darlinghurst, Sydney, 19 July, 1876.

I respectfully annex to this letter "Copy of your answers to Mr. Hurley's (*Hartley*) questions relating to said Crown lands." Herewith.

The following is in the handwriting of my solicitor, the late Mr. P. A. Thompson—his instructions to Mr. W. R. Smart, conveyancer, to prepare three deeds, each dated 4th Feby., 1858, viz., John Garsed to Thos. Sanders Hutchinson, conveyance of properties at Bexley, Chippendale, Camperdown, Blackwattle Swamp, and new Pitt-street, Sydney, meaning said Crown land; Thos. Sanders Hutchinson to John Garsed—covenant; Thos. Saunders Hutchinson to John Garsed—articles of agreement.

This Mr. Smart is the same Mr. Smart that you refer to in answer to first question; and a printed copy of Mr. Smart's affidavit, sworn 3rd March, 1858, respecting the erection of buildings upon said Crown land, is deposited with my papers, "Queen v. John Garsed," in the Crown Law Office.

(Copy.)

Fort-street:—Subject to mortgage of £1,200.

Willow Lodge and Oak Lodge:—Subject to mortgage of £3,500—£4,700.

In satisfaction—to be conveyed to Mrs. Garsed's trustee—equity of redemption of Bexley, subject to mortgage to Terry of £2,000.

Blackwattle and Chambers:—Subject to mortgage to C. Irving of £4,000.

Chippendale Cottages:—Subject to mortgage to Provident Trust Company of £700, and Camperdown and Bligh-terrace properties free from encumbrance.

Conveyance

The Attorney General, Mr. Bailey, on behalf of the Queen, states the reverse. The law in a case like this provides no remedy.

Of the names mentioned in this letter Messrs. R. J. & G. Want, Mr. Irving, Mr. Smart, and Mr. Dean, are dead. I am informed Mr. Pritchard is dead; he left the Colony, 13th Decr., 1858. A. Ashdown, I am informed, is in San Francisco. W. Dean & Co.'s books, in evidence, Outr., 1859, are, I am informed, in possession of Mr. Bellley, merchant, one of the executors in the estate of Mr. Dean, deceased. See Appendix to No. 68.

Regd. 8th Feby., 1858, No. 455, book 53.

Regd. 29th July, 1875, No. 96, Book 152. Regd. 29th July, 1875, No. 97, Book 152.

Reduced by payment, May, 1858, to £1,350.

Meaning Commercial Chambers. 5 question.



Conveyance showing no trust; not to be registered.

Trust deeds to realize and apply the proceeds in discharging the £4,700. To understand the meaning of Blackwattle and Chambers subject to C. Irving's £4,000, I will again briefly refer to printed papers deposited in Crown Law Office with the papers in my case.

Copy, in the handwriting of the late Mr. R. J. Want, Mr. Irving agreed to extend the period of the mortgage for two years on the Blackwattle Swamp from the expiration of the same, 5th August, 1856.

I agreed with Mr. R. J. Want to re-purchase one-third undivided share in forty-five houses, and land at Blackwattle Swamp, Glebe, subject to Mr. Irving's mortgage of £4,000, provided that the period for payment of this £4,000 was extended to 14th October, 1859, and Mr. Irving agreed to this.

Owing to my quarrel with Mr. A. Ashdown, in August, 1857, I made a proposal to Mr. Irving, which he accepted, to this effect: that I would give him a mortgage upon my Commercial Chambers for £1,500, provided he acted with me in having the forty-five houses and land Blackwattle divided into three equal parts, that each might have his own share; and Messrs. Reuss & Brown, surveyors, Pitt-street, Sydney, received instructions to divide this property, which was done; and Mr. Irving and myself instructed Mr. R. J. Want to prepare the deeds, but Mr. Want left the Colony before the deeds were executed.

Copy from printed papers in Crown Law Office:—

"R. J. Want, Esq.,

"Commercial Chambers, Pitt-street, 20 October, 1857.

"Dear Sir,

"I wish to call your attention to C. Irving, Esq., mortgages; the first expired on the 14th, and it will be necessary for you, before leaving Sydney, to see that the two years are added—if not already done; when you persuaded me to purchase back one-third, it was only on condition that C. Irving was agreeable to extend the time two years longer; and I hold your memorandum to that effect in which you state he had agreed.

JOHN GARSED."

Mr. R. J. Want did not return to the Colony until towards the end of 1858.

On or about the 1st of June, 1858, I carried out my part of the agreement, by executing the mortgage for £1,500, and handed to Mr. Irving the lease of my Commercial Chambers; and it was arranged between us that Mr. Irving should receive the rents of my chambers, and my third share of rents of said forty-five houses in trust towards payment of this sum of £4,000; and Mr. Irving, or his agent, received the rents from on or about the 1st of June, 1858, to the date I was wrongfully sent to prison to take my trial on a charge of perjury, instituted by A. Ashdown; and I was not released from prison until the 19th May, 1862, and then I learnt from Mr. Smart that Mr. Irving, previous to leaving the Colony, handed to him (Mr. Smart) the lease of my Commercial Chambers, stating that he (Mr. Irving) had no claim upon the buildings, and that he (Mr. Smart) would account to me for rents he had received. On the 23rd December, 1862, Mr. Smart was insolvent, and his official assignee (Mr. Robert Sempill).

I believe that Mr. C. Irving, or his agent, received my rents up to the date of Mr. Irving's insolvency, sufficient to pay the said £4,000; the interest on this £4,000 decreased week after week, from on or about the 1st of June, 1858, owing to sums received for rents of my Commercial Chambers at the time I was sent to prison, were (I believe), over £500 per annum.

I leased this Crown land from the trustees in Jobbins's estate, with the intention to purchase the land, but provided I did not purchase the land I had power to sell or remove the buildings; the lease expired at the time I was suffering wrongfully in Darlinghurst Gaol.

It is clearly evident from description of said land, described in writ of intrusion, filed 23rd December, 1862, that the trustees in Jobbins's estate had leased to me land not vested in them.

Mr. Irving, on or about the 1st of June, 1858, lent me the sum of £160, but the deeds registered will prove I never received this £1,500 from Mr. Irving. The conveyance, registered 8th February, 1858, reads:—"As to the premises, Blackwattle Swamp, a certain indenture of mortgage, which is already prepared and agreed to be given to Clark Irving, to secure £2,500 and interest; and as to the premises known as the Commercial Chambers, a certain other indenture of mortgage, which is already prepared, and agreed to be given to Clark Irving for securing £1,500 and interest.

I cannot say whether the said mortgage for £2,500 was executed, but I think not, owing to the property not being divided, as it was my intention to sell a portion of my third share of the property to pay Mr. Irving this £2,500.

At the date I purchased Mr. Irving's one-third share of this property for £4,000, only 21 houses were erected, and Mr. Want, Mr. Barber, and myself, erected 24 houses, making in all 45 houses.

I trust that you will sell to me the land described and set forth in said writ of intrusion at the upset price, without competition, on the ground, I expended about £1,500 in improvements.

I have, &c.,

JOHN GARSED.

See No. 74.

P.S.—At the time I delivered to you my letter of the 3rd instant you informed me that you would lay my letter and papers before the Honorable Attorney General for his opinion; will you please lay before the Honorable Attorney General my further communication of the 7th instant, and this letter to explain the mystery that surrounds this land, mentioned in said writ of intrusion.—J.G.

See No. 75.

[Enclosure to No. 76.]

(7.) Land at corner of Bridge and Pitt streets:—Mr. Hurley (*Hartley*) asked the Secretary for Lands pursuant to Notice,—(1.) Did the Hon. Attorney General, John Fletcher Hargrave, Esq., file in the Supreme Court House, Sydney, on the 23rd December, 1862, an information on behalf of the Queen against Isaac Wellbank, William Robert Smart, George Lea Wilson, and others for intrusion upon Crown land, corner of Bridge and Pitt streets, Sydney?

(2.) Did John Garsed address a letter, dated 15th July, 1865, to the Honorable Minister for Lands, requesting that the said Crown land, corner of Bridge and Pitt streets, may be alienated to the trustees of his wife, on payment of the upset price of the land, on the ground of improvement?

(3.) Did the Honorable Minister for Lands, by letter dated Department of Lands, Sydney, 13th June, 1865, in referring to John Garsed's application of the 15th ultimo, state that an allotment of 6 perches of land at the corner of Bridge and Pitt streets was sold to John Terry Hughes in 1839?

(4.) Did the Tank Stream in 1839 flow between the said 6 perches of land sold to John Terry Hughes and Pitt-street?

(5.) Did Mr. Burrows, from the Surveyor General's Department, some time in March, 1857, mark out the site, corner of Bridge and Pitt streets, upon which John Garsed, at a cost of about £1,500, built the Commercial Chambers?

(6.) Has the land described in said writ of intrusion been legally alienated from the Crown?

Mr. Garrett answered,—

(1.) On the 23rd December, 1862, a writ of intrusion was filed, signed by John Fletcher Hargrave, Esq., Attorney General, against James Reading, Isaac Wellbank, William Robert Smart, George Lea Wilson, Henry Hamburger, Harold

Harold Brees, Thomas Ellen, Henry Manton, and Daniel Bell, allotment of land in Pitt and Bridge streets, Sydney; Holden and M'Carthy, solicitors. Defendant Smart appeared, 31st December, 1862, and pleaded 31st January, 1863. Writ of *Amoveas Manus* issued 23rd February, 1863.  
 (2 & 3.) That a letter was received under date 13th May, 1865, and replied to on the 30th June, 1865.  
 (4.) No; it flows through the 6 perches in question.  
 (5.) It is probable that some marking did take place, but at present this cannot immediately be more definitely stated.  
 (6.) The land does not appear to have been alienated.

## No. 77.

J. Hurley, Esq., M.P., to The Secretary for Lands.

Sir,

Sydney, 24 July, 1876.

I should esteem it a favor if you will instruct your Department to give a reply to Mr. John Garsed's letters in reference to land, viz., Tank Stream, it being of serious importance to him.  
 Your attention will oblige.

I have, &c.,  
 JOHN HURLEY.

Have an acknowledgment sent at once to Garsed.—T.G., 25/7/76.

See No. 78.

## No. 78.

The Under Secretary for Lands to Mr. J. Garsed.

Sir,

Department of Lands, 7 August, 1876.

I am directed by the Minister for Lands to acknowledge the receipt of your letter of the 19th ultimo, on the subject of your claim to land situated in the City of Sydney, at the corner of Bridge and Pitt streets, and I am to inform you that the matter is now under consideration in this Department. See No. 76.

I have, &c.,  
 W. W. STEPHEN.

## No. 79.

Mr. J. Garsed to The Under Secretary for Lands.

Sir,

324, Liverpool-street, Darlinghurst, Sydney, 11 August, 1876.

I beg to acknowledge the receipt of your letter of the 7th inst., relating to my claim to land at the corner of Bridge and Pitt streets. You inform me the matter is now under consideration in this Department. See No. 73.

I respectfully call the honorable Minister for Lands attention to my letter, dated Sydney, May 15th, 1865, in reply to letter 435, dated Department of Lands, Sydney, 10th May, 1865, in which I state, "The facts which relate to the land, corner of Bridge and Pitt streets, so far as I am concerned, are simple, &c., &c." See No. 41.  
See No. 40.

On Tuesday, the 8th inst., John Hurley, Esq., M.L.A., moved "That an Address be presented to the Governor, praying that His Excellency will be pleased to cause to be laid upon the Table of this House, copies of the proceedings filed in the Supreme Court, 4th Term, A.D. 1862, in the matter of the Attorney General, Reading and others, &c., &c."

The motion was put and agreed to, and I trust the honorable the Colonial Secretary will lay upon the Table of the House on Tuesday next, the 15th inst., the papers asked for.

The honorable Attorney General (now Mr. Justice Hargrave) filed on behalf of the Queen, in the Supreme Court House, Sydney, on the 23rd December, 1862, a writ of intrusion, and writ of *amoveas manus*, issued 23rd February, 1863.

Defendant Smart, at the time insolvent; his official assignee, Mr. Robert Sempill.

Mr. Burrowes, from the Surveyor General's Department, marked out the site upon which I erected my Commercial Chambers, at a cost of about £1,500.

The Attorney General, on behalf of the Queen, claims the whole of the land marked out by Mr. Burrowes, with the exception of a small angle piece corner of Hamilton-lane and Bridge-street. At the date I erected the said Commercial Chambers it was an open stream, and to the best of my recollection this angle piece abuts on corner of Bridge, next to Pitt street, and that I had to build a stone wall level with the surface at this angle piece, and am under the impression the Government paid for the erection of this wall, and it is not probable this small angle piece of land had been legally alienated from the Crown.

I have, &c.,  
 JOHN GARSED.

## No. 80.

J. Hurley, Esq., M.P., to The Under Secretary for Lands.

Dear Sir,

Botany-street, 3 October.

I desire to appoint Friday next for interview *re* Garsed's case. The only papers, I, for my part, desire to see, are the proceedings filed in the Supreme Court, *re* Attorney General—Reading and others; also the lease granted by John Williams, Esq., now Crown Solicitor, and others, to John Garsed, in 1867; also Mr. Garsed's letter of 15th May, 1865, and Mr. Robertson's reply thereto, 30th June, 1865. See No. 41.  
See No. 43.

I should be glad if you will see that those papers are produced, for I am persuaded Mr. Garsed has been put off from time to time on account of pressure of business in the Department, and if it is possible, the question shall be settled *pro* or *con*. during the next Session of the House; therefore it is necessary the papers should be printed, &c., &c.

I have, &c.,  
 JOHN HURLEY.

No. 81.

## No. 81.

## Mr. J. Garsed to The Under Secretary for Lands.

Sir,

324, Liverpool-street, Darlinghurst, 4 October, 1876.

On the 7th of August, Mr. John Hurley, M.L.A., moved, "That an Address be presented to the Governor, praying that His Excellency will be pleased to cause to be laid upon the Table of this House, copies of the proceedings filed in the Supreme Court, Fourth Term, A.D. 1862, in the matter of the Attorney General v. Reading and others; also letter from John Garsed, of 15th May, 1865, and letter from Mr. Secretary Robertson, in reply thereto, dated June 30th, 1865, in reference to the above proceedings."

See No. 41.  
See No. 40.

The Honorable John Robertson, Colonial Secretary, said he had no objection to the production of the papers asked for. The motion was put and agreed to.

You will please observe by the above, that I confine myself to papers in your Department, for Mr. Hurley at the same time moved to be laid upon the Table, Mrs. Emma Garsed's petition of 1862, together with Mr. Dick's letter, dated 14th April, 1862, and the Attorney General's opinion of remission of Garsed's sentence of 10th January, 1862.

" (Copy—Opinion.)

" John Garsed, praying remission of sentence.

"I THINK this is a proper case for remission of the remainder of the sentence upon the prisoner. There is a considerable difficulty in forming a clear opinion as to the many points bearing upon the subject; but their combined effect on my own mind has been to recommend that this is a proper case for merciful consideration, and not for exacting the full punishment to which the strict law would subject the offender.

" JOHN F. HARGRAVE,  
" Attorney General."

I had to thank the Honorable the Attorney General for my release from confinement.

Yesterday I brought under your notice, in the presence of Mr. Hurley, your letter of the 7th of August, in which you acknowledge the receipt of letter of the 19th ultimo, on the subject of my claim to land, corner of Bridge and Pitt streets, and inform me the matter is now under consideration in this Department.

See No. 78.  
See No. 70.

Will you please to have in your office on Friday next, the 6th instant, those papers that Mr. Hurley moved for on the 7th of August; also my letter of the 19th July.

The facts of my case are simple: In 1857 I leased from the trustees in Jobbins' estate, a piece of land between the open Tank Stream and Pitt-street, with power to remove any building that I might erect thereon; and Mr. Burrowes, from the Survey Department, marked out the boundary of land leased; and at a cost of about £1,500 I erected my Commercial Chambers.

On the 21st December, 1858, I was sent to Darlinghurst Gaol to take my trial on a charge of perjury, instituted against me by A. Ashdown, late Railway Accountant, and the Attorney General filed an information for perjury against me in the Supreme Court, contrary to common law, and I remained in prison until Monday, 19th May, 1862; but during the time I was suffering wrongfully in prison the term of said lease expired, and in December, 1862, the Honorable Attorney General, on behalf of the Crown, filed in the Supreme Court a writ of intrusion, and by description in this writ, which must be the best evidence that can be given, claimed the whole of the land marked out by Mr. Burrowes, with the exception of a small angle-piece near the bridge—the Tank Stream. It is hard that I, owing to the erroneous opinion of Her Majesty's Attorney General, Mr. Bailey, should for years suffer wrongfully in a prison, and shortly after my release to suffer the loss of my Commercial Chambers, owing to my confinement in a prison.

I have received from your Department a large number of letters relating to this piece of Crown land, and the only letter that gives me any information on the matter is Mr. Secretary Robertson's letter of the 30th of June, 1865, and this voluminous correspondence naturally creates confusion, for example, the Acting Chief Justice, in his letter to the Honorable Colonial Secretary, under date March 31st, 1860, states, "I beg leave to observe that I have not (for want of time) studied the papers sent to me in this (Garsed's) case. If I had a few weeks leisure to examine witnesses, account books, letters, and other documents, I might possibly be able to advise His Excellency whether or not a pardon should be granted to Garsed."

See No. 43.

So simple is this case that I can prove from the evidence in the Civil case I was wrongfully convicted on this charge of perjury, tried in the Supreme Court, criminal jurisdiction, in October, 1859.

I have, &amp;c.,

JOHN Garsed.

In my case the best evidence are the proceedings filed in the Supreme Court. For example, the proceedings filed in the Supreme Court, Dean and Ashdown v. Garsed clearly, prove the Attorney General, Mr. Bailey, filed an information against me for perjury contrary to common law, and the law provides no remedy in my case.

## No. 82.

## Mr. J. Garsed to The Under Secretary for Lands.

Subject:—Crown land at the Corner of Bridge and Pitt streets, Sydney.

324, Liverpool-street, Darlinghurst, Sydney, 13 October, 1876.

To the Honorable Thomas Garrett, Esq., M.L.A., Minister for Lands,—

Sir,

I have the honor to inform you—after having carefully examined the papers—also three (3) plans deposited in your Department, relating to the above subject, that I am now of opinion that the trustees in the estate of Jobbins had no legal title to Crown land sold to John Terry Hughes on the 15th August, 1839.

It appears from the papers that John Terry Hughes, on the 15th August, 1839, purchased an allotment of Crown land (6 perches) having a frontage to Bridge-street of 38½ links; to Pitt-street, 139 links; on the south boundary 25 links; on the west by a reserved lane 11½ feet wide, dividing it from allotment No. 1 of the old lumber yard. He purchased upon the express condition that he should construct an archway over the Tank Stream, and on further condition that he should erect a first-class building on the land, within two years of the day of sale. Note.—He could not carry out this last condition until after he had carried out the first condition (see plan of allotment), and having failed to carry out either condition the land reverts to the Crown, unless those claiming a title under J. T. Hughes had carried out the express conditions of sale.

See Appendix 1.  
Sale note.

I presume, after reading the papers, that the Crown did not issue to John Terry Hughes a grant of this 6 perches of Crown land, purchased 15th August, 1839. Appendix 1 is merely a sale of the land to J. T. Hughes upon certain conditions, and it is not likely a grant would be issued to the purchaser until after the fulfilment of those conditions. The papers afford me no information on what ground the Honorable the Colonial Secretary on the 20th November, 1848, rescinded the building conditions; therefore, I presume, that Mr. Hughes was not at that date in a position to carry out both conditions, but that he intended to carry out the first express condition provided the building condition was rescinded; but ultimately the first condition was carried out at the expense of the country.

I address a letter, dated 28th March, 1857, to the Honorable Surveyor General (copy of this letter Appendix 2).

See No. 13.  
Appendix 2.  
Copy letter 28th  
March, 1857.

The correspondence in the year 1857, and subsequent to date of my letter, between the officers of the Survey Department and Lands and Public Works Department, confirms my statement in previous letter to you, viz., that Mr. Surveyor Burrowes marked out the boundary of land upon which, at an expense of about £1,500, I erected my Commercial Chambers. But previous to this marking out Mr. Burrowes had made some arrangement with the trustees in Jobbins's estate about an exchange of land, which arrangement the Government could not carry out; therefore it was the duty of Mr. Burrowes to see that I did not commence building my Commercial Chambers.

The trustees in Jobbins's estate granted to me a lease of said Crown land marked out by Mr. Surveyor Burrowes; this lease gives me power to remove buildings erected, at the end of the lease. But no doubt the trustees at the time of granting this lease were of opinion that the suggestion in 2nd paragraph of Messrs. Nichols and Williams' letter of March 31st, 1857, would be carried out (letter Appendix 3).

See No. 14.  
Appendix 3,  
copy of Nichols  
and Williams'  
letter, March  
31st, 1857, to  
M. E. L. Bur-  
rowes, Esq.  
See No. 15.

"Assistant Surveyor Burrowes to the Surveyor General, reporting on Mr. Jobbins's allotment, corner of Bridge and Pitt streets, Sydney, under date 6th April (extract from this report):—

"Sir,

"With reference to your letter dated 14th October, 1856, and its enclosures, and No. 57,375, dated 31st March last, relative to Mr. Jobbins's (formerly John Terry Hughes's) allotment of 6 perches, at the corner of Bridge and Pitt streets, I have the honor to forward you a letter, addressed to me by Messrs. Nichols and Williams. (See Appendix 3.)

2. I have had frequent interviews with Mr. Williams, one of the trustees, on the subject, and it has been arranged (subject to your sanction) that they should occupy the ground as described in the deed [what deed?] commencing from the present corner of Bridge and Pitt streets, so that the lane will be the width of 24 feet 3 inches, until the necessary Act for the exchange be obtained. I have re-marked out the allotment in accordance therewith on the ground.

Width of lane 11  
feet 4 inches  
wide, but now  
reduced, owing  
to Mr. Wolfen's  
new building to  
6 feet 10 inches  
wide. See plan  
of Mr. Surveyor  
Smith's, with  
papers.

3. Mr. Garsed, who has leased the land from the trustees, is anxious to commence building, but cannot do so until the Tank Stream is covered over."

I respectfully say that it is beneath the dignity of the Crown that I should suffer any loss owing to the erroneous opinion of Mr. Surveyor Burrowes in this matter.

The following is the Honorable Solicitor General's opinion respecting this exchange of land in Pitt-street:—

"COPY, OPINION.

"An Act of Council is clearly requisite, for the trustees could not act without; and as at present advised, the Crown lands could not be exchanged in the way proposed. The Bill should be prepared by the Parliamentary Draftsmen.—EDWARD WISE, S.G., Sept. 4/57."

I must presume that the grant, also conditions of sale, were not, on the 4th September, 1857, before the Solicitor General, that is, presuming J. T. Hughes had a grant.

No. 6666.—Assistant Surveyor Burrowes in his letter, under date 2nd July, 1857, to the Surveyor General, reporting relative to arrangements made with Jobbins's trustees for the exchange of land in Bridge-street, states:—"Sir,—With reference to your letter dated 30th ultimo, requesting to know by what authority I had made an agreement with the trustees of the late Mr. Jobbins for an exchange of land in Bridge-street, I have the honor to state that no agreement has been made by me.

"Arrangements were made by me, in accordance with your instructions dated 14th October, 1856."

Extract from the Honorable Attorney General and Solicitor General's opinions, on the 2nd October, 1856:—

"We are of opinion that the Crown has no power to change the position of the allotment sold, unless the consent of the purchaser or his representatives be first obtained. The land was described by boundaries in existence at the time of the grant [what grant?] and the subsequent change in the position of a street which forms its eastern boundary does not alter the position of the soil which passed by the grant.

I must presume that the grant, also express condition of sale note (appendix) that John Terry Hughes should construct an archway over the Tank Stream, were not brought under the notice of the Crown Law Officers on the 2nd October, 1856, on the ground at that date, and the Tank Stream was not covered in or Crown land sold to John Terry Hughes on the 15th August, 1859.

It appears to me that in 1857 Mr. Surveyor Burrowes was anxious to widen the lane from 11 feet 6 inches to 25 feet, and the trustees wish that the Government be at the expense of covering in the Tank Stream, and I to carry out second condition as regards building, and for them to have a grant by Act of Council of this piece of land marked out by Mr. Surveyor Burrowes.

See 15th June, 1857—the Surveyor General to the Under Secretary for Lands and Public Works, respecting the stoppage of the erection of certain buildings at the corner of Bridge and Pitt streets undertaken by Jobbins's trustees.

I respectfully call your attention to the handwriting "undertaken by J. Jobbins's trustees;" it appears to me a different handwriting.

I will put a case: I conditionally purchase Crown lands under the provisions of the "Crown Lands Alienation Act of 1861," but make no attempt to improve the land. Is it likely that I should receive a grant from the Crown?

Surveyor General's Office, 18 October, 1862. This is an application by Mr. William Robert Smart.

See No. 28.

Conveyance in a letter under date 18th September, 1862. That he may be permitted, on ground of improvement, to purchase the said Crown land corner of Bridge and Pitt streets, Sydney.

See No. 27.

Messrs. Holden & Smith for trustees of will of late John Jobbins. To the Honorable the Secretary for Lands. Letter dated 6th August, 1862.

Extract from letter.

"Sir,

"We beg to apply, on behalf of the trustees of the will of the late Mr. John Jobbins, for the sanction of the Government, to our client's being permitted to avail themselves of the name of the Crown in proceedings about to be instituted by them, for the purpose of recovering possession of a piece of land at the corner of Bridge-street and Pitt-street, of which they have been wrongfully dispossessed, under the circumstances which we proceed to detail.

"5th paragraph:—The land so fenced in was leased by Mr. John Jobbins's trustees to Mr. John Garsed, who erected the buildings now standing upon it, known as the "Commercial Chambers." That lease expired about two years ago. A Mr. Smart came into possession as it appears under Garsed.

"6th. No rent whatever has been paid to the trustees either by Mr. Garsed or Mr. Smart.

"7th. Under these circumstances we venture to hope that the Government will see no objection to assist our clients in ejecting the parties in possession of the property, who have no title, either under the Crown or Mr. John Jobbins, and are now trespassers."

I wonder if A. Ashdown, late Railway Accountant, obtained the sanction of the Government to prosecute me for perjury. After the Attorney General, Mr. Bailey, refused to prosecute in August, 1859, and after I had pleaded before the late Mr. Justice Milford, on or about the evening of the 4th August, 1859; and after this tried on another charge in August, 1859, "Mutilation of a deaf." See No. 20.

See No. 27.

Same to same, 30th October, 1862. Extract.

"Referring to our letter of the 6th of August last, and referring also to the reply thereto of the 24th ultimo, suggesting an application under the 11th clause of the "Crown Lands Alienation Act of 1861," we beg to say that such an application will not meet the whole exigencies of the case, inasmuch as our clients seek not only to recover the land but also the mesne profits accruing during the wrongful occupation of the parties in possession, to which a new grant will afford no title."

Minute. Mr. Williams being personally interested in the matter, perhaps the Attorney General may be asked whether he sees any objection to a compliance with this request. I was released from confinement, 19th May, 1862, and had to thank the Honorable Attorney General for my release; he was of my opinion, if I had been guilty of perjury it would not have taken seven days to prove it.

(Copy.)

"It appears to me that there is no legal objection, under the circumstances mentioned in these papers, to the request of Messrs. Holden & M'Carthy being complied with; but whether such request should be complied with is for the Minister for Lands, or possibly for the Executive Council.

"JOHN F. HARGRAVE,  
"Attorney General."

Query:—Where the papers I now refer to, together with Appendices 1, 2, 3, also grant from the Crown, and lease granted to me by Jobbins's trustees, before the Attorney General (62/6,048.)

I am under the impression the papers I refer to were not before the Attorney General, on the following ground (R. W. Robberds for T'os. Gale), respecting land derived by him through the late Mr. Jobbins.

See No. 60.

Copy of Mr. Robberd's letter, dated 27th November, 1865. (*Appendix 4.*)

See No. 61. (*Appendix 4.*) Mr. Robberds' letter, 27th November, 1865. (*Appendices 5 and 6.*)

Crown Solicitor's letter of the 8th December, 1865, to the under Secretary for Lands. (*Copy—Appendix 5.*)

Same to same—letter dated February, 8th, 1866. (*Copy—Appendix 6.*)

See No. 62.

You will observe, the Crown Solicitor in his letter, under date 8th December, 1865, says,—“I should mention that I was, until recently, the trustee of the late Mr. Jobbins's estate, and that I am aware that Mr. Garsed claims to have some interest in the land referred to in the present application.”

Copy of Crown Solicitor's letter of December 8th, 1865, and February 8th, 1866.

You will observe, the Crown Solicitor, in his letter under date February 8th, 1866, says,—“That before I can take the necessary steps to carry out the contract, so far as the Government is concerned, that I suppose to prepare a formal surrender from Mr. Gale of the land which the Government has resumed, it is necessary that it should be shown that Mr. Gale is in a position to execute such a surrender, and this should be done before the papers are submitted to the Crown Law Officers for their advice as to the mode in which the land to be given by the Crown shall be granted.

See plan.

Strange, in 1856 and '7, the Surveyor General appears anxious to widen this reserved lane from 11 feet 6 inches to 25 feet, and in 1876 buildings are erected on 4 feet 8 inches, thus reducing the width to 6 feet 10 inches.

See No. 16.

Extract from the Honorable Secretary for Lands and Public Works (minutes 57/1,402, April 25/57), on letters from Surveyor General to the Under Secretary, dated 24th April, 1857:—

“I do not see much is to be gained by the public in this matter, because all the width of the lane will be increased; its uniformity will not.

“The

"The only way in which the lane could be improved would be by widening it on its present western side so as to align with Hamilton-lane.

"It strikes me that the arrangement proposed is exceedingly imperfect to justify us asking an Act of Parliament. Scarcely any advantage will be derived from the proposed widening of the lane by any one except the legal representative claiming of J. T. Hughes.

"It is desirable that the present occupants should not proceed with improvements on the faith of a proposal which may not be sanctioned."

In this communication I but briefly refer to a few of the many letters written on this subject in the year 1857; but I am anxious in writing this letter to prove to you, the proper Minister of the Crown in this matter,—

1. That in my humble opinion the trustees in Jobbins's estate never had a legal title to this piece of Crown land sold to John Terry Hughes under express conditions on the 15th of August, 1839.

2. Had I been aware of this official correspondence in 1857, owing to my letter of March 28th, 1857 (Appendix 2), I most certainly should not have expended one shilling on this piece of Crown land; but after having expended £1,500, or thereabouts, I therefore trust that under circumstances disclosed in paper writings and plans deposited in your Department in this matter, that I may be permitted to purchase without competition, under the provisions of the "Crown Lands Alienation Act of 1861," this piece of Crown land, corner of Bridge and Pitt streets, marked out by Mr. Surveyor Burrowes previously to 28th March, 1857, the date of my letter to the Honorable Surveyor General—a copy of which is sent with this letter.

I have, &c.,  
JOHN GARSED.

To improve this lane it no doubt would have been the best plan in 1866 to have increased the width from 11½ feet to 25 feet by purchase of land on the western side.

P.S.—Having noticed, written in blue pencil (Records, 21 August, 1876), under July 7th, 1876, date of my letter addressed to you, I therefore shall feel obliged if you will acknowledge receipt of this letter, also my letter of 7th July, 1876.

In the Supreme Court.

In the matter of the Attorney General v. Willbank.

W. R. Smart and others—relating to said Crown lands, yesterday, 12th instant.

The papers filed in the above matter, not in the Prothonotary's Office; if not in your Department, most likely in the Honorable Attorney General's Office.

J.G.

NOTE.—On the 20th November, 1848, the building condition is rescinded, but not the express condition that John Terry Hughes should construct an archway over the Tank Stream; therefore, if previously to November 20th, 1848, the purchaser had a grant from the Crown without conditions, then why write this letter?—and if John Terry Hughes had previous to 20th November, 1848, received a grant, then in that case I must presume the grant will read subject to conditions. This may explain the following words in Crown Solicitor's letter under date February 8th, 1866:—"It is necessary that it should be shown that Mr. Gale is in a position to execute such a surrender, and this should be done before the papers are submitted to the Crown Law Offices."

No doubt the Crown Solicitor meant Crown Law Officers only report, or papers before them.

APPENDIX 1.

(Copy.)

County of Cumberland, parishes of St. James and St. Phillip, City of Sydney.

Allotment 11 of section 46.

6 perches, bounded on the north by Bridge-street, being a line bearing east 16 degrees north 38½ links; on the east by the continuation of Pitt-street, being a line bearing south 4 degrees 30 minutes east 139 links; on the south by a line bearing west 16 degrees south 25 links; and on the west by a reserved lane, dividing it from allotment No. 1 of the old lumber-yard, purchased by John Terry Hughes, being the allotment sold as lot 48, in pursuance of the advertisement of 15th July, 1839, but upon the express condition nevertheless that the said John Terry Hughes should construct an archway over the Tank Stream, according to a plan deposited in the office of the Town Surveyor, and on the further condition that he should erect a first-class building on the said land within two years from the 15th day of August, 1839, the day of sale thereof.

Purchase money ..... £413 sterling.

The building conditions attached to this allotment have been rescinded; vide Colonial Secretary's letter herewith dated 20th November, 1848.

Sale note as above.

	ft.	in.
Frontage to Pitt-street, 139 links—writ of intrusion .....	92	3
South " 25 " " .....	16	8½
West reserved lane " .....	92	0
Frontage to Bridge-street 38½ ,, " .....	20	0

The above description will not agree with plans.

Mr. E. Deas Thomson to The Surveyor General.

Colonial Secretary's Office, Sydney, 20 November, 1848.

Sir, I do myself the honor to inform you that His Excellency the Governor has been pleased to release the allotments of land sold by the Government in Bridge-street from the building condition attached to them.

I have, &c.,  
E. DEAS THOMSON.

APPENDIX 2.

(Copy.)

Mr. J. Garsed to The Surveyor General.

Willow Lodge, Glebe, 28 March, 1857.

Sir, I have the honor to inform you that I have leased the allotment of land, late Jobbins', situate at the corner of Bridge and Pitt streets, and as I am desirous of putting up buildings thereon on piles, without filling up, I am desirous of calling the attention of the proper authorities to the fact, in order that some arrangement might be made respecting it.

Lane 11 ft. 6 in. Reduced 4 ft. 8 in. see plan, 6ft. 10 in. width. Hamilton-lane, nearly 25 ft., next Bridge-st. writ of intrusion: Commencing on the west side of Pitt-st. at the angle formed by the intersection of that street with Bridge-street, frontage to Pitt-street 92 ft. 3 in.; on the south by a line bearing west 17 degrees south 16 ft. 8½ in.; on part of the west by the east side of Hamilton-lane being a line bearing north 43 ft. 9 in., and north 20 degrees west 23 ft. 3 in.; and on the remainder of the west by part of the east boundary of J. T. Hughes's grant, being a line bearing north 25 ft. to Bridge-street; and on the north by that street 20 ft. to the point of commencement.

See No. 13.

See No. 75.

See No. 62.

I presume very shortly the Government will cover over this part of the Tank Stream, and as the buildings I should erect might create an obstacle, or cause much greater expense than it would at present, I beg to suggest the advisability of some arrangement being made respecting the covering in of the Tank Stream previous to my commencing operations in building.

JOHN GARSED.

APPENDIX 3.

(Copy.)

Messrs. Nichols & Williams to Mr. Burrowes.

Sir,

Sydney, 61 Pitt-street, 31 March, 1857.

This letter speaks of a grant.

In reply to your communication of 19th November last, we beg to inform you that we have deferred answering the same on the expectation of the termination of certain proceedings in Equity respecting Mr. Jobbins's property, and now in reply thereto we beg to inform you that the trustees of the will of the late Mr. Jobbins have no power or authority to surrender the present grant, and accept another grant of the land however beneficial as no doubt it will be to the estate.

It appears the only course will be to obtain an Act of Council to enable the Government and trustees to do what is required, in which we can see no possible objection.

NICHOLS & WILLIAMS.

APPENDIX 4.

(Copy.)

Mr. R. Robberds to The Secretary for Lands.

Sir,

159, Castlereagh-street, Sydney, 27 November, 1865.

Twelve years ago, date of Messrs. Nichols and Williams' letter, March 31st, 1857.

Some twelve years ago, a piece of land situate at the corner of Bridge and Pitt streets, Sydney, was given up to the Government by the late Mr. Jobbins, at the instance and for the accommodation of the Government in existence, for a piece of land belonging to the Crown on the other side of Mr. Jobbins's property, but no deeds were executed for giving effect to the arrangement.

Mr. Jobbins's interest in the property has since passed to and is now vested in my client, Mr. Thos. Gale, who has instructed me to take the necessary steps on his part to get the matter completed.

I have the honor to request that you will be pleased to instruct the Crown Solicitor to do what is necessary on behalf of the Government for carrying out the arrangement in question.

R. W. ROBBERDS.

APPENDIX 5.

(Copy.)

The Crown Solicitor to The Under Secretary for Lands.

Sir,

Crown Solicitor's Office, Sydney, 8 December, 1865.

I have the honor to return to you herewith the papers relating to Thos. Gale's application respecting land derived by him through the late John Jobbins, and to request that you will favor me with specific instructions as to what I am to do thereupon.

I should mention that I was until recently the trustee of the late Mr. Jobbins's estate, and that I am aware that Mr. Garsed claims to have some interest in the land referred to in the present application. I therefore, under these circumstances, think it desirable that I should only act under direct instructions; the present reference to me is in general terms.

JOHN WILLIAMS,  
Crown Solicitor.

The question it was thought would be solved by reference to the Crown Solicitor.

1. Who are now the legal representatives of J. T. Hughes's grant, the allotment in Bridge-street?

2. How can they procure a legal title to the portion of land intervening between the allotment so granted and the new line of Pitt-street, which strip of land they are entitled to in exchange for the land taken on the other side, by the widening of the lane?

If the present or former interest of Mr. Williams in this matter renders it embarrassing for him to deal with the case, the papers might, as on a former occasion, go to the Attorney General direct.

APPENDIX 6.

(Copy.)

The Crown Solicitor to The Under Secretary for Lands.

Sir,

Crown Solicitor's Office, 8 February, 1866.

I have the honor to return herewith the papers relating to the land near Pitt-street, taken from the late John Jobbins for the purpose of increasing the width of a lane, and with reference to the application of Mr. Robberds, as solicitor for Mr. Gale, to state that before I can take the necessary steps to carry out the contract so far as the Government is concerned—that is, I suppose to prepare a formal surrender from Mr. Gale of the land which the Government has resumed—it is necessary that it should be shown that Mr. Gale is in a position to execute such a surrender, and this should be done before the papers are submitted to the Crown Law Officers for their advice as to the mode in which the land to be given by the Crown shall be granted.

At the time the arrangement referred to in the papers was made with Mr. Jobbins, it was not to the best of my recollection agreed that a formal surrender should be made by him of the land required by the Government, and the land given in exchange be granted as is now requested; but that as the land of which Mr. Jobbins took possession answers to the description in the deed of grant, both in quantity and boundaries, although in fact it is not the land granted, it should be considered included in that deed.

If the Minister should be of opinion that this arrangement was an agreement that the Crown should perfect Mr. Jobbins's title to the land taken by him in lieu of the land the Government has taken possession of it will be necessary to refer to the Crown Law Officers upon the question as to the way in which this arrangement shall be carried out; before doing this it will be as well, as I before suggested, that Mr. Gale should show that he is in a position to act in the matter.

JOHN WILLIAMS,  
Crown Solicitor.

My case is surrounded in mystery: For example, on the 18th February, 1857, I purchased at Mort & Co.'s auction sale twelve small houses in my own name, but on the joint account of A. Ashdown, late railway accountant, and myself.

Copy from account sent to Messrs. Nichols & Williams.

Messrs. Nichols and Williams Dr. to Mort & Co.

February 18th—To paid advertising property, Chippendale ... .. £10 16 3

2½ per cent. commission on sale, lots 1 to 3, per advertisement, to John Garsed, per £925 ... 23 2 6

£33 18 9

I and Ashdown sold five, which left seven houses which we repaired.

In terms of a certain indenture or deed of trust, dated 18th March, 1857, but not registered—prepared and attested by John P. Roxburgh, solicitor.—(Signed) John Garsed. (Signed) A. Ashdown—"I held in trust for A. Ashdown and his heirs one half undivided share in said seven houses, and the other half undivided share for myself and my heirs. You have among the papers a printed copy of A. Ashdown and C. P. Pritchard's joint affidavit, filed in the Supreme Court, 2nd March 1858.

If you read this joint affidavit you will then learn A. Ashdown, on oath, states the only joint transaction he had with me being the purchase of a place called Rosherville, and the erection of certain buildings thereon.

Appendix 1.  
Writ of intrusion land frontage to Bridge-street, 20 feet.  
Sale note frontage to Bridge-street, 38½ links.

Rosherville, situated on the North Shore, Chippendale, in the City of Sydney.

No. 83.

Mr. J. Garsed to The Secretary for Lands.

Subject: Crown Land, corner of Bridge and Pitt streets.

324, Liverpool-street, Darlinghurst, Sydney, 30 October, 1876.

Sir,

I most respectfully call your attention to my letter "A," of the 13th instant, relating to the above subject. See No. 82.

An early reply to my said letter will greatly oblige.

I have, &c.,  
JOHN GARSED.

No. 84.

Mr. J. Garsed to The Secretary for Lands.

324, Liverpool-street, Darlinghurst, 8 November, 1876.

Sir,

In a few days I shall leave Sydney for Lithgow Valley and not return for a fortnight; therefore you will oblige in answering my letter "A", dated 13th October, 1876, some day this week. See No. 82.

I will briefly again refer to Mr. Thomas H. Smith, surveyor's, plan of allotments, and his report. Mr. Smith states in his report, dated 16th August, 1875,—“ In compliance with verbal instructions of the chief draftsman (I presume Mr. Adams), I have the honor to transmit herewith the plan, showing the change of part of the south side of Bridge-street, between Bridge-lane and Hamilton-lane, the position of buildings erected with regard to boundaries of the allotments determined by the lengths given on against plan, cat. s. 842.

Between the eastern boundary of allotment No. 7 and the outside edge of wall of Mr. Wolfen's building, the actual measurement is 4 ft. 8 in. in excess of the lengths given on the plan.

The 4 ft. 8 in. of land applied for to purchase by Mr. Wolfen, to include his improvements, would have to be taken from width of this lane (meaning Hamilton-lane), reducing it to 6 ft. 10 in. wide, thus rendering it useless for a thoroughfare.

On the assumption the purchaser of allotment 11 of section 46, sold under express conditions, 15th August, 1839, received a grant from the Crown, the legal owner, on claiming the land, would reduce Hamilton-lane to 6 ft. 10 in. in width.

The owner of allotment 11, next Bridge-lane, has the same legal right to increase his frontage to Bridge-street in building on 4ft. 8 in. Bridge-lane, and thus reduce the width of this lane from 10 ft. to 5 ft. 4 in., and it appears that both said lanes were reserved for access to back of allotments shown on plan.

Mr. Wolfen informs me that he had purchased this 4 ft. 8 in. of land from frontage to Bridge-street to depth of allotments.

I before said that it is beneath the dignity of the Crown I should sustain any loss on grounds disclosed in my letter "A."

If Mr. Wolfen actually purchased this 4 ft. 8 in. Crown land, portion of Hamilton-lane, then in that case I suggest you sell to me this piece of Crown land corner of Bridge and Pitt streets, upon which I, at a cost of about £1,500, erected my Commercial Chambers, or convey to me other Crown land, equivalent in value to loss I sustained (that is provided John Terry Hughes or John Jobbins did actually receive a grant of said allotment 11 of section 46, sold 15th of August, 1839, upon the express condition the purchaser should construct an archway over the Tank Stream.)

"The papers do not prove the payment of £413. See Appendix 1, letter A."

I have, &c.,  
JOHN GARSED.

[3 Plans.]



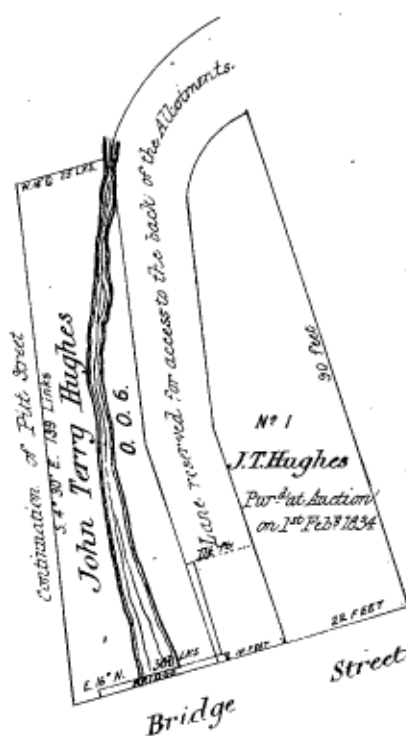


Enclosure A to N<sup>o</sup> 6

TOWN OF SYDNEY

*Parishes of S<sup>t</sup> James and S<sup>t</sup> Philip, County of Cumberland.*

Scale, 2 Inches to 1 Chain.

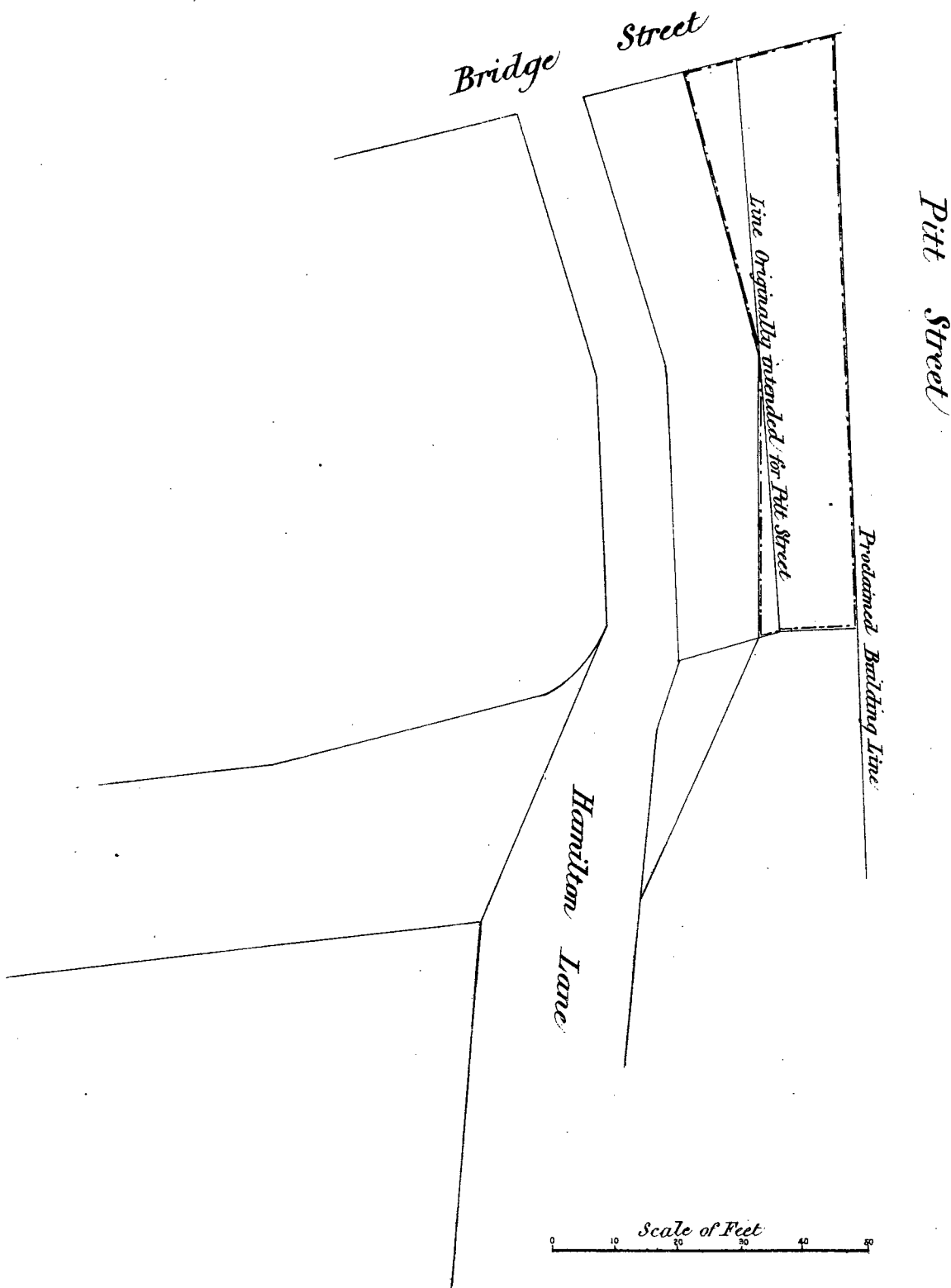


*Copy of Survey of an Allotment of Land in  
Bridge Street, directed to be put up to Public  
Sale by Colonial Secretary's letter N<sup>o</sup> 24/2*

*Accompanying Letter and description, dated 31<sup>st</sup> May 1838.*

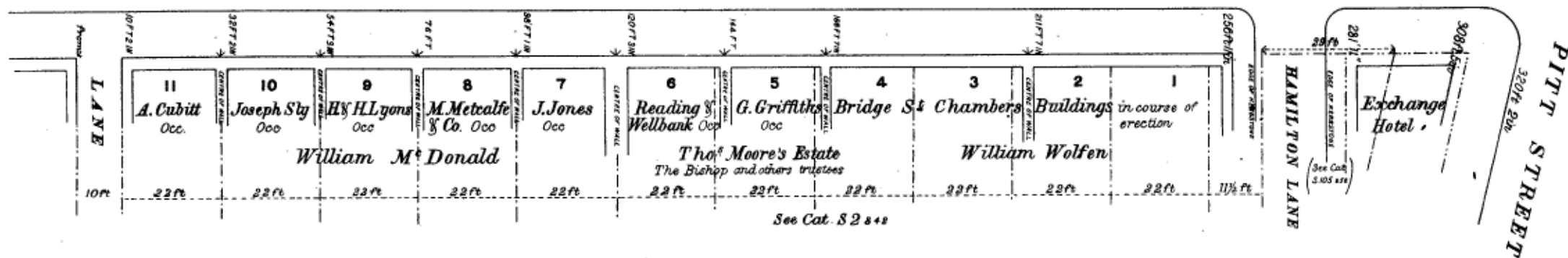
*J. C. Burnett.*

(Sig. III)



(Sig 177)

B R I D G E S T R E E T



Note:— The position of land sold by Plan Cat. S. 105 850 is shown thus ———  
 " " " the land now built upon " " " ———

Transmitted to the Surveyor General with my Plan  
 and Letter dated 16<sup>th</sup> August N<sup>o</sup> 73/86.

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
 SYDNEY, NEW SOUTH WALES.

Thomas H. Smith  
 Surveyor

(Sig. III)

1877-8.

—  
LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

—  
PROGRESS REPORT FROM THE SELECT COMMITTEE

ON

LAND AT CORNER OF PITT AND BRIDGE STREETS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
17 *May*, 1878.

---

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

—  
1878.

1877-8.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

VOTES, No. 58. FRIDAY, 12 APRIL, 1878.

4. LAND AT CORNER OF PITT AND BRIDGE STREETS (*Formal Motion*) :—Mr. Hurley (*Hartley*) moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon certain land at corner of Pitt and Bridge Streets, upon which the Commercial Chambers are built.
- (2.) That such Committee consist of Mr. Farnell, Mr. Baker, Mr. McElhone, Mr. Coonan, Mr. Barbour, Mr. Murphy, Mr. Charles, Mr. W. C. Browne, and the Mover.
- Question put and passed.

VOTES, No. 60. WEDNESDAY, 17 APRIL, 1878.

4. LAND AT CORNER OF PITT AND BRIDGE STREETS :—Mr. Hurley (*Hartley*) (*by consent*) moved, without Notice, That the Return to Order laid upon the Table of this House on 31st January, 1878, in reference to "Land, corner of Pitt and Bridge Streets," be referred to the Select Committee now sitting on that subject.
- Question put and passed.

VOTES, No. 75. FRIDAY, 17 MAY, 1878.

4. LAND AT CORNER OF PITT AND BRIDGE STREETS :—Mr. Hurley (*Hartley*), as Chairman, brought up a Progress Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee, for whose consideration and report this subject was referred on 12th April, 1878; together with Appendix.
- Ordered to be printed.

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1877-8.  

---

## LAND AT CORNER OF PITT AND BRIDGE STREETS.

---

**PROGRESS REPORT.**

---

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 12th April, 1878,—“with power to send for persons and papers, to inquire into and report upon certain land at corner of Pitt and Bridge streets,”—and to whom was referred, on 17th April, 1878, “the Return to Order in reference to ‘Land at corner of Pitt and Bridge Streets,’”—have agreed to the following Progress Report:—

Your Committee having examined the witnesses named in the List\*, have • Vide List, p. 5. resolved, owing to the advanced period of the Session, to report the evidence to your Honorable House and to recommend that the inquiry be resumed next Session.

JOHN HURLEY,  
Chairman.

No. 3 Committee Room,  
Sydney, 17th May, 1878.

---

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 17 APRIL, 1878.

MEMBERS PRESENT :—

Mr. Hurley (*Hartley*), | Mr. McElhone,  
Mr. Murphy.

Mr. Hurley called to the Chair.

Entry from Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That His Honor Mr. Justice Hargrave be requested and C. A. Thurlow, Esq., be summoned to give evidence next meeting.

Re-assembling the Committee to be arranged by the Chairman.

[Adjourned.]

TUESDAY, 30 APRIL, 1878.

MEMBERS PRESENT :—

Mr. Hurley (*Hartley*), in the Chair.  
Mr. Coonan, | Mr. Charles.

Entry from Votes and Proceedings, referring Return to Order in reference to the subject, *read* by the Clerk.

His Honor Mr. Justice Hargrave called in and examined.

Witness withdrew.

Charles Alston Thurlow, Esq. (*Deeds Branch, Lands Department*), called in and examined.

Certain documents *handed* in and ordered to be appended. (*See Appendices A 1 and 2.*)

Witness withdrew.

Committee deliberated.

Ordered,—That E. G. Ward, Esq., and Thomas Lewis, Esq., be summoned to give evidence next meeting.

[Adjourned to Thursday next at *Eleven o'clock.*]

THURSDAY, 2 MAY, 1878.

In the absence of a quorum, the meeting called for this day lapsed.

FRIDAY, 3 MAY, 1878.

MEMBER PRESENT :—

Mr. Hurley (*Hartley*.)

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 7 MAY, 1878.

MEMBERS PRESENT :—

Mr. Hurley (*Hartley*), | Mr. McElhone.

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 8 MAY, 1878.

MEMBERS PRESENT :—

Mr. Hurley (*Hartley*), in the Chair.  
Mr. McElhone, | Mr. Coonan,  
Mr. Charles.

Charles Alston Thurlow, Esq. (*Deeds Branch, Lands Department*), called in and examined.

Witness withdrew.

Thomas Lewis, Esq., called in and examined.

Witness *handed* in plans of the land in question which were ordered to be appended. (*See Appendices B, C, and D.*)

Witness withdrew.

Edward Grant Ward, Esq. (*Registrar General*), called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned to Friday next at *Two o'clock.*]

FRIDAY, 10 MAY, 1878.

MEMBERS PRESENT :—

Mr. McElhone, | Mr. Hurley (*Hartley*.)

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY,



TUESDAY, 14 MAY, 1878.

MEMBER PRESENT :—

Mr. Hurley (*Hartley*.)

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 15 MAY, 1878.

In the absence of a quorum, the meeting called for this day lapsed.

THURSDAY, 16 MAY, 1878.

In the absence of a quorum, the meeting called for this day lapsed.

FRIDAY, 17 MAY, 1878.

MEMBERS PRESENT :—

Mr. Hurley (*Hartley*), in the Chair.

Mr. McElhone, | Mr. Coonan.

Letter from His Honor Mr. Justice Hargrave *handed in* by Chairman and ordered to be appended. (*See Appendix E.*)

Chairman submitted Draft Progress Report.

Same read and agreed to.

Chairman to report to the House.

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

## LAND AT CORNER OF PITT AND BRIDGE STREETS.

TUESDAY, 30 APRIL, 1878.

Present:—

MR. COONAN, | MR. CHARLES.  
MR. HURLEY (*Hartley*),

JOHN HURLEY, ESQ., IN THE CHAIR.

His Honor John Fletcher Hargrave, Esquire, one of the Puisne Judges of the Supreme Court, examined:—

1. *Chairman.*] You are one of the Judges of the Supreme Court? Yes, I have been since 1865.
2. You were Attorney General in the Robertson Administration in 1862? Yes, I was Attorney General of Her Majesty the Queen in 1862 and before that date, and afterwards till 1865 occasionally.
3. Have you any recollection as to issuing a writ of ejectment on behalf of the Queen with reference to some land at the corner of Pitt and Bridge streets? I have no recollection of the matter, except from the document you showed me just now, which, as it is signed by me, I have no doubt was issued. The papers on which I signed that writ of intrusion must have been laid before me at the time, or else I must have signed it on the authority of the Crown Solicitor for the time being. The papers should be in the Crown Solicitor's Office at the present moment. I signed the writ as Attorney General. Whenever the Attorney General signs any document of that kind it is brought into his room by the Crown Solicitor or one of his clerks; he sees what he signs no doubt, but the authority for doing so must be some information previously laid before him. I cannot recollect the reasons now which induced me to sign that document. The papers remain at the office, and they are the authority on which I used Her Majesty's powers as Attorney General.
4. I suppose the writ of intrusion would be based on the ground that the reservations and conditions in the deed of grant had not been complied with? I can hardly tell you upon what grounds this writ was based; but I can speak generally as a lawyer, that if a grantee of land does not fulfil the conditions on which Her Majesty grants the land a writ of intrusion would be issued.
5. And the property would revert to the Crown? Yes, in law it is so; but as this matter might come before me as a Judge I can only give you general information as to the law. A breach of conditions is a ground of forfeiture and writ of intrusion, just as much as if a man having no legal claim had gone upon the land.
6. If you will refer to page 4 of the printed papers (*Enclosure B to No. 6*), you will find the description of the grant set out, and it goes on to say, "but upon the express condition, nevertheless, that the said John Terry Hughes should construct an archway over the Tank Stream, according to a plan deposited in the office of the Town Surveyor; and on the further condition that he should erect a first-class building on the said land within two years from the 15th August, 1839." As a lawyer, would you say that that condition having failed in being carried out, of course the property would then revert to the Crown? It would seem so; if the grantee did not fulfil that condition the Crown would have a right to issue a writ of intrusion. You must understand that I only speak in the most general way possible as a lawyer, for as a Judge I have no right to give extra-judicial opinions at all. It is something like a lease. If a man takes a building lease on certain conditions, and the lessor's surveyor certifies that the conditions have not been fulfilled, the lessor takes re-possession.
7. There is a note at the bottom of the description I have read to this effect:—"The building conditions attached to this allotment have been rescinded (*Vide Colonial Secretary's letter, dated 20th November, 1848*)";—have the Crown power to rescind after the expiration of the term of the contract? I am not prepared

His Honor  
J. F. Hargrave,  
Esq.

30 April, 1878.

His Honor J. F. Hargrave, Esq. 30 April, 1878. prepared to say the Crown has not; I should think the Crown has, like any other landlord. The Crown might have rescinded the conditions eight or nine years afterwards, to make the holder's title good. The Crown may do these things like any other landlord would if they have not taken any steps to turn the parties out. It is a rule of law, or rather of equity, that anyone taking advantage of the non-fulfilment of conditions must come early. I have always maintained that the Crown in this country may deal with forfeitures as any other good landlord would—that the Crown has power to waive forfeiture.

8. It is not in the power of the Crown to sell land within the boundaries of the City unless by auction? I cannot say; they have no power to sell, except under the "Crown Lands Alienation Act of 1861," which abolished thenceforth all powers of sale existing up to that time. It can only be done under the provisions of the Alienation and Occupation Acts—the Acts will speak for themselves.

9. I suppose this writ was issued under the 115th clause of the Real Property Act? My apprehension is that this was a writ of intrusion, which is a totally different thing from a writ of ejectment. It was issued by my authority under the common law of England. In Queensland they have altered that; they have made the Crown's real property subject to writ of ejectment; whereas in this Colony we have always kept it subject to the old common law writ of intrusion.

Charles Alston Thurlow, Esq., called in and examined:—

C. A. Thurlow, Esq. 30 April, 1878. 10. *Chairman.*] You are in charge of the Deed Branch of the Lands Department? Yes.

11. You received instructions from the Under Secretary for Lands to forward a copy of a deed and this letter to myself? Yes. (*See Appendix A 1.*)

12. Is that a copy of the deed? That I cannot say. It is furnished by the Registrar General, but I presume it is. I have a copy of the description in my Crown Purchase book (*produced*) only giving the name of the grantee, the date, the quit-rent, and the conditions of the grant. (*Description read and compared with copy of deed.*)

13. Is that a correct entry? Quite so. The purchase money was £413, subject to quit-rent of one farthing.

14. Is there any note there that the building conditions were rescinded in reference to this land? Yes. It is written across the page in the handwriting of the late Mr. G. J. Armytage, of the Surveyor General's Department:—"The building conditions attached to this allotment have been rescinded. (*Vide Colonial Secretary's letter dated 20th May, 1848.*)" I have had a careful search made, and I cannot find the letter-book which should contain this letter. No doubt it was from the Colonial Secretary to Mr. Hughes. The deed is dated in 1839; Mr. Hughes received it in 1841; and the conditions were rescinded, according to this note, in 1848.

15. Between eight and nine years after the contract had been entered into? Yes.

16. That record was written by the late Mr. Armytage? Yes. The letter-book must be about the office somewhere. We have been hunting for it all day yesterday and this morning again, but we have not yet found it. Strange to say the copy of the grant in the Registrar General's Office has no memo. upon it of the rescission of the conditions. It is always the custom, when restrictions are removed, to note it on the back of the deed. In this case there is nothing of the kind.

17. You know the conditions were not complied with? I cannot answer that. I believe they were not.

18. If the conditions were not fulfilled would not the land revert to the Crown? The Crown seldom exercises its right in that way. Look at the thousands and thousands of pounds outstanding for quit-rent which ought to have been paid within twenty years. They have not been paid for fifty years.

19. Are you quite sure that is Mr. Armytage's handwriting? Yes, quite.

20. Do you know anything in reference to a certain sale of land a short time ago to Mr. Wolfen, near this same property? Yes, I have brought the papers. Mr. Wolfen's application appears to have been dated in June, 1875.

21. Do you hand in all the papers in that case? Yes. (*Papers handed in. See Appendix A 2.*)

22. Is it not generally understood that Crown lands in the City of Sydney shall not be sold unless by public competition? There are exceptional cases, as you will see by these papers. The sale to Mr. Wolfen was sanctioned by the Surveyor General without being put up to public competition. That was an application under the eleventh clause, in virtue of improvements, and it did not go to auction in consequence.

WEDNESDAY, 8 MAY, 1878.

Present:—

MR. CHARLES,	MR. COONAN,
MR. HURLEY (HARTLEY),	MR. McELHONE.

JOHN HURLEY, ESQ., IN THE CHAIR.

Charles Alston Thurlow, Esq., further examined:—

C. A. Thurlow, Esq. 8 May, 1878. 23. *Chairman.*] You desire the Committee to postpone your examination, in order that you may make a further search for the enclosure B to No. 6, referred to in the printed papers before us? Yes.

24. Is that letter dated 20th December, 1848? Yes. I think if you will allow the matter to stand over for a couple of days we may be able to find it. Great search has been made for it without success; but Mr. T. Lewis, to whom I have just been speaking, thinks he may be able to trace it. In this book (*producing a register*), which was found in the office by accident, there is a memorandum, as follows:—"Bridge-street allotments, Sydney—release from building conditions."

25. What date is that? 20th November, 1848. That was the time when these conditions were released. The deed was dated in 1839, and Mr. Hughes received it in 1841.

26. You must be mistaken. The deed was made out three months and seven days after the conditions were entered into;—are you aware of that? I could not give you the exact month of the year, but I know it was in 1839 the deed was dated. Mr. Hughes received it in 1841, and the conditions were released in 1848. Then it says here (*referring to the book*) opposite—"Informing the surveyor that His Excellency has been pleased to release the allotments of land sold by the Government, in Bridge-street, from the building conditions attached to them."

27. Does it refer to any particular allotments? No. It simply says "allotments"; it does not state what they are.

28. You are not positive as to its referring to this particular allotment at the corner of Pitt and Bridge streets? No, I cannot say. It is most important to find this document, and Mr. Lewis, upon looking at this book just now, thinks, if a day or two were allowed, he would be able to trace it. C. A. Thurlow, Esq.
29. This particular record may not have any particular bearing upon the record in the register you produced a short time ago? It may not. 8 May, 1878.
30. Will you bring up the other book when you come again? Yes.
31. Mr. Coonan.] We want all the papers connected with the matter, and that book contains only the record? Only the record of the papers, and these papers we believe we shall be able to find if the inquiry be postponed a few days.
32. Chairman.] If the deed were issued on certain conditions, and these conditions were not complied with within the time prescribed in the deed, would the land revert to the Crown again, and the deed be null and void? It shows, according to the sanction in 1848, that it was not null and void, as the conditions were merely rescinded.
33. The grantee is stated in the deed to have entered into certain conditions; those conditions he failed to comply with for seven years after the deed was issued, and the conditions were then rescinded; was it competent to rescind the conditions? It is a Government act.
34. You are supposing a case—you have no record of it; you are only supposing it may be so. You have no evidence to prove it is so? I have not.
35. You are merely supposing it is so? Upon the face of the record here.
36. That entry is in the plural, we are dealing with the singular? Yes, this may not refer to the particular allotment.
37. Mr. Coonan.] Did you not bring a book on the last day you were here, in which you read almost the same description? Yes.
38. Did not that book refer to this? There was written across in red ink "Conditions rescinded—vide,"—that was a memorandum across it, it was not the authority.
39. It referred to the authority which you cannot find? Yes, but which we hope we shall be able to find in a few days.
40. Would not that authority be also published in the *Gazette*? Yes, that would be published in the *Gazette* some time in 1848.

Thomas H. Lewis, Esq., examined:—

41. Chairman.] You were under examination some time ago in reference to the production of certain plans and papers relating to land at the corner of Pitt and Bridge streets? Yes.\* T. H. Lewis, Esq.
42. Do you produce those plans now? Yes. (*The Witness handed in the same. Vide Appendix B.*) 8 May, 1878.
43. Will you give us any information you have in your possession in reference to this land? Yes, the plan I hold in my hand is of a piece of land applied for by William Alexander Wolfen to purchase half a perch of land under the 11th clause of the Act of 1861, 2½ perches, &c., having 5 feet frontage to Bridge-street.
44. Do you know of your own knowledge whether that permission was granted? Yes, of my official knowledge.
45. Is that permission notified on the plan? It is notified on the plan as being alienated to William Alexander Wolfen.
46. That is the original plan? That is the original plan.
47. Wolfen has encroached upon this land how much? You cannot call it encroached; it has been done by authority.
48. Did he not build these premises before making application? I cannot say.
49. On what date was the application made to purchase this land? The deed is noted in 1875. See 75/4100 misc.
50. The buildings have been there many years? Yes.
51. Do you not know that these buildings had been there previous to that application? I am doubtful as regards new buildings, but I think they were.
52. Mr. McElhone.] Is not your office in those buildings? Yes, a branch.
53. How long have you been there? I think about three years in old building, the additional is nearly a new building. I don't think it has been erected above three years.
54. Chairman.] How long is it since your Department took possession of rooms in that buildings? In the old building 16th February, 1875, and in the new building 1st July, 1876.
55. So that the encroachment must have been prior to the application? That may have been, but the 11th clause provides for such cases.
56. What other plans do you produce? A plan showing John Terry Hughes 6 perches, sold to him on the 15th August, 1839. (*The witness handed in the same. Vide Appendix C.*)
57. Have you any other? This is one of Pitt-street, showing the alignment.
58. That will have no reference to this case? This other plan is that showing the position of the Commercial Chambers, and of the old stone wall in 1860. (*The witness handed in the same. Vide Appendix D.*)
59. You have no other papers? No.

Edward Grant Ward, Esq., examined:—

60. Chairman.] You are Registrar General? I am. E. G. Ward, Esq.
61. Will you look at this deed (*handing a deed*) and say whether that is your signature? Yes, that is my signature, and this is the seal of my office. (*Witness handed in the same. Vide Appendix A4.*) 8 May, 1878.
62. Have you any knowledge of your own of the person to whom this deed was issued, or of his failing to comply with the conditions of the deed? I have not.
63. A person entering into an agreement to fulfil the conditions of such a deed as this should be held to the conditions, should he not? I should think so.
64. In the event of his failure to comply with the conditions what would become of the deed? That would depend upon the terms of the deed; if the deed says that the title to the land is absolutely void if the conditions are not complied with, I should suppose the conditions would be carried out.

\* Yes. This answer refers to my attendance a week previously.

- E. G. Ward, Esq.  
8 May, 1878.
65. In the conditions here it is stated that two years are allowed in order to erect certain buildings upon land granted to certain persons; the two years having expired, and they having failed to carry out the conditions, would not the land revert to the Crown? I should say so.
66. Supposing seven years to have expired after the failure of the conditions, would the deed then be valid, and the land become the property of the person to whom it was first granted? That is a question I think I am hardly able to answer; it is a question rather for the decision of a legal man than of myself.
67. Do you not believe, that after the expiration of two years, the conditions not having been carried out, that the deed as originally granted would become null and void? I should think so, as far as the grant was concerned.
68. So that the land would actually revert to the Crown? I should say so if the conditions were not complied with within the period, unless the original conditions were rescinded.
69. If the building conditions were rescinded should not the original deed bear an endorsement to that effect? It is usual when conditions are rescinded for the deed to bear an endorsement to that effect.
70. Would not that endorsement be upon the original deed? Yes.
71. And also upon the copy in your office? It ought to be.
72. That is not so in this case? It is not. This is a certified copy of the original copy enrolled in my office. Any variation in any grant is made by an endorsement upon the original grant, and that endorsement ought to be referred to my office for registration on the copy.
73. *Mr. Coonan.*] Supposing the conditions were revoked, who would be the person who would do that? I should think the Governor.
74. Do you know of any cases that have come under your notice where the reservations in a grant have been revoked? I do not think I have ever seen one.
75. If you have never seen one why do you arrive at the conclusion that if the conditions were revoked it would appear upon the copy of the grant in your office? I come to the conclusion that any alteration that is made under the seal of the Governor would appear on the copy registered in my office.
76. There is no revocation so far as you can see? No.
77. But this is merely the copy of a copy? It is a certified copy of a copy.
78. Still there is an office copy? Yes.
79. And that office copy is the same as the deed that is in the hands of the grantee? Yes.
80. As far as you know then, looking at that document and looking at the evidence you have in your office, you have nothing to show that the reservations in that deed have been revoked? Nothing whatever.
81. *Mr. Charles.*] Is it not the fact that certain grants were made with the reservation of coal, and that though these reservations have been revoked no endorsement to that effect has been made in the original deeds, or in the copies in your office? I have not seen any.
82. Are you not aware that there was a reservation of all coal lands a few years ago? I am not.
83. By the Governor-in-Council in Sir Charles Fitz Roy's time? There may have been, but it does not appear upon the grants. All the old grants contain reservations of all kinds—timber, coal, mines, minerals, and so on.
84. *Chairman.*] This is a condition, not a reservation? This is a grant to a certain person upon condition that he shall do something; if he neglects to fulfil the condition the question is whether the land reverts to the Crown or not.

## LAND AT CORNER OF PITT AND BRIDGE STREETS.

## APPENDIX.

[To the evidence of Charles A. Thurlow, Esq., 30 April, 1878.]

A1.

The Under Secretary for Lands to J. Hurley, Esq., M.L.A. (Hartley).

Sir,

I have the honor to acknowledge your letter of the 25th ultimo, requesting to be furnished with a copy of a deed of grant prepared in favour of John Terry Hughes for 6 perches, allot. 11, sec. 46, parishes of St. James and St. Phillip, and in compliance therewith beg to enclose copy of such grant this day received from the Registrar General.

1 enclosure.

I have, &amp;c.,

C. A. THURLOW,

(For the Under Secretary.)

## TOWN PURCHASE.

Grantee—John Terry Hughes.  
Date—23rd December 1839.  
Town—Sydney.  
6 p.

VICTORIA by the grace of God of the United Kingdom of Great Britain and Ireland  
Queen Defender of the Faith and so forth.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS at a public auction held in conformity with the regulations made for the sale of Crown lands in our territory of New South Wales John Terry Hughes of Sydney has become the purchaser of the allotment or parcel of land hereinafter described for the sum of four hundred and thirteen pounds sterling Now know ye that for and in consideration of the said sum of four hundred and thirteen pounds sterling by the said John Terry Hughes to the Colonial Treasurer of our said territory for and on our behalf well and truly paid before these presents are issued And in further consideration of the quit rent hereinafter reserved we have granted and for us our heirs and successors do hereby grant unto the said John Terry Hughes his heirs and assigns subject to the conditions reservations and provisos hereinafter mentioned All that allotment or parcel of land in our said territory containing by admeasurement six perches and situated in the town of Sydney parishes of Saint James and Saint Phillip county of Cumberland allotment No. 11 of section No. 46 bounded on the north by Bridge-street being a line bearing east sixteen degrees north thirty-eight and a half links on the east by the continuation of Pitt-street being a line bearing south four degrees thirty minutes east one hundred and thirty-nine links on the south by a line bearing west sixteen degrees south twenty-five links and on the west by a reserved lane dividing it from allotment No. 1 of the old lumber-yard purchased by John Terry Hughes being the allotment sold as lot 48 in pursuance of the advertisement of 13th July 1839 but upon the express condition nevertheless that the said John Terry Hughes should construct an archway over the Tank Stream according to a plan deposited in the office of the Town Surveyor and on the further condition that he should erect a first-class building on the said land within two years from the fifteenth day of August eighteen hundred and thirty-nine the day of sale thereof with all the rights and appurtenances whatsoever thereto belonging To hold unto the said John Terry Hughes his heirs and assigns for ever yielding and paying therefore yearly unto us our heirs and successors the quit rent or sum of one farthing for ever if demanded On condition that the said John Terry Hughes his heirs or some of them do and shall within zero years from the date hereof erect or cause to be erected a permanent dwelling-house store or other suitable building upon the said land of the full value of zero pounds sterling or upwards And that he and they do and shall construct proper drains through and from the same land to the nearest common drain or sewer And also that he and they do and shall in every respect and at all times hereafter conform to the Government Regulations for the time being and to the laws and regulations now or hereafter to be in force for the better regulating the alignment of the streets in the said town of Sydney Provided nevertheless and we do hereby reserve unto us our heirs and successors full power for us or our successors or for the Governor for the time being of our said territory to resume and take possession of all or any part of the said land which may be required at any time or times hereafter for the improvement of the said town or for any public purpose three calendar months notice of its being so required being previously given in the Government Gazette or otherwise and the value of the said land or of so much thereof as shall be so required and of any building standing on the said required land being paid by the Government to the party entitled thereto at a valuation fixed by arbitrators chosen as hereinafter mentioned And we do also reserve unto us our heirs and successors and to the Governor for the time being of our said territory by such person or persons as shall be duly authorized in that behalf full power to make and conduct through the said land all common or public drains and sewers which may be deemed expedient three calendar months notice being previously given to the occupier or owner thereof and the damage which any building may sustain thereby being paid for by the Government to the party entitled thereto at a valuation fixed by arbitrators as aforesaid And we do hereby declare that in every case of arbitration which may arise under and by virtue hereof one arbitrator shall be chosen by the Governor for the time being of our said territory and one by the then owner or owners of the said land which two arbitrators (before they enter upon the said arbitration) shall elect a third as umpire who shall determine any disagreement between the two said arbitrators But if the owner or owners of the said land shall refuse or neglect to choose an arbitrator on his her or their part within one calendar month after being required so to do by public advertisement in the Government Gazette or otherwise then both arbitrators shall be chosen by the Governor for the time being of our said territory which arbitrators shall also elect an umpire in the manner above mentioned Provided always that if the conditions reservations and provisos herein contained or any part thereof be not duly observed and performed by the said grantee his heirs and assigns then the said land shall be forfeited and revert unto us our heirs and successors And these presents and every matter and thing herein contained shall cease and determine and become absolutely void to all intents and purposes and it shall be lawful for us our heirs and successors by our Governor for the time being of our said territory or other person duly authorized in that behalf to re-enter upon and take possession of the said land or any part thereof and the said grantee his heirs and assigns and all occupiers thereof therefrom wholly to remove In testimony whereof we have caused this our grant to be sealed with the seal of our said territory.

Given under the hand of Sir George Gipps Knight our Captain-General and Governor-in-Chief of our said territory and its dependencies at Government House Sydney in New South Wales aforesaid this twenty-third day of December in the third year of our reign and in the year of our Lord one thousand eight hundred and thirty-nine.

Signed and Sealed in the presence of—  
HY. WATSON PARKER. }

(L.S.) GEO. GIPPS.

ENTERED on record by me in the register of town purchases, No. 57, page 9, this twenty-fourth day of March one thousand eight hundred and forty.—E. DEAS-THOMSON, Colonial Secretary and Registrar.

I certify the above and preceding page to be a true copy of the entry or copy of the original deed of grant from the Crown kept as of record or for public or official purposes in the office of the Registrar General of the Colony of New South Wales.

Registrar General's Office, Sydney, 3rd day of April, 1878.

E. G. WARD,  
Registrar General.

## A 2.

Mr. W. Wolfen to The Surveyor General.

Sir,

I beg to intimate that I observed in the *Herald* that Mr. Hurley put questions to the Colonial Secretary referring to my Bridge-street property, and, though you will be able from public documents to show the whole circumstances respecting the measurements of the land, I beg to point out that the strip of land, 4 feet 8 inches, had been occupied by the former proprietors and myself since the year 1839, and that nevertheless, when I came to an agreement with the Government for the demolition of the substantial buildings erected by me about ten years since, at a considerable cost, the whole having been built of Pyrmont stone, and otherwise of a most durable description, and that in their place I erected new buildings, and in accordance with the plans submitted to the Government, under a lease of five years, I applied for the purchase of the 4 feet 8 inches which had already been in occupation for at least thirty-five years; and I also agreed to abide by the Government appraiser's decision, and subsequently paid the amount as appraised, and obtained the grant for the 4 feet 8 inches of land accordingly.

The dimensions of the new buildings are exactly the same as they were previous to the erection of the new structure, and it stands on the same old foundations.

With regard to the rentals the Government pay, I have to observe that the space occupied by the Government would show that, in comparison with my other tenants, I receive £1,250 per annum for what any other tenants pay £1,780 per annum; thus:—

Space occupied by other tenants.			
No. 1 Bridge-street Chambers pay me .....	£300	The Government pay.....	£225
No. 2 Bridge-street Chambers, for what other tenants pay ...	320	" " .....	225
" " " " .....	320	" " .....	200
" " " " .....	230	" " .....	150
" " " " .....	230	" " .....	150
" " " " .....	230	" " .....	150
Extensive basement.....	150	" " .....	150
	£1,780		£1,250

showing that the Government pay £530 per annum less for a like space for which my other tenants occupy.

At the expiration of the lease held by the Government I shall have to make considerable alterations in the building at my expense, having agreed to erect the buildings in accordance with the requirements of the Government, which will not be suitable for the occupation of future tenants.

I have, &c.,

WILLIAM WOLFEN.

Mr. T. Lewis. Perused.—T.H.L., 5 Feb., 1877. Chief Draftsman. Is any action necessary? J.E., 6 Feb., 1876. Mr. T. Lewis. The letter may be of use to the Hon. the Minister for Lands if he should ever be asked to reply to any questions relative to the alienation of the portion to Mr. Wolfen.—T.H.L., 7 Jan., /77.

The Under Secretary for Finance and Trade to The Under Secretary for Lands.

Sir,

The Treasury, New South Wales, 20 September, 1875.

I am directed to inform you that William Wolfen paid into this office, on the 15th September, 1875, the sum of £50, being the amount of purchase-money for an allotment of land at Hamilton-lane, Bridge-street, Sydney, containing 2½ perches, under the 11th clause of the "Crown Lands Alienation Act of 1861."

2. The fee on the deed, £1, has also been paid.

I have, &c.,

W. NEWCOMBE,  
(Pro Under Secretary.)

The Treasury, 15 September, 1875.

RECEIVED from William Wolfen the sum of £51 sterling, for land under the 11th clause Land Act, Hamilton-lane, Bridge-street, City of Sydney, 2½ perches.—£50 land, £1 deed.

R. A. CANTOR,  
Pro Treasurer.

£51.

## (B.)

## Appointment of Appraiser by Government.

WHEREAS William Wolfen, of Sydney, in the Colony of New South Wales, has applied to purchase, under the 11th clause of the Crown Lands Alienation Act, certain Crown land, situate in the City of Sydney, a description whereof is set out in the Schedule hereinafter written: Now I, the Under Secretary for Lands, having been duly authorized by the Minister for Lands, in pursuance of the powers vested in him under and by virtue of the "Crown Lands Alienation Act of 1861," do hereby appoint John Williams Deering, of Ashfield, in the Colony of New South Wales, to be the appraiser on behalf of the Crown, to appraise the value of the said land, and the price to be paid by the said William Wolfen for the purchase thereof.

In witness whereof I have hereto set my hand, this 30th day of June, 1875.

W. W. STEPHEN.

## SCHEDULE REFERRED TO:—

Section 46, containing 2½ perches in Hamilton-lane, Bridge-street, in the City of Sydney.

I, the within-named John W. Deering, do solemnly and sincerely declare, that I am not directly or indirectly interested in the matter referred to me, and that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me, under the "Crown Lands Alienation Act of 1861."

Subscribed and declared this 14th day of }

August, A.D. 1875, before me,— }

MICHAEL FITZPATRICK, J.P.

JOHN W. DEERING.

## (A.)

WHEREAS I, William Wolfen, of Sydney, in the Colony of New South Wales, have made application to purchase certain unoccupied Crown lands, situate at Hamilton-lane and Bridge-street, a description whereof is set out in my letter to the Minister for Lands, bearing date 22nd May; and the Minister for Lands has intimated that he is willing to appoint John William Deering, Esq., of Ashfield, in the Colony of New South Wales, to appraise the value of the said land on behalf of the Government: And whereas I am desirous of concurring in the appointment of the said John William Deering, Esq., as such appraiser as aforesaid: Now, therefore I, the said William Wolfen, do hereby nominate and appoint the said John William Deering, Esq., to be appraiser on my behalf, to the intent that upon his being appointed by the Minister for Lands, as appraiser on behalf of the Government, he may, as sole appraiser, determine the matters aforesaid.

In witness whereof I have hereunto set my hand, this 30th day of June, A.D. 1875.

WILLIAM WOLFEN.

Minute



Minute Paper for the Executive Council.  
Application to purchase land under the 11th clause.

Department of Lands, Sydney, 8 September, 1875.

THE application specified in the schedule annexed, for the purchase, under the 11th clause of the Crown Lands Alienation Act of 1861, of certain land, the value of which has been appraised as by law required, is recommended for the approval of His Excellency the Governor and the Executive Council, the claim being regular and in accordance with the provisions of the Act referred to.

His Excellency the Governor and Executive Council. Approved.—H.R., 13/9/75.

The Executive Council advise that the application to purchase in terms of the 11th clause of the "Crown Lands Alienation Act of 1861," specified in schedule, be approved.—ALEX. C. BUDGE, Clerk of the Council. Min. 75/44, 11/9/75. Confirmed, 17/9/75. Gazetted 14 Sept., 1875.

THOS. GARRETT.

The Schedule referred to.

Registration Nos.	Name of Applicant.	Area.	Section.	Situation of Land.	Appraised Value, inclusive of Deed Fee.
Nos. 75, 5920	William Alexander Wolfen	2½ perches	46	Hamilton-lane, Bridge-street, City of Sydney	£51.

Mr. Bennett.—This case is *very urgent*; the deed is to be prepared in the name of William Alexander Wolfen, Mr. Wolfen's second Christian name being as here stated.

Memo. Chief Draftsman.—The deed for this case being urgently required may go on without being noted on Sydney section, No. 46, which is at the present time missing.—L.G.J.B., 21/9/75.

W. A. Wolfen.—11th clause.

Description.

2½ perches, county of Cumberland, parish of St. Phillip, city of Sydney: Commencing on the southern building-line of Bridge-street, at the north-eastern corner of W. A. Wolfen's property, formerly J. T. Hughes', and bounded thence on the north by that building-line bearing N. 75° E. 5 feet; on the east and south by Hamilton-lane and Bridge-lane being lines bearing S. 15° 18' E. 42 feet 9 inches, S. 1° 18' E. 43 feet 6 inches, S. 28° 45' W. 10 feet, S. 43° W. 12 feet 6 inches, S. 59° W. 4 feet 8 inches, and thence S. 68° 50' W. 17 feet; on the west by the eastern boundary of W. A. Wolfen's 1½ perch, purchased under the 11th clause, bearing N. 15° 40' W. 11 feet 6 inches; again on the north and again on the west by lines dividing it from W. A. Wolfen's first-mentioned property bearing N. 74° 30' E. 22 feet, N. 63° 56' E. 5 feet, N. 50° E. 4 feet, N. 26° 20' E. 10 feet, N. 4° 21' W. 40 feet; and thence N. 15° 18' W. 40 feet to the point of commencement.

Diagram ppd. 24/9/75.

SCHEDULE of land applied for under the "Crown Lands Alienation Act of 1861," 11th clause, Hamilton-lane, Bridge-street, City of Sydney.

Allotment.	Section.	Applicant.	Area.	Remarks.
—	46	William Wolfen .....	a. r. p. 0 0 2½	It is recommended that the two small portions* of Crown land, containing respectively 1 perch and 1½ perch, situate in Hamilton-lane, Bridge-street, in the City of Sydney, be sold to Mr. W. Wolfen (the owner of the adjoining land) under the 11th clause, as Crown lands, lying between land already granted and a street.

\* Treat this as one portion of 2½ perches.

Approved.—W.W.S., 29 June.

Under Secretary. The enclosed is Mr. Wolfen's case for approval of Deputy Surveyor General's memo. Mr. Wolfen is pressing, 30/8/75. The case can go on as suggested; but I do not know whether pencil memo enclosed is official.—W.W.S.

Government Surveyor Deering to The Surveyor General.

PLAN of a portion of land containing 1½ perch, on the western side of Hamilton-lane, Bridge-street, in the City of Sydney, applied for to purchase under the 11th section "Crown Lands Alienation Act of 1861," by Mr. William Wolfen.

22 June, 1875. Mis. 71/4,100. Sydney section, No. 46. S. 63,907. S. 63a, 907.

In compliance with the Surveyor General's instructions to me, No. 75-21, of 11th June, 1875, I have the honour to report that there is no objection to the sale of the above described land to Mr. Wolfen.

2. The circumstances connected with this land are precisely the same as with the adjoining area of 1 perch, dealt with in my late report, No. 75/32, of 5th instant (Mis. 75/3,573.) 75/3,978 Mis.

3. The land now applied for contains an area of 1½ perch (1.52,640), and adjoins the property of the applicant.

JOHN W. DEERING,  
Government Surveyor.

No plan received by me.—H.P.B., 23 June. The information has been given on plan S. 63,907. Schedule herewith for applicant. 26th June, 1875. 75/5,920.

Mr. W. Wolfen to The Secretary for Lands.

Sir,

With reference to my previous application, dated 22nd ultimo, for the purchase of a small strip of land in Bridge-lane, I am informed that there is also a small strip of land on the western side of Hamilton-lane, adjoining my property, and I now have the honor of applying for the purchase of the same, under clause 11 of the Land Act, as shown in the accompanying sketch.\*

Sydney, 9 June, 1875.

I have, &c.,  
WILLIAM WOLFEN.  
Mr.

\*Appendix E.

Mr. Surveyor Deering, for report or measurement, if unobjectionable.—G.L. (for Surveyor General), 11 June, 1875. Urgent. Plan, with report No. 75/34, of 22 June, 1875.—JOHN W. DEERING.

Misc., 75/3,573.  
Sydney section  
No. 46.  
S. 63/907.  
S. 63A/907.

\*Plan of a portion of land containing one perch, at the intersection of Bridge-lane and Hamilton-lane (Bridge-st.), in the City of Sydney, applied for to purchase under the 11th section "Crown Lands Alienation Act of 1861," by Mr. William Wolfen.

(No. 75/32.) 5th June, 1875.  
In compliance with the Surveyor General's instructions to me, No. 75/20, of 22 May last, I have the honor to report on the above application.

2. I can see no objection to the sale of the land applied for by Mr. Wolfen; on the contrary, I think it very advisable for Mr. Wolfen to purchase the land upon which he is about erecting Government Offices, in order to complete his title.

3. The area of the land applied for is 1 perch (1.16320 perches by calculation).

4. As the plan "S. 63-907" clearly and accurately shows the land applied for, and also other corresponding cases, I have adopted this plan, and have placed thereon the dimensions, &c., necessary for the description of the proposed grant.

5. I beg to invite the Surveyor General's attention to the circumstance of a strip of land about 5 feet wide, on the western side of Hamilton-lane, adjoining Mr. Wolfen's property, still remaining unsold. I think Mr. Wolfen is unaware of this, and I was not aware of it myself at my late interview with him, or I would have pointed out the circumstance. I have not been very closely into the matter, but it seems to me that it is a fact.

6. I should add that the land adjoining that now applied for is the property of the applicant.

JOHN W. DEERING,  
Government Surveyor.

Schedule herewith for appraisement, G.L.—26 June, 1875. 75/4440.

\*The information has been given on plan S. 63/907.

Mr. W. Wolfen to The Secretary for Lands.

Sir,

Sydney, May 22, 1875.

I have the honor of applying for the purchase of a small strip of land at the rear of my property, on which I am on the point of erecting premises on lease to the Government. The strip of land refers to allotments Nos. 1 and 2, as per accompanying sketch.\*

I have, &c.,

WILLIAM WOLFEN.

Urgent.—22 May. Mr. Long.—22 May. Sydney section No. 46. S. 63/907. S. 63A 907.—JOHN W. DEERING. Mr. Surveyor Deering, for report or to measure if unobjectionable.—G.L. (for Sur. Genl.), 22 May, 1875. No. 20. Reported on. Report No. 75/32 of 5th June, 1875.—JOHN W. DEERING.

Department of Lands, Sydney, 14th September, 1875.

It is hereby notified, that the person whose name is hereunder mentioned will be permitted to purchase, under the 11th clause of the "Crown Lands Alienation Act of 1861," the portion of land specified against his name.

2. The purchase-money must be paid into the Colonial Treasury, Sydney, within three months from the date of the publication of this notice, under a penalty of an addition to the appraised value of 10 per cent.; and should that increased price not be paid within a further period of three months the claim to purchase will lapse, and the land will be brought to auction.

THOMAS GARRETT.

Registration No.	Name of Applicant.	Area.	Situation of Land.	Appraised value, inclusive of Deed Fee.
Ms. 75-5,920	William Wolfen.....	a. r. p. 0 0 2½	Hamilton-lane, Bridge-street, in the City of Sydney.....	£ s. d. 51 0 0

Appraisement by single Appraiser.

To all to whom all these presents shall come—I, John Williams Deering, of Ashfield, in the Colony of New South Wales, send, greeting:—

WHEREAS on the 30th day of June, in the year of our Lord one thousand eight hundred and seventy-five, I was duly appointed by the Minister for Lands, and on the same day by William Wolfen, of Sydney, in the Colony of New South Wales, as the sole appraiser to fix and determine the price or value to be paid by the said William Wolfen, for certain unoccupied Crown lands situate at Bridge-street, Hamilton-lane, a description whereof is set out in the Schedule in the paper writing hereto annexed, marked "B": And whereas I have entered upon the consideration of the value of the said land, and have heard and considered the evidence produced before me, by or on behalf of the Minister for Lands and the said William Wolfen: Now I, the said John William Deering, do hereby declare the sum of fifty pounds to be the value of the said land, and do appraise and fix that sum as the amount to be paid by the said William Wolfen for the purchase thereof from the Crown; and I assess and fix the costs of this appraisement payable to me at the sum of one pound one shilling, which said sum I direct shall be paid by the Minister for Lands.

In witness,—

JOHN WILLIAMS DEERING,  
14 August, 1875.

Before any further action is taken in this matter I would respectfully refer you to my report, dated 16th August, No. 75-26.—THOS. H. SMITH, Jun., 17th Aug., 1875. The error being in favour of Mrs. Gale, the owner of the land on the other side of the lane, there does not appear to me to be any objection to the completion of the sale to Mr. Wolfen.—P.H.W., 26 Aug., /75.

E.

[Handed in by Chairman, 17 May, 1878.]

Dear Sir,

Supreme Court, Sydney, April 27, 1878.

In reply to your note as to land at corner of Pitt and Bridge streets, I really am not aware of anything relating thereto, except that I have always heard that Mr. Garsed claims it.

Will attend, however, at the Committee Room, as requested by you, on Tuesday, the 30th instant, at 11 o'clock.

Yours truly,

F. W. Webb, Esq.

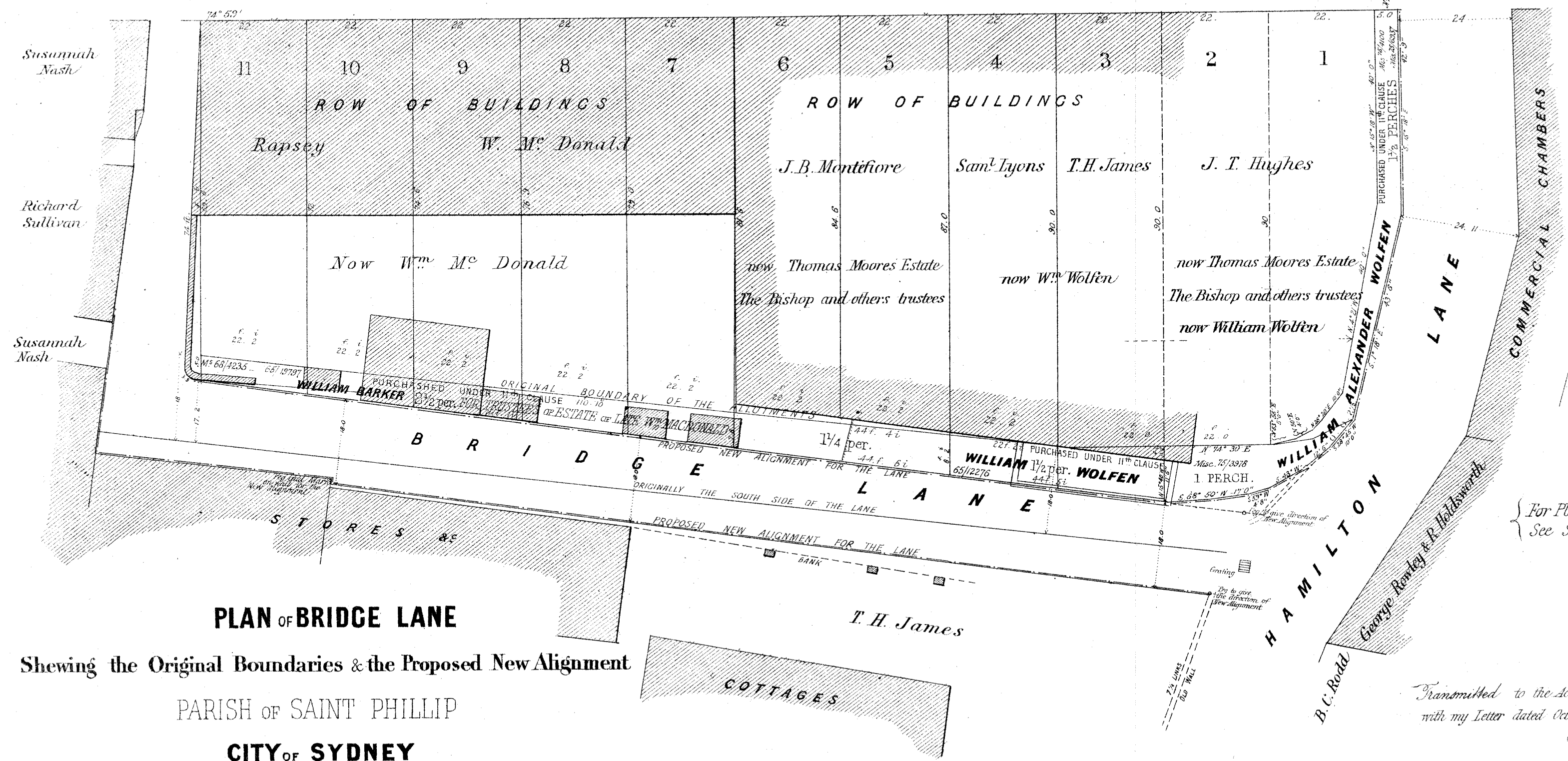
JOHN F. HARGRAVE.

[Plans.]

APPENDIX B

To the Evidence of Thomas Lewis - 8<sup>th</sup> May 1878

BRIDGE STREET



PLAN OF BRIDGE LANE

Shewing the Original Boundaries & the Proposed New Alignment

PARISH OF SAINT PHILLIP

CITY OF SYDNEY

Scale. 20 Feet to an Inch

Transmitted to the Acting Surveyor General with my Letter dated Oct. 7<sup>th</sup> 1863. N<sup>o</sup> 63/34.

(Sig<sup>d</sup>) John Armstrong S.G.

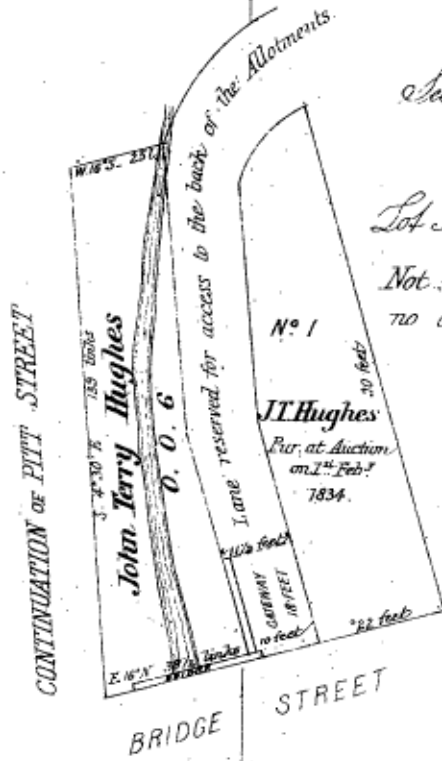
To the Evidence of Thomas Lewis Esq. 8<sup>th</sup> May

COUNTY OF CUMBERLAND — PARISHES OF ST. JAMES AND ST. PHILLIP

TOWN OF SYDNEY

With regard to this Allotment, Vide decisions of M<sup>r</sup> Martin, Attorney General and M<sup>r</sup> Lutwyche, Sol<sup>r</sup> Gen<sup>l</sup> of 2<sup>nd</sup> Oct. 1856 Papers 56.10317 7<sup>th</sup> Oct. 1856, last paper Mis<sup>l</sup> 69.2277 3<sup>rd</sup> May 1869 That "a subsequent change in the position of a Street" which forms its Eastern boundary does not alter the position of the said "which passed by the Grant"

Lot 18. Sale 15<sup>th</sup> August 1839.  
Sold to John Terry Hughes



See Pur. Abs<sup>t</sup> 38/331

The Crown

Lot 31. Sale 9<sup>th</sup> May 1839.

Not sold on that day in consequence of no offer having been made.

Vide C.S.L. 48/543 20<sup>th</sup> Nov<sup>r</sup>, releasing the Allotments in Bridge Street from their Building Conditions.

SURVEY OF AN Allotment in Bridge Street Directed to be put up to Public Sale by Colonial Secretary's Letter N<sup>o</sup> 38/163

Scale - 2 Inches to a Chain.

J. C. Burnett

Accompanying Letter and Description dated 31. May 1838.

Appendix D.

To the Evidence of Thomas Lewis, Esq.,  
8 May, 1878.

Sale at Sydney, on the 7<sup>th</sup> November, 1860.

Town lots 1 to 8  
Allots. 16 to 23, Sec 46 a

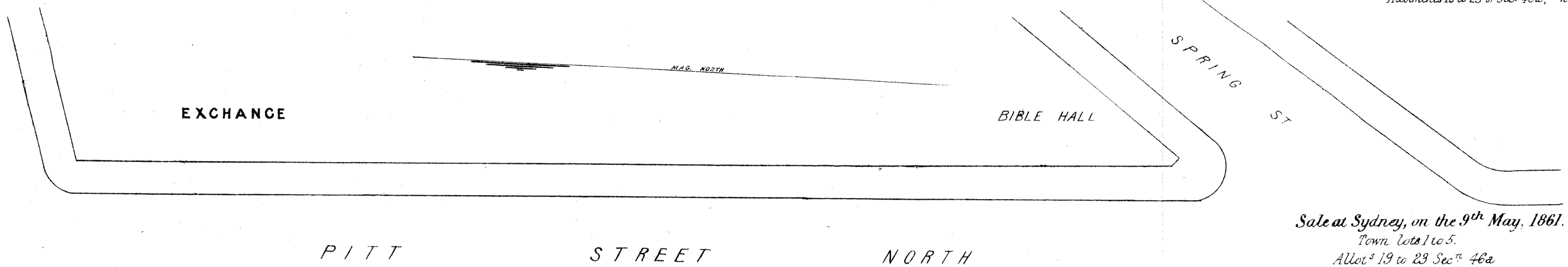
Vide Sale List with land N<sup>o</sup> 60, 6073 reporting above lots not bid for

vide return of Sale at Sydney, on the 9<sup>th</sup> January, 1861.

Town lots 28 to 35

Allot<sup>s</sup> 16 to 23 Sec<sup>n</sup> 46 a.

Reporting Town lots 28 to 30  
Allotments 16 to 18 of Sec<sup>n</sup> 46 a, sold as per names  
Town lots 31 to 35  
Allotments 19 to 23 of Sec<sup>n</sup> 46 a, - not sold



Sale at Sydney, on the 9<sup>th</sup> May, 1861.

Town lots 1 to 5.

Allot<sup>s</sup> 19 to 23 Sec<sup>n</sup> 46 a

Vide 61 4832 reporting lots 1 to 5 not bid for

Sale at Sydney, on the 15<sup>th</sup> July, 1862.

Town lot 7.

Allot. 23, Sec. 46 a.

vide 62 13265 reporting above lot sold as per name.

Sir D. Cooper

Sale at Sydney, on the 1<sup>st</sup> November, 1861.

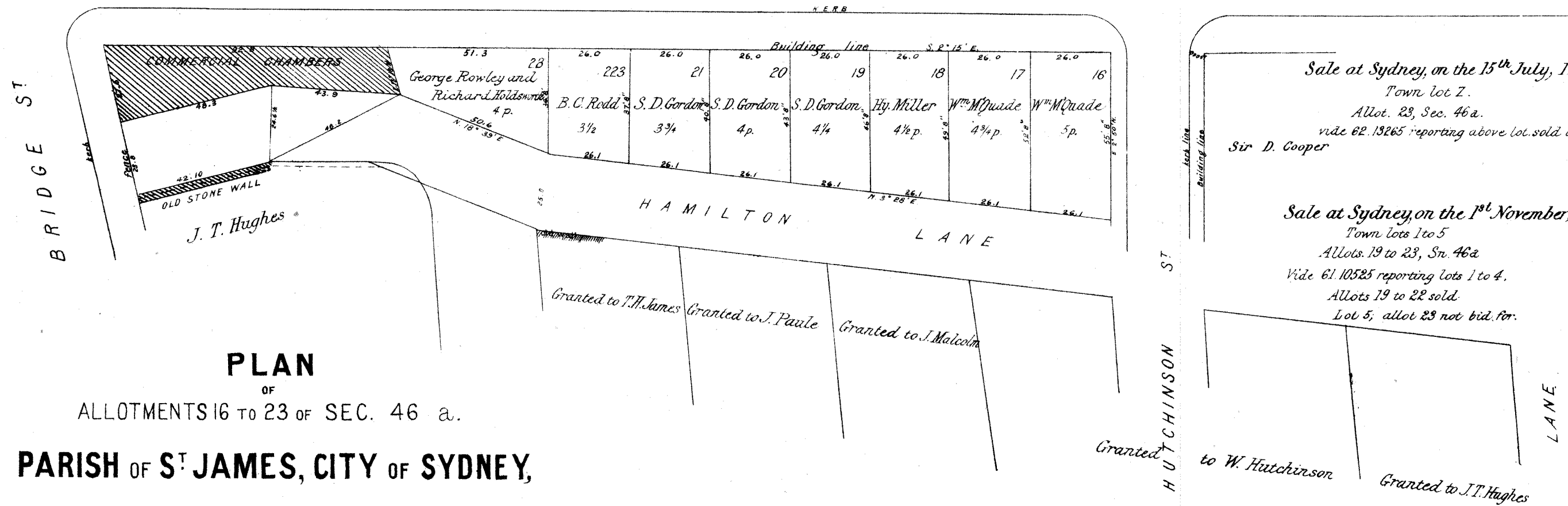
Town lots 1 to 5

Allots. 19 to 23, Sec. 46 a

Vide 61 10525 reporting lots 1 to 4.

Allots 19 to 22 sold.

Lot 5, allot 23 not bid for.



PLAN

OF  
ALLOTMENTS 16 TO 23 OF SEC. 46 a.

PARISH OF ST JAMES, CITY OF SYDNEY,

COUNTY OF CUMBERLAND, N. S. W.

1860

SCALE OF FEET



Transmitted to the Acting Surveyor General, 26<sup>th</sup> Sep<sup>r</sup> 1860,  
with my letter 60/N<sup>o</sup> 48 and description of the same date

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES.

E. Knapp, J<sup>r</sup> Licensed Surveyor

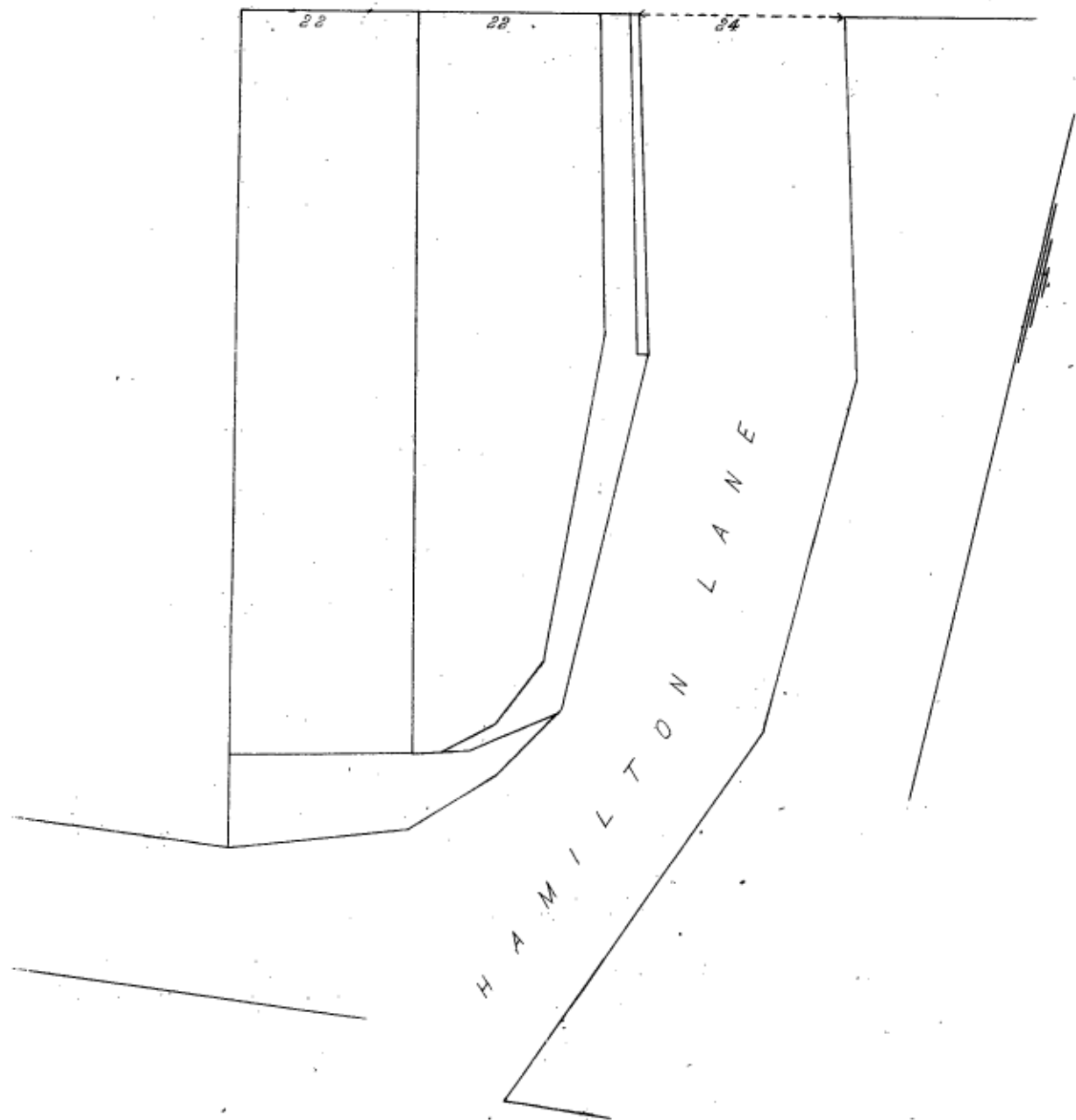
Notes Stakes branded  $\blacktriangle$  are driven at all the corners  
The position of Hamilton Lane is fixed in  
accordance with the Alignment by the Corporation.

(SIG. 410)

Sketch referred to

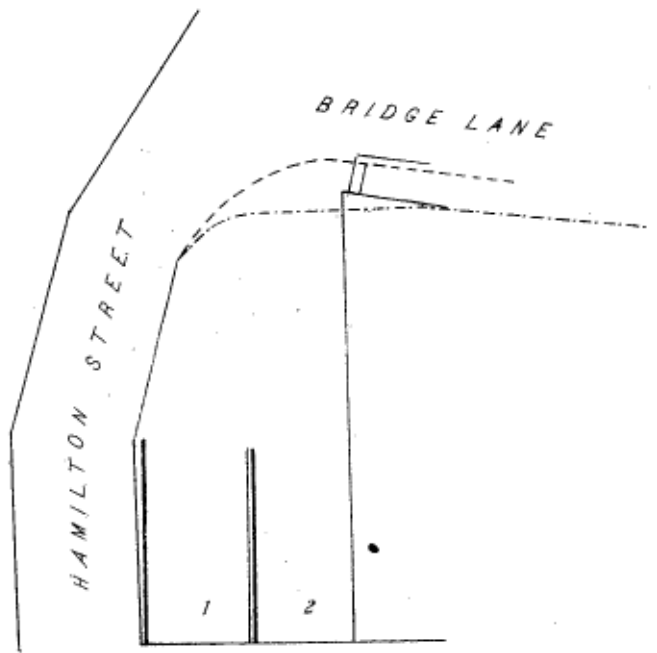
Appendix E

B R I D G E S T R E E T



(Fig. 410)

*Appendix F*



*Memo-Blue lines on original shown thus -----*

*(Sig 410)*

*Red " " " " " -----*

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**LIGHT-HOUSE AT SOUTH HEAD.**

(REPORTS, LETTERS, AND MINUTES.)

*Ordered by the Legislative Assembly to be printed, 16 May, 1878.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 19th March, 1878, That there be laid upon the Table of this House,—

“Copies of all Reports, Letters, and Minutes connected with the condition of the Light-house at South Head, or bearing upon the necessity for a Light-house or improved lights thereat, and the estimate for the cost of such new Light-house or lights.”

(Mr. Stuart.)

**SCHEDULE.**

NO.	PAGE.
1. Secretary, Marine Board—that Colonial Architect's attention be drawn to the Report of proceedings of the Conference of the Principal Officers of the Marine Departments of the Australian Colonies. 16 September, 1875.....	2
2. Extract from Report of proceedings of the Conference of the Principal Officers of the Marine Departments of the Australian Colonies, held in Sydney, in January and February, 1873.....	2
3. Colonial Architect, suggesting the advisability of erecting a new building of suitable dimensions for a larger light, together with quarters, &c. 27 December, 1876 .....	2
4. Colonial Treasurer, relative to the omission of items from Estimates, and that matter be considered by the Cabinet. 4 January, 1877 .....	2
5. Minute of Marine Board, concurring in the opinion that the Macquarie light is not sufficiently powerful. 2 May, 1877 .....	3
6. Colonial Architect, reporting upon the erection of light-house and quarters, South Head, and for information respecting the electric light. 8 April, 1878.....	3



## LIGHT-HOUSE AT SOUTH HEAD.

### No. 1.

The Secretary, Marine Board, to The Under Secretary for Finance and Trade.

Sir, Sydney, 16 September, 1875.  
I have the honor, by direction of the Marine Board, to invite your attention to page 11 of the accompanying "Report of the proceedings of the Principal Officers of the Marine Departments of the Australian Colonies," and to inform you the Board concurs in the opinion that the power of the Macquarie light should be increased.

Under these circumstances, it is submitted that the attention of the Colonial Architect may be directed to the subject, with the view of taking the necessary steps for carrying out the work.

I have, &c.,  
GEO. S. LINDEMAN,  
Lieut., R.N., Secretary.

This proposal, before being determined upon, had better be submitted to the Colonial Architect, with a view to some estimate being obtained of the probable cost, and likewise of its being placed before the Government in a more definite form.—W.F., 22/9/75.

The Under Secretary for Public Works.—G.E., B.C., 23/9/75. Colonial Architect.—B.C.,  
24/9/75, J.R.

### No. 2.

EXTRACT from Report of proceedings of the Conference of the Principal Officers of the Marine Departments of the Australian Colonies, held in Sydney, in January and February, 1873.

"Having visited the Macquarie and Hornby lights, the Conference came to the conclusion that the former is not sufficiently powerful for so important a position. Captain Hixson mentioned that the light was exhibited as early as the year 1817; and although it has been classed a first-order light, the apparatus is not of equal power and quality with modern lights. It was resolved to recommend that the power of this light should be increased."

### No. 3.

The Colonial Architect to The Under Secretary for Public Works.

Sir, Department of Public Works, Colonial Architect's Office, Sydney, 27 December, 1876.

In returning the enclosed communication respecting the Macquarie Light, and inviting attention to page 11 of the Report of the Conference of the Marine Departments, annexed thereto—wherein "It was resolved to recommend that the power of the light should be increased," forwarded to me under blank cover, on 24th September, 1875,—

2. I do myself the honor to report that very considerable alterations to the lantern and lantern-chamber will be necessary before a larger light can be put into position; and although much of this work could be performed before the removal of the lantern, the necessity of not allowing the light to be extinguished for one night must be kept in view; and to attempt its removal, even if a temporary tower were erected and prepared to receive it, would be attended with considerable uncertainty and risk, as some unforeseen contingency might prevent the transfer being made within the required time. The only way that appears practicable for making the change would be to erect a temporary tower and fit it with a spare light before attempting to remove the present one, but this would be attended with great expense.

3. As the present light-house and buildings have from recent inspection been found to be very defective and badly constructed, and the quarters insufficient and unhealthy, I would under the circumstances named suggest the advisability of erecting a new building of suitable dimensions for a larger light, together with quarters containing sufficient accommodation for the people in charge. With this view, I have included in my draft Estimates for 1877, recently submitted to the Minister, the sum of £15,000, the estimated cost of the work.

I have, &c.,  
JAMES BARNET,  
Colonial Architect.

Under Secretary for Finance and Trade, B.C., 29/12/76.—J.R.

### No. 4.

Minute of Colonial Treasurer.

THIS matter is of too large a nature to be dealt with suddenly. The papers seem to have been with the Colonial Architect for fifteen months, and only now are submitted as a reason for having put so large a sum upon the proposed Estimates without a word of explanation. In absence of that explanation I omitted the items from the Estimates, and now it must be considered by the Cabinet as to the policy of building a new light-house, and whether the money for that purpose should be placed on the Additional Estimates.—A.S., 4/1/77.

The Minister for Works.—A.S., 4/1/77. The Under Secretary for Public Works.—G.E., B.C.,  
5/1/77. Cabinet, 5/1/77.—J.R.

Recommended

## 3

Recommended by the Colonial Architect that £15,000 be placed on the Estimates for 1877, for the erection of a new light-house at South Head for a larger light, and with sufficient quarters for the people in charge, with Mr. Stuart's minute of 4/1/77, referring the matter to the Cabinet.

Before this matter is referred to the Cabinet I think a report from the Marine Board would be advisable.—J.H., 2/4/77. Under Secretary for Finance and Trade, B.C., 4/4/77.—J.R. The President of the Marine Board.—W.R.P., 10/4/77. G.E., B.C., 11/4/77.

## No. 5.

## Minute of Marine Board.

THE Marine Board concurs in the opinion expressed by the Principal Officers of the Marine Departments of the Australian Colonies, to the effect that the Macquarie light is not sufficiently powerful for so important a position. It is of about 3rd order catoptric, and occupies the space of the small lantern from which it is now exhibited. The proposed light would probably be of the 1st order dioptric, and it would be so large as to require more space than the top of the present tower affords. The proposal of the Colonial Architect would therefore seem to be the best course to pursue under the circumstances which surround the difficulty of the undertaking in contemplation.—By order, G.S.L., 2/5/77.

The Under Secretary for Finance and Trade. The sum of £15,000 voted on Estimates. Colonial Architect, B.C., 21 March, '78.—J.R.

## No. 6.

## The Colonial Architect to The Under Secretary for Public Works.

Sir, Department of Public Works, Colonial Architect's Office, Sydney, 8 April, 1878.

With reference to the sum of £15,000 voted on the Estimates this year for erection of a new light-house and quarters to replace the present old Macquarie Light-house at South Head, as recommended by the Marine Board,—

2. I do myself the honor to suggest, in order that the light to be exhibited in the proposed new light-house may be of the best and most approved kind, and superior to present lights on the Australian coast, that the Agent General in London be asked to make inquiries of the Trinity Board and other light-house authorities respecting the use of the electric light, which I understand has been adopted in some of the light-houses on the English coast and elsewhere, and if this system has been attended with satisfactory results, that I may be furnished with all necessary particulars and information in regard to the arrangements, appliances, &c., required to be provided in the new light-house for reception of the light in question.

3. I would also suggest that, as experiments in lighting by electricity are, I understand, to be made at the Paris Exhibition, the results of these experiments be ascertained if possible, as I have no doubt they would afford useful and valuable information in the matter.

I have, &c.,  
JAMES BARNET,  
Colonial Architect.

Approved.—J.S., 11/4/78. Colonial Architect, B.C., 14/4/78.—J.R.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SERVICE OF SUMMONSES UNDER THE MASTERS AND  
SERVANTS ACT.

(CIRCULAR LETTER.)

*Ordered by the Legislative Assembly to be printed, 12 March, 1878.**[Laid upon the Table in accordance with promise made in answer to Question 9, Votes No. 35, 5 March, 1878.]*

Circular.—78-1,431.

Department of Justice and Public Instruction, Sydney, 23 February, 1878.

Gentlemen,

With reference to a Circular letter from the Colonial Secretary's Office, dated 6th July, 1870, to the several Benches of Magistrates throughout the Colony, intimating that except in special cases the Police were no longer to be expected to serve Summonses for the recovery of wages under the "Masters and Servants Act of 1857,"—I am now directed by the Minister of Justice and Public Instruction to inform you that the Police will in future be required to serve Summonses under the said Act when practicable, in accordance with a Resolution passed by the Legislative Assembly on the 6th instant—that the serving of such Summonses is a legitimate function of the Police, and may properly be performed by them, there being nothing under the said or any other Act to prohibit it, of which the Inspector General of Police has been apprised in due course. Please to acknowledge receipt hereof.

I have, &amp;c.,

W. E. PLUNKETT,

Under Secretary.

The Bench of Magistrates,



1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

MR. G. H. REID'S "ESSAY ON THE MOTHER COLONY OF  
THE AUSTRALIAS."

(PAPERS, &amp;c., RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 22 January, 1878.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 12 July, 1877, That there be laid upon the Table of this House,—

"Copies of all Papers relating to Mr. G. H. Reid's 'Essay on the Mother Colony of the Australias,' published from the Government Printing Office."

*(Mr. Cohen.)*

## SCHEDULE.

NO.	PAGE.
1. Mr. G. H. Reid to the Colonial Secretary. 15 March, 1876.....	2
2. Minute of the Colonial Treasurer. 13 April, 1876.....	2
3. Memorandum by Mr. Reid. 22 September, 1876.....	3
4. The Acting Government Printer to Messrs. Trübner & Co., London. 28 October, 1876.....	3
5. The same to the same, New York. 17 November, 1876.....	3
6. M. Petit Jean, Geneva, to the Minister for Finance. 25 November, 1876.....	4
7. The Acting Government Printer to Messrs. Trübner & Co., London. 8 December, 1876.....	4
8. The Under Secretary for Finance and Trade to the Agent General for New South Wales, London. 9 December, 1876.....	5
9. Messrs. Trübner & Co., London, to the Acting Government Printer. 18 January, 1877.....	5
10. The same to the same. 16 February, 1877.....	5
11. The same to the same. 16 March, 1877.....	6
12. M. Petit Jean, Geneva, to the Minister for Finance. 20 March, 1877.....	6
13. The Acting Government Printer to the Under Secretary for Finance and Trade (with enclosure). 1 June, 1877.....	6
14. Mr. Reid to the Under Secretary for Finance and Trade. 4 June, 1877.....	7
15. The Acting Government Printer to Messrs. Trübner & Co., London. 31 May, 1877.....	7
16. The same to the same. 27 June, 1877.....	7
17. Messrs. Trübner & Co., London, to the Acting Government Printer. 11 May, 1877.....	8
18. The Acting Government Printer to Messrs. Trübner & Co., London. 6 July, 1877.....	12
19. The Under Secretary for Finance and Trade to Messrs. Trübner & Co., London. 6 July, 1877.....	12
20. Messrs. Trübner & Co., London, to the Acting Government Printer. 5 July, 1877.....	13
21. The same to the same. 5 July, 1877.....	13
22. The same to the same. 28 September, 1877.....	18

## MR. G. H. REID'S "ESSAY ON THE MOTHER COLONY OF THE AUSTRALIAS."

## No. 1.

Mr. G. H. Reid to The Colonial Secretary.

Sir,

Sydney, 15 March, 1876.

After considerable trouble and personal inquiry, and with the assistance of many kind authorities, I have prepared "An Account of the Progress and Resources of New South Wales," which would form a pamphlet of less than 80 pages. Too long for general distribution, it would, I believe, turn out to be a valuable work of reference, that might be presented to public men, editors of the Press, and libraries in Great Britain and the United States, with advantage to the Colony. Whilst anxious to carry out this proposal, I have not the means to do so without the help of the Government Printer.

Under these circumstances I respectfully ask you to authorize Mr. Richards to cause the work to be set up in type (the cost is estimated at about £15). In that event I would feel great pleasure in presenting it to the Government for the distribution alluded to, which, I may be allowed to remark, could be easily effected by the agencies at present in London (Trübner & Coy.) and Philadelphia. If, on the other hand, you should see fit to decline the essay when printed, I engage to defray the expense incurred.

Believe me, Sir, I make this offer from a sincere desire to promote the public interest, in taking advantage of the progress of the past few years, to give to the world a careful, well supported, and comprehensive view of the condition and resources of this country.

I have, &c.,  
G. H. REID.

We beg to recommend Mr. Reid's offer to the favourable consideration of the Government.

W. M. Manning	S. C. Brown
G. Wigram Allen	Richard Driver
Saul Samuel	Micl. Fitzpatrick
J. Smith	John Macintosh
Jacob L. Montefiore	John Davies
John B. Watt	James Watson
John Hay	Julian E. Salomous
James S. Farnell	R. Jones
Geo. A. Lloyd	M. Metcalfe
John Sutherland	F. H. Dangar.

I have not seen the pamphlet alluded to, and for this as well as for other reasons I cannot join in the foregoing recommendation. I know Mr. Reid however to be a gentleman of literary ability, and I believe him to be quite competent to write an accurate and a valuable account of the Colony.

HENRY PARKES,  
17 Mar., /76.

Submitted, 20/3/76. Consult.—Cannot approve.—JOHN R., 18/4/76. Mr. Reid, 19 Ap., 1876.  
The Under Secretary for Finance and Trade.—H.H., B.C., 17/8/77.

My dear Halloran,

30 March.

Having been out of Sydney, I did not sign Mr. Reid's application to the Colonial Secretary respecting the printing by Government of his pamphlet on N. S. Wales. I am entirely in favour of the solicitation. But what I now write to ask is, that you would kindly move Mr. Robertson to give his decision if possible at an early date, Mr. Reid informing me that such would be of great value to him.

I know how much Mr. Robertson is occupied with far more important matters, and therefore I write to you only, knowing that you will take exclusively a convenient moment for making the request.

Yours, &c.,  
ALFRED STEPHEN.

## No. 2.

Minute of The Colonial Treasurer.

SUBJECT:—Printing of Mr. Reid's pamphlet on the Colony.

The Treasury, New South Wales, Sydney, 13 April, 1876.

PERMISSION is given for the setting up of a pamphlet upon the Colony, by Mr. G. H. Reid, at the Government Printing Office, on the condition that if in the opinion of the Treasurer, or such person as he may appoint, it is not of sufficient value to justify its free publication, the expense shall be recouped by Mr. Reid.

A.S.,  
13/4/76.

The Government Printer, B.C., 18 April, 1876.—J.T., for U.S.

## No. 3.

## Memorandum by Mr. G. H. Reid.

DISTRIBUTION of Mr. Reid's work on New South Wales.

To leading Newspapers, Reviewers, Libraries, Emigration Societies, Financiers, and Public Men in Europe and America.	
In the United Kingdom, through Trübner & Co. ....	1,500 copies
Agent General ... ..	500 "
In the United States, through the Executive Commissioner for N. S. Wales, at Philadelphia, assisted by Trübner & Co., New York ... ..	1,000 "
On the Continent, through Trübner & Co., London ... ..	500 "
Intercolonial, through Sydney Printing Office ... ..	250 "
New South Wales, through Sydney Printing Office (Schools of Art, Newspapers, Members of Parliament, &c.) ... ..	500 "
For stock ... ..	450 "
Author's copies,—for distribution by author ... ..	300 "
	5,000 "
Total edition... ..	5,000 "

The expense of printing off the edition, as per sample, would be about £137 10s.

It is proposed to add a skeleton map of the Colony, and a frontispiece giving view of the Sydney University.

The foregoing suggestions are the result of a careful consultation with the Acting Government Printer, who suggests and recommends with me, that as it is intended to present the book to public and press libraries to a large extent, it is very desirable that a portion of the edition—say 2,000 copies—be printed off on good paper and be inexpensively bound in cloth covers.

G. H. REID,  
Sydney, 21 September, 1876.

I approve of this, with exception that 1,000 copies only be bound as proposed.—A.S., 21/9/76.  
The Government Printer.—G.E., 22/9/76, B.C.

## No. 4.

## The Acting Government Printer to Messrs. Trübner &amp; Co., London.

Gentlemen, Government Printing Office, Sydney, 28 October, 1876.

I have the honor to hand you enclosed herewith bill of lading for four cases of books to be forwarded by the outgoing Suez Mail to your address.

The cases contain 196 copies bound in cloth, and 1,250 copies in pamphlet form, of an "Essay on New South Wales, the Mother Colony of the Australias, by G. H. Reid, author of Five Free Trade Essays, and Honorary Member of the Cobden Club," which has been published by authority of the Government of this Colony for a special distribution amongst leading newspapers, reviews, magazines, periodicals, libraries, institutions, and public men in Great Britain and Ireland, on the Continent, and in the United States. The copies for America will go forward to your New York house direct by next San Francisco Mail.

The distribution on the Continent need not be very extensive; but the English Consuls at the principal ports might be furnished with a copy.

By the next Suez Mail a further issue of 354 bound copies and 200 pamphlet copies will be sent to you, making in all 2,000 copies. I may mention, that 500 copies will be sent, in addition, to the Agent General for circulation amongst bankers, capitalists, financiers, and prominent men of that class.

All the bound copies sent by this opportunity are intended for the British Press and literary men. The intention is that the Press copies should be distributed at once.

When these run out in that service recourse can be had to the pamphlet copies.

Please furnish, as far as possible, a list of the distribution, and also copies of such notices of the work as may appear.

Upon receipt of your memorandum of expenses incurred, the amount will be remitted.

I have, &c.,  
CHARLES POTTER,  
Acting Government Printer.

## No. 5.

## The Acting Government Printer to Messrs. Trübner &amp; Co., New York.

Gentlemen, Government Printing Office, Sydney, 17 November, 1876.

By the R.M. Steamer "Zealandia" which leaves to-day, I have shipped to Messrs. Parrott and Company, San Francisco, four cases addressed to you, containing 249 bound copies and 750 copies in wrappers, of an "Essay on New South Wales, the Mother Colony of the Australias, by G. H. Reid, author of Five Free Trade Essays, and Honorary Member of the Cobden Club."

The Government has approved of your being entrusted with the free distribution of the book to editors of leading newspapers, reviews, libraries, clubs, societies, and leading public men in the United States and Canada; and upon receipt of a memorandum of expenses incurred the amount will be remitted to you.

It is very desirable that you should forward copies of any notices of the book that may appear, as these would tend to show the good the circulation has done, and to encourage similar undertakings in the future.

I have, &c.,  
CHARLES POTTER,  
Acting Government Printer.



## No. 6.

M. Petit Jean to The Colonial Treasurer.

*(Translation.)*

Monsieur Le Ministre,

Geneva, 25 November, 1876.

I read in several papers that your Excellency proposed to spend in 1877 a sum of £100,000 in bringing a large number of colonists to Australia.

On this matter I take the liberty to address you, because from the contact of ideas rises the spark which draws from its birth fruitful operations. Allow me to explain: Hitherto the means employed to promote colonization have excited the hostility of the Governments of Europe instead of encouragement, because the emigrants on their arrival are often embarrassed themselves as well as becoming a burden to the colony they come to inhabit. This is mainly due to their ignorance of the manners, the climate, the quality of the land which they come to cultivate.

Would it not be more advantageous for all parties interested to alter a mode of action proved to have been both defective and useless—by the establishment in Europe of a central Australian Agency, whose business should be to make known the riches to be drawn from the soil of Australia by means of a permanent exhibition of its products. This exhibition agency, completed by the addition of a banking establishment and a journal disseminated profusely throughout the whole country, and putting forth prominently plans and maps showing the forests, mountains, lakes, watercourses, and frontage of lands offered for sale in lots.

The prospectus should afford the most detailed information on—

The quality of the land.

The seeds and fruit-bearing trees which can be cultivated to the best advantage.

The animals which can be most readily acclimatized.

To put forth on the other hand the difficulties the emigrant will have to overcome, as well as the means, if not to overcome them entirely, at least to obviate them or enable him to overcome them.

In all classes of society, rich or poor, having thus a thorough knowledge of the land they require, would, even before purchasing any, be able to calculate what machinery and tools they would have to provide themselves with, what number of hands, and what capital would be required to bring to a profitable issue the intended speculation.

Thus the purchaser knows the property even before he sees it. During the voyage out he can pore over his plans, his combinations, and when he ultimately takes possession everything is already organized, having in advance settled in his mind the best course to adopt in order to create an income promptly.

By this scheme Australia, instead of receiving ordinary emigrants, who remain for years unproductive, would receive back at once, in the capital produced, and in moral capital, the money spent in bringing out intelligent and practical citizens, capable of entering at once upon the paths of progress, in which your country is travelling with gigantic strides.

Instead of £100,000, one-fourth of that amount (£25,000) would suffice to establish in Geneva, one of the principal cities in Switzerland—a neutral country—Geneva situated in the midst of the large cities of European population,—the agency of an Australian Exhibition, to which could be annexed the temporary or permanent agency, and which could be utilized for the sale of land and colonization.

The Exhibition, the credits open by the Bank, and the universal publicity given by the journal, would originate a demand, ever increasing, for the purchase of your land, or a demand for information having for its object the directing towards the Australian Colonies various industries, more particularly those which require large space, and in the development of which human activity and intelligence can be most profitably utilized.

I hope that your Excellency, having fully considered the scheme, will favor me with a reply, authorising me to furnish him with the name of my bankers, and I beg to remain.

I append to this letter my pamphlet on the Exhibition, upon which I beg to call the attention of your Excellency and also the copy of our Journal, which is as yet in an embryo state.

## MINUTE OF THE COLONIAL TREASURER.

THIS to be translated and copy forwarded to the Colonial Secretary, with the view of my hon. colleague considering whether it would be worth while causing an abridged translation of the recently published Essay by G. H. Reid to be made and circulated on the Continent. Translation might be in French and German.—A.S., 2/2/77.

## No. 7.

The Acting Government Printer to Messrs. Trübner &amp; Co.

Gentlemen,

Government Printing Office, Sydney, 8 December, 1876.

I beg to advise the transmission by steamer "Whampoa," leaving here to-morrow, of 306 copies of Reid's Essay on New South Wales, bound, and 200 copies in wrappers, in three cases, numbered from 1 to 3 in O, and consigned to you; and I beg to hand you herewith b/l for same.

You will please apply to the Agent General of the Colony in London for twenty-one additional copies bound, and for fifty copies of Rae's Railway Report, which are in cases consigned to him.

I have, &amp;c.,

CHARLES POTTER,

Acting Government Printer.

## No. 8.

The Under Secretary for Finance and Trade to the Agent General for New South Wales, London.

Original, per s.s. "Whampoa."

Sir,

The Treasury, New South Wales, Sydney, 9 December, 1876.

I have the honor, by desire of the Colonial Treasurer, to advise you of the shipment of three cases, per s.s. "Whampoa," containing 100 bound and 400 wrapper copies of an essay on this Colony by Mr. G. H. Reid, published at the Government Printing Office for a special distribution abroad.

This shipment is made to you for circulation of the books amongst leading bankers, capitalists, financiers, and mercantile men, including Chambers of Commerce; and Messrs. Trübner and Company, to whom the general literary distribution has been entrusted, have been requested to acquaint you with what they have done.

The cases are included in a bill of lading, which will be forwarded to you from the Department of the Colonial Secretary.

I have, &c.,

JAMES THOMSON,

For the Under Secretary.

## No. 9.

Messrs. Trübner & Co. to The Acting Government Printer.

Sir,

57 and 59, Ludgate Hill, London, E.C., 18 January, 1877.

We have the honor to acknowledge the receipt of your letter of the 28th October (reaching us Dec. 29), with accompanying bill of lading of four cases of books, and instructions as to the disposal of the same.

The boxes arrived a few days ago, but on opening them we found a slight discrepancy in the number of pamphlets. Instead of 196 copies in cloth and 1,250 in paper of Mr. G. H. Reid's "Essay on New South Wales" we found only 195 in cloth and 1,245 in paper.

We have already distributed copies among the leading members of the English, Scotch, and Irish Press. Those for the Continental Press, and for the Libraries, Institutions, and public men of this country and Europe generally will be prepared and despatched as quickly as possible. By next mail we hope to advise you that all have been distributed and send you lists of the same.

To the editor of each newspaper, periodical, and magazine, we have made a special request that copies of any notice of the "essay" may be sent to us, and we will take care that all we can possibly obtain are sent to you.

The copies advised by you as coming by the "next Suez mail" have not yet reached us.

Your letters of the 16th and 17th November, addressed to "Trübner & Co., New York," have been forwarded to us by the postal authorities of that city.

We have several agents in that city intimately connected with our business but have no house actually trading under our own name. We have, therefore, sent copies of both your letters to Messrs. Wiley & Son (the house most identified with us), with instructions to follow out your wishes as if they came from ourselves, and report to us as quickly as possible. We have told them to enquire of and obtain from the agents in New York of Messrs. Parrott & Co., of San Francisco, the four cases shipped to our name, so as to save as much inconvenience and delay as possible. In fact we expect that the boxes in the natural course of events will have found their way into Messrs. Wiley & Co.'s hands. They are well known in all the literary world of America as being our special agents.

We have, &c.,

TRÜBNER & CO.

P.S.—The copy enclosed for the Agent General was forwarded to him directly the cases reached us.

## No. 10.

Messrs. Trübner & Co. to The Acting Government Printer.

Sir,

57 and 59, Ludgate Hill, London, E.C., 16 February, 1877.

We beg to acknowledge the receipt of your letter of the 8th December, advising us of despatch of three cases per the "Whampoa," and enclosing b. l. of same.

The "Whampoa" has not yet arrived, but will doubtless before long.

The copies both of Mr. Reid's work and "Rae's Railway Report," advised as coming through the Agent General, have not reached England yet, but will be delivered to us by him as soon as they arrive.

In the distribution of Mr. Reid's essay we have arranged with the Agent General that we shall not send, but that he will send copies to the "leading bankers, capitalists, financiers, and mercantile men, including Chambers of Commerce."

We have sent you partly by Southampton and one or two, *via* Brindisi, copies of the following papers containing notices of the work:—

Daily Telegraph, Feb. 8.  
Morning Post, Feb. 13.  
Scotsman, Feb. 15.  
United Service Gazette, Jan. 20.  
Mark Lane Express, Jan. 29.  
Railway News, Jan. 27.  
Sunday Times, Feb. 1.  
Geographical Magazine, Feb. 1.  
Liverpool Mercury, Feb. 8.  
Exeter Western Times, Jan. 30.  
Aberdeen Free Press, Jan. 30.  
Blackburn Times, Jan. 27.  
Leeds Mercury, Jan. 31.  
Irish Times, Jan. 29.  
Staffordshire Advertiser, Jan. 27.

Newcastle Chronicle, Jan. 25.  
Cambridge Express, Jan. 27.  
Walsall Free Press, Jan. 27.  
Northampton Mercury, Jan. 27.  
Norfolk News, Jan. 27.  
Norwich Weekly Press, Jan. 27.  
Hereford Times, Jan. 27.  
Midland Counties Herald, Jan. 25.  
Shrewsbury Chronicle, Jan. 26.  
Newry Telegraph, Feb. 1.  
Wakefield Express, Feb. 3.  
Salford Weekly News, Feb. 3.  
Merthyr Express, Feb. 3.  
Northern Whig, Feb. 1.  
Armagh Guardian, Feb. 9.

We

We expect others to arrive from day to day, and shall duly forward them.  
We are proceeding with the general distribution as quickly as possible, and if the cases per the "Whamboa" arrive soon, we shall hope to finish before the next mail, and send you a full report.

We have, &c.,  
TRÜBNER & CO.

## No. 11.

Messrs. Trübner &amp; Co. to The Acting Government Printer.

Sir, 57 and 59, Ludgate Hill, London, E.C., 16 March, 1877.  
We have the honor to inform you that since the date of our last letter (Feb. 16), the "Whamboa" has arrived, and we have received the three cases. On opening them, however, we found the contents to be somewhat different from your advice. We counted only

219 Reid's essay cloth.  
199 do paper.  
66 addressed parcels.

We have also received from the Agency General the  
21 Reid's essay, cloth,  
50 Railways Report, Rae,  
advised in your letter of the 8th December.

Since our last letter we have sent a copy of Mr. Reid's essay to every Member of the House of Commons, and a large proportion of the Peers.

We have news from our agents in New York to the effect that they have received the cases sent there, and are proceeding quickly with the distribution according to your instructions.

We have collected a quantity of periodicals and papers containing notices of the work, but they are too heavy to send *via* Brindisi. We therefore propose to send them to you enclosed in a box, which we shall be sending by the next mail steamer to the Sydney Free Public Library.

We hope to be able to send a final report by next mail.

We have, &c.,  
TRÜBNER & CO.

P.S.—We have delivered all the addressed parcels sent us in the cases per the "Whamboa."

## No. 12.

M. Petit Jean to The Colonial Treasurer, Sydney.

[Translation.]

Sir, Geneva, 20 March, 1877.  
I have received with pleasure the book "An Essay on New South Wales, the Mother Colony of the Australias," which you have been good enough to forward me. By this mail I wrote to Messrs. Trübner & Co., in order to have the work published in Switzerland.

Permit me to recall to your recollection the proposal which I submitted to your Excellency, that of establishing an agency in Switzerland for advertising the Colonies of Australia; and also of holding an exhibition of the products of your territory, at present so wealthy and to be still more so in the future.

Hoping that you will take this combined scheme into your earnest consideration.

I remain your humble servant,  
PETIT JEAN.

Not deemed necessary.—W.R.P., 28/6/77.

## No. 13.

The Acting Government Printer to The Under Secretary for Finance and Trade.

Sir, Government Printing Office, Sydney, 1 June, 1877.  
I have the honor to enclose herewith a letter received from Messrs. Trübner & Co., London, by the last mail, and would beg to call your attention more particularly to that portion of it referring to the proposed translation of Mr. Reid's work into German, for free distribution in Germany.

I have, &c.,  
CHARLES POTTER,  
Acting Government Printer.

[Enclosure.]

Trübner &amp; Co., London, to The Acting Government Printer.

Sir, 57 & 59, Ludgate Hill, London, E.C., 13 April, 1877.  
Confirming our letter of the 16th ult., we have now the honor to inform you that we have forwarded to you (in a box which we despatched to the Free Public Library, Sydney, on the 5th inst., per the P. & O. s.s. "Bokhara") a parcel containing various newspapers as per list on the other side. All the papers contain notices of Mr. Reid's work of more or less length.

Further notices are still coming in and we shall have more to send you by next mail.

We have heard again from New York to the effect that the distribution there has nearly been finished, and we are promised lists with note of charges, &c., by an early mail.

An idea has struck us which may or may not be worth your consideration.

There are always a large quantity of working people in Germany desirous of emigrating, and since many of their friends are returning from America, dissatisfied with that country, they are in doubt where to go to. Would it not be worth while to have Mr. Reid's work translated into German and largely distributed gratis, in Germany. It might be sufficient to produce  
in

in perhaps a less expensive style than its present shape. Probably the translation could be done in Sydney, or if not we could undertake to get it done here and cheaply printed, and we have no doubt we should be able to make proper arrangements for its distribution in Germany.

Substantially our own distribution here is finished, but we have not been able to copy out the lists in time for this mail. We hope to send by next. We have, &c.,

TRÜBNER & CO.

First list of Papers attached.—C.P.

List of papers containing notices of Mr. Reid's work, forwarded to Chas. Potter, Esq., 5 April, 1877.

Australian and N.Z. Gazette, Feb.	Mining World, Jan. 27.
Bankers' Magazine, March.	Shipping Gazette, Mar. 23.
Building News, Jan. 26.	Kentish Express, Jan. 20.
Civil Service Gazette, Feb. 10.	Bedfordshire Mercury, Mar. 17.
Colonies The, Feb. 24.	Boston Guardian, Mar. 17.
Engineer, Feb. 9.	Bristol Mercury, Mar. 17.
Examiner, Mar. 24.	Bury Times, about Mar. 15.
Farmer, Jan. 22, 29.	West Surry Times, Mar. 17.
Field, Mar. 17.	Huddersfield Chronicle, Mar. 14.
Finance Chronicle, Feb.	Manchester Guardian, Feb. 19.
Globe, Mar. 6.	Oxford Chronicle, Mar. 17.
Graphic, Mar. 10.	Rochdale Observer, Mar. 10.
Hearpath's Railway Journal, 27 Jan.	Stockport News, Mar. 16.
Home News for Australia, Mar. 16.	Sunderland Herald, Mar. 16.
Mining Journal, Jan. 20.	Cardigan Herald, Feb. 3.

It seems scarcely desirable.—W.R.P., 28/6/77. The Govt. Printer.—G.E., B.C., 9/7/77.

#### No. 14.

Mr. G. H. Reid to The Under Secretary for Finance and Trade.

Sir,

Sydney, 4 June, 1877.

I have the honor to submit for the information of the Government, through the Honorable the Colonial Treasurer, a book containing all the notices of my essay on New South Wales, published from the Government Printing Office, for distribution abroad, which have reached me up to this time. The English publishers, Messrs. Trübner & Co., advise that notices in the Home papers continue to come in. The New York agents report that the American distribution was at the date of the letter nearly completed. The notices in the American press have not yet arrived.

Messrs. Trübner & Co. report that full particulars of the British and American distribution would probably be furnished by next mail.

It is with great pleasure I respectfully invite attention to the remarkable success which has attended the publication, as evidenced by the Press reviews, of which I submit all that have reached me. The prominent manner in which the British Press have taken up the book, and the distinction they unanimously accord the "Mother Colony of the Australias" must I am sure be satisfactory to the Government and gratifying to the public.

I have, &c.,

G. H. REID.

Seen by Minister, 9/6/77.

(200 Press Notices enclosed.)

#### No. 15.

The Acting Government Printer to Messrs. Trübner & Co., London.

Gentlemen,

Government Printing Office, Sydney, 31 May, 1877.

I beg to acknowledge the receipt of your letter of the 18th ultimo, forwarding certain newspapers containing notices of Mr. Reid's work.

Your suggestion as to the translation of the work into German, for free distribution in Germany, will be at once brought under the notice of the Government of this Colony.

I have, &c.,

CHARLES POTTER,

Acting Government Printer.

#### No. 16.

The Acting Government Printer to Messrs. Trübner & Co., London.

Gentlemen,

Government Printing Office, Sydney, 27 June, 1877.

With reference to the distribution by you in Europe and America of Mr. Reid's essay on New South Wales, pursuant to your instructions as agents for this Department in London and New York, I do myself the honor to acknowledge the receipt, per P. & O. Co.'s mail, on the 25th instant, of your communication of the 11th May last, detailing what you had done in relation to the book, and submitting the following accounts up to that date, viz. :—

- (1.) Account of expenditure, amounting to £104 0s. 4d.
- (2.) Summary of receipt and distribution.
- (3.) Detailed list of distribution in classes.

And the parcel mentioned in your letter, containing prints having Press notices of the book; for which I beg to thank you, is also to hand.

I have this day submitted your communication and accounts for the information and approval of the Honorable the Colonial Treasurer, and in doing so could not forbear adverting to the very excellent and comprehensive distribution of the book which you have effected, and the highly satisfactory way in which you have so far executed the commission.

I have, &c.,

CHARLES POTTER,

Acting Government Printer.

No. 17.

## No. 17.

Messrs. Trübner &amp; Co., London, to The Acting Government Printer.

Sir,

57 &amp; 59, Ludgate Hill, London E.C., 11 May, 1877.

Confirming our previous letters in reference to the distribution in this country of Mr. Reid's essay on New South Wales, we have now the honor to hand you our account for the same, and for our agent's expenses in America.

We also beg to hand you a summary of the distribution of those which reached us, with detailed lists of the various classes amongst whom they have been circulated.

Having had inquiries from people desirous of purchasing it, we have placed some on sale at our counters, fixing 1s. as the publication price, with the usual allowance to the trade. You will be pleased to hear that it is asked for every day. We thought it best to fix a low price for it in order to ensure its not being obtained by any except those who really desired information on the subject. We trust this course will meet with your approbation.

Attached you will find a list of papers containing notices which we have sent to you, in the same way as last month (through the kindness of the Sydney Free Library).

We have, &amp;c.,

pro TRÜBNER & CO.,  
J. H. EDWARDS.

## [Enclosures.]

Bolton Weekly Journal,	Edinburgh Daily Review	National Reformer
Hull Express	Broad Arrow	Navy
Newark Advertiser	Capital and Labour	Public Opinion
Newcastle Daily Chronicle	Colliery Guardian	Spectator
Oldham Chronicle	Gardeners' Chronicle	Westminster Review
Warwick Advertiser	Illustrated London News	

The Government Printing Office, Sydney, N.S.W., to Trübner & Co., Ludgate Hill, E.C.—Charges in connection with Reid's Essay on New South Wales. London, May 11, 1877.

1877.		£	s.	d.
Jan.	5 To cash paid, landing charges and cartage on four cases ex "China," including dock dues .....	2	8	6
"	12 To doing up in wrappers, addressing, posting or delivering by hand, 316 copies to town and country newspapers, with letter accompanying each, as per list marked A .....	7	18	0
"	15 Do delivering or posting various copies already addressed.....	0	3	0
Feb.	2 To doing up in wrappers, addressing and posting with letters, eight copies to America, as per list marked B .....	0	8	8
"	7 To twenty-five periodicals containing notices, and postage of same <i>via</i> Southampton ...	0	11	3
"	9 To doing up in wrappers, addressing, posting, or delivering by hand, 218 copies to public libraries and institutions in town and country, with letter accompanying each, as per list marked C .....	4	19	0
"	12 To doing up in wrappers, addressing, and posting, forty-eight copies to British Consuls abroad, with circular to each, as per list marked D .....	1	19	6
"	16 To five newspapers containing notices, and postage <i>via</i> Brindisi .....	0	2	11
"	20 Cash paid, landing charges, and cartage of three cases ex "Whamboa" .....	1	3	6
"	21 Delivering or posting sixty-six addressed parcels, ex "Whamboa," with letters.....	1	13	0
"	22 Doing up, addressing, and posting forty-two copies to foreign periodicals, with accompanying letter, as per list marked E .....	1	16	8
March	1 Doing up, addressing and posting, or delivering by hand, 632 copies to Members of the House of Commons, with circular accompanying each .....	14	16	0
"	6 Writing to 124 editors of papers, asking if notices had appeared, and postage on the same .....	1	0	8
"	12 Doing up, addressing, posting or delivering 343 copies to principal Members of the House of Lords, with circular accompanying each .....	6	11	6
April	5 Thirty periodicals containing notices, forwarded in a parcel per Sydney Free Library...	0	8	5
"	9 To doing up, addressing, and delivering, thirteen copies to Officials at Colonial Office, and to Emigration Commissioners, as per list marked F .....	0	4	4
"	To doing up, addressing, and posting or delivering, with circulars, twelve copies, to Foreign Consuls in this county, as per list marked G .....	0	4	0
"	12 Doing up, addressing, and delivering or posting, fourteen (out of thirty-seven) copies to Miscellaneous, as per list marked H.....	4	4	8
May	1 Seventeen periodicals containing notices enclosed in a parcel sent through Sydney Free Library .....	0	4	8
		£46 18 3		
America—Messrs. Wiley & Sons' Charges—				
Freight paid at New York, on four cases.....		27	13	10
Their charges for addressing and posting 915 copies .....		29	8	3
		57 2 1		
		£104 0 4		

Forwarded to Treasury with letter of 27th June, 1877.—C.P., 27/6/77.  
Approved.—W.R.P., 3/7/77.

57 and 59, Ludgate Hill, London, E.C., May 11, 1877.

SUMMARY of Receipts and Distribution of Copies of Mr. Reid's Essay on New South Wales, January 5 to May 11, 1877.

Received—	
Jan. 5, 1877—Cloth ... ..	195
Paper ... ..	1,245
Feb. 20, 1877—Cloth ... ..	219
Paper ... ..	199
	1,858
Distributed—	
Town and Country newspapers and periodicals, as per list marked A ... ..	316
America, as per list marked B ... ..	8
Foreign newspapers, as per list marked E ... ..	42
Public Institutions, as per list marked C ... ..	218
The House of Commons ... ..	632
The House of Lords ... ..	343
British Consuls, &c., abroad, as per list marked D ... ..	48
Foreign Consuls, &c., in England, as per list marked G ... ..	12
Colonial Office, &c., as per list marked F ... ..	13
Miscellaneous, as per list marked H ... ..	37
	1,669
Still in the hands of Messrs. Trübner & Co. ... ..	189

A.

NEWSPAPERS AND PERIODICALS.

Times	Design and Work	Bradford Observer
" (City Editor)	Draper	Brighton Examiner
Daily News	Engineer	Bristol Daily Post
Daily Telegraph	Engineering	Bristol Mercury
Standard	Engineering and Building Times	Bristol Observer
Echo	English Labourer	Western Daily Telegraph
Globe	English Mechanic	Burnley Gazette
Morning Advertiser	Farmer	Bury Times
Morning Post	Farmers' Herald	Cambridge Express
Pall Mall Gazette	Farmers' Magazine	Carlisle Express
Academy	Finance Chronicle	Cheshire Chronicle
Anglo-American Times	Financial Opinion	Coventry Independent
Athenæum	Furniture Gazette	Darlington Northern Echo
Australian and New Zealand Gazette	Gardener and Farmer	Derby Reporter
Bell's Weekly Messenger	Gardeners' Chronicle	Wiltshire Independent
City Press	Hairdressers' Journal	Devenport Independent
Economist	Hatters' Gazette	Durham Chronicle
Examiner	Herapath's Railway Journal	Western Times
Field	Iron	West Surrey Times
Graphic	Ironmonger	Halifax Courier
Illustrated London News	Labour News	" Times
Journal of Society of Arts	Labourers' Union	Hereford Times
Land and Water	Leather Trade Circular	Huddersfield Daily Chronicle
Metropolitan	Manufacturer	" Examiner
National Reformer	Mark Lane Express	Hull Express
News of the World	Milliner and Dressmaker	Eastern Morning News
Observer	Mining Journal	Suffolk Chronicle
Overland Mail	Mining World	Kendal Mercury
Public Opinion	Money Market R	Leeds Mercury
Spectator	Navy	Leeds Times
Scottish Journal	Paper Makers' Circular	Leicester Chronicle
Sunday Times	Paper and Printing Trades Journal	Lincoln Gazette
Weekly Despatch	Photographic News	" Daily Post
Weekly Times	Printers' Register	Liverpool Daily Albion
World	Printing Times	" Mercury
Saturday Review	Railway Journal	Manchester Examiner
Colonies	Railway News	" Guardian
Blackwood	Railway Times	" Weekly Times
Fraser's Magazine	Railway Service Gazette	Newark Advertiser
Geological Magazine	Saddle and Harness Maker	Newcastle Daily Chronicle
Geographical Magazine	St. Crispin	Staffordshire Daily Times
Home News for Australia	Schoolmaster	Northampton Mercury
Homeward Mail	Shipping Gazette	Norfolk News
British Quarterly	Stationer	Norwich Press
Edinburgh Review	Tailor and Cutter	Oldham Chronicle
London Review	Tanner and Currier	Nottingham Express
Quarterly Review	Timber Trades Journal	Oxford Chronicle
Westminster Review	United Service Gazette	Penrith Herald
Agricultural Gazette	Warehouseman and Draper	Western Morning News
Architect	Workmen's Club Journal	Preston Guardian
Army and Navy Gazette	Ashford Express	Rochdale Observer
Artisans News	Ashton-under-Lyne Reporter	Salford Weekly News
Artist	Banbury Guardian	Salisbury Times
Bakers' Record	Barnsley Times	Sheffield Independent
Bankers' Magazine	Bath Express	Shrewsbury Chronicle
Beehive	Bath Journal	Staffordshire Advertiser
Bookseller	Bedfordshire Mercury	Stalybridge Reporter
Boot and Shoe Trade Journal	Berwick Advertiser	Stamford Mercury
Brewers' Journal	Birmingham Daily Post	Stockport News
British Mercantile Gazette	" Gazette	Sunderland Herald
Builder	" Morning News	Western Weekly News
Building News	" Midland Counties	Wakefield Free Press
Builders' Weekly Reporter	Herald	Walsall Free Press
Capital and Labour	Blackburn Times	Warrington Examiner
Chemist and Druggist	Bolton Evening News	Warwick Advertiser
Civil Service Review	Bolton Weekly Journal	Hampshire Chronicle
Colliery Guardian	Boston Guardian	Wolverhampton Chronicle
Dairyman	Bradford Telegraph	York Herald

## NEWSPAPERS AND PERIODICALS—continued.

Yorkshire Chronicle	Scotsman	Armagh Guardian
Aberdare Times	Elgin Courant	Ulster Gazette
North Wales Chronicle	Falkirk Herald	Belfast Northern Whig
Brecon Times	Fraserburgh Advertiser	Roscommon Herald
Western Mail	Forres Gazette	Carlow Post
Cardigan Herald	Border Advertiser	Cashel Gazette
Flintshire Observer	Glasgow News	Mayo Examiner
Merthyn Express	" Weekly Mail	Clonmell Chronicle
Wrexham Guardian	North British Daily Mail	Tipperary Free Press
Aberystwith Observer	Greenock Advertiser	Coleraine Chronicle
Cardiff Times	" Telegraph	Cork Examiner
Glamorgan Gazette	Haddingtonshire Courier	Drogheda Argus
Carmarvon Herald	Hamilton Advertiser	" Conservative
Carmarthen Reporter	Howick Advertiser	Dublin Evening Post
Montgomery Mercury	Inverness Advertiser	" Freeman's Journal
Pembroke Advertiser	" Courier	Irish Times
Radnor Observer	Jedburgh Gazette	Dundalk Democrat
Swansea Cambrian	Kelso Chronicle	Newry Examiner
Aberdeen Free Press	Kilmarnock Standard	Clare Journal
Airdrie Advertiser	Fife Circular	Enniskillen Advertiser
Annan Observer	Galloway Express	Galway Express
Arbroath Guide	Lanarkshire Examiner	Meath Herald
Ayr Advertiser	Leith Herald	Kilkenny Journal
Banffshire Journal	Moffat Times	Limerick Chronicle
Breehen Advertiser	Montrose Review	Londonderry Journal
Argyllshire Herald	" Standard	Longford Journal
Kircudbright Advertiser	Oban Times	Leinster Independent
Crieff Journal	Paisley Herald	Westmeath Guardian
Fife Herald	Peebles Advertiser	Newry Telegraph
" News	Perthshire Advertiser	Roscommon Journal
Dalkeith Advertiser	" Courier	Sligo Champion
Dumbarton Herald	Buchan Observer	" Independent
Dumfries Standard	Portobello Advertiser	Kerry Evening Post
Dundee Advertiser	Southern Reporter	Tralce Chronicle
Dumfermline Journal	Stirling Journal	Tuam Herald
Argyllshire Standard	" Observer	Waterford Chronicle
Edinburgh Daily Review	Caithness Courier	Wexford Express
North British Agriculturist	Northern Ensign	

## B.

List of copies sent to America with special letters, which had reached Trübner & Co., London, by mistake for New York.

Sir Jno. Macdonald, Ottawa.	Sir E. Thornton, Washington.
Sir H. Allan, Ottawa.	Hon. D. A. Wells, Norwich (Conn.)
Chief Librarian of Parliament, Ottawa.	Chief Libn. of Congress, Washington, Washington.
R. W. Emerson, Esq., Boston.	H. W. Longfellow, Boston.

## C.

	PUBLIC Institutions, &c.	
Athenæum Club	Working Men's Club	Blairgowrie Working Men's Club
Carlton Club	Friends Institute	Bolton Free Library
Reform Club	Quebec Institute	Bowness Working Men's Club
United Service Club	St. John's Wood Athenæum	Bradford Free Library
Cobden Club	Notting Hill Free Library	Brechin's Mechanics' Institution
Colonial Institute	Artizan's Institute	Bridgewater Free Library
Royal Society	St. Theresa Club	Brighton " "
Royal Institution	St. Margaret's and St. John's Free	Bristol " " Museum and Library
Society of Arts	Public Library	Broughton Library
London Institution	Aberdare Reading Room	Burnley Mechanics' Institute
Guildhall Library	Aberdeen Mechanics' Institution	Burton-on-Trent Literary Society
Patent Office Library	Aberystwith Reading Room	" " Mechanics' Insti-
British Museum	Accrington Free Library	tute
Bodleian Library, Oxford	Adderley Museum	Bury Athenæum Rooms
Cambridge University Library	Aldborough Public Library	" Co-operative Association
Advocates Library, Edinburgh	Aldershot Garrison Library	Rooms
Trinity College, Dublin	Alwrick Library	Bury St. Edmunds Athenæum
London Library	Arbroath Mechanics' Library	Bury and West Suffolk Subscription
Birkbeck Institution	" New Public Library	Library
Beaumont Institution	Ashborne Library	Cambridge Free Library
Royal United Service Institution	Aspatia (Carlisle) Library	" University Library
Statistical Society	Athenæum (Manchester)	Canterbury Free Library
Royal Geographical Society.	Athenæum (Stoke-upon-Trent)	Cardiff " "
Geological Society	Ayr Public Library	Carlisle Mechanics' Institute
Royal Agricultural Society	Bacup Mechanics' Institute	Carmarthen Literary and Scientific
British Association for Advancement	Barff Literary Society	Institution
of Science	Barrhead Mechanics' Institution	Cheltenham Athenæum
Emigrant Depot, Blackwall	Barrow Free Reading Room	Chortsey Literary Institute
Emigrant and Colonist's Aid Cor-	Barrow-in-Furness Workmen's In-	Chorley Mechanics' Institute
poration	stitute	Crinchester Public Library
British Ladies Female Emigrant	Bath City Free Library	Cleveland Literary and Philosophical
Society	Becles Public Library	Institution
Working Men's Club and Institute	Bedford General Library	Coventry Free Library
Union	Belper Subscription Library	Crystal Palace Library
Atlas Club	Biggar Library	Dartmouth Public Library
Eleuin's Club	Birkenhead Free Public Library	Derby Free Library
Grosvenor Club	Birmingham Central Free Library	Diss Public Library
St. Alban's Club	Bishop's Stortford Library	Dolgelly Subscription Reading Room
St. James' Club, Soho	Blackburne Free Library	

## PUBLIC INSTITUTIONS, &amp;c.—continued.

Dollar Institution Library	Longsight Mechanics' Institute	Saffron Waldron Literary Institution
Dawlais Library	Longton Library	St. Helen's (Literary) Public Library
Doncaster Boro Free Library	Longtown Mechanics' Reading Room	Salford Working Men's College Library
Dumfries Mechanics' Institute	Lichfield Museum (Lichfield)	Sandback Literary Institute
Dundee Free Library	Lincoln Permanent Public Library	Sickford Free Library (Woodbridge)
Dunkeld Public Library	Macfarlane Free Library	Selkirk Mechanics' Institute
Dysart Mechanics' Institute	Manchester Public Free Library	Sheffield Athenæum Library
Edinburgh Mechanics' Institute	Middlesborough Free Library	Sheffield Free Library
" Philosophical Institution	Middlewick Literary and Scientific Institute	Signet Library, The (Edinburgh)
" Working Men's Club	Morpeth Mechanics' Institute	Smithwick Library
Fakenham Free Library	Nailsworth Literary and Mechanics' Institute	South Shields Public Free Library
Fraserburgh Mechanics' Institute	New Wolverton Science and Art Institution	Southport Free Public Library
Glasgow Mechanics' Institution	Newcastle O. T. Literary and Philosophical Society	Stamford Literary Institution
" Athenæum Rooms	Newcastle Mechanics' Institute	Stirling Athenæum
Gloucester Working Men's Institute	Newport Free Library	Stroud Conservative Workman's Reading Rooms
Grantham's Public Library	Newton Stewart Mechanics' Institute	Sunderland Corporation Free Library
Greenock Mechanics' Institute Library	Norfolk and Norwich Literary Institution	Tain Mechanics' Library
Haltwhistle Mechanics' Institute	Northampton Mechanics' Institute	Tavistock Public Library
Hamilton Mechanics' Institute	Norwich Free Library	Thurso Free Library
Harrogate Free Library	Nottingham Free Lending Library (3 copies)	Tyne Docks Mechanics' Institution
Hartley Institution (Southampton)	Nottingham Mechanics' Institute	Walsall Free Library
Hereford Free Public Library	Ormskirk Public Library	Warrington Free Library
Hexham Mechanics' Institute	Ormistry Literary Institute	Warwick Free Public Library
Hinckley Free Library	Oxford Free Library	Wedgwood Institute
Inverness Working Men's Club	Paisley Free Library	Wattford Public Library
Ipswich Mechanics' Institute	Pembroke Dock Mechanics' Institute	Wem Literary Institute
Jarrow Mechanics' Institute	Perth People's Club	Whitehaven Mechanics' Institute
Jedburgh Mechanics' Institute	Peterhead's Mechanics' Library	Whitworth Institute
Kendal Literary and Scientific Institution	Potteries Mechanics' Institute (Hanley)	Wick Mercantile Society's Library
Kendal Mechanics' Institution	Ramsbottom Public Library	Wigan Conservative Working Men's Club
" Working Men's Institution	Rochdale Free Public Library	Wigan Mechanics' Institute
Kirkcudbright Mechanics' Library	Ross Free Library	Wigton Free Library
Lancaster Mechanics' Institute	Royal Museum and Library (Salford)	" Mechanics' Literary Institution
Leamington Free Library		Winchester Mechanics' Institution
Leeds Public Library		Wrexham's Working Men's Club
Leicester Free Library		Yarmouth Public Library
" General News Rooms		Newtown Working Men's Club
Leith Public Institution Library		
Liverpool Free Library		
Llanidloes Working Men's Institute		

## D.

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## HOUSES OF PARLIAMENT.

## House of Commons—

Every Member except those for whom we received already addressed parcels—632 copies.

## House of Lords—

343 principal Members. A detailed list can be furnished if required.

975 in all.



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## E.

## FOREIGN PERIODICALS.

Annales du Commerce	Kolnische Zeitung	Cologne
Bibliothèque Universelle	Schwabische Mercur	Stuttgardt
Bulletin de la Société de Geographic	National Zeitung	Berlin
Comptes rendus de l' Académie des Sciences	Globus	Brunswick
Le Constitutionnel	Deutsche Rundschau	Berlin
Echo du Commerce	Die Neus Press	Vienna
L'Economiste	Bremen Zeitung	Bremen
La France	Amsterdamsch Courant	Amsterdam
L'Institute	L'Independence Belgi	Brussels
Journal des Debats	Magazini fur der Literatus des Auslands	Berlin
Le Monde	Des Ausland	Stuttgardt
Le Moniteur	Carlsruhe Zeitung	Carlsruhe
La Patrie	Hamburger Bronsenzeitung	Hamburg
Le Pays	Hamburger Nachricht	Hamburg
La Presse	Weser Zeitung	Bremen
Revue des Deux Mondes	Berlingske Tidende	Copenhagen
Revue Geographique	S. Crowe, Esq.,	Christiania
Revue Maritime	Ensager Volkszeitung	Essen
Le Temps	Stettiner Zeitung	Stettin
Le Tour du Monde	La Correspondencia	Madrid
	Diaria de Guberno	Lisbon

42 in all.

## F.

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## G.

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Baron Von Schwertzer, London "	F. Keller, Esq., Southampton "
Chevalier F. K. Liverhoff, Liverpool "	J. M. May, Esq., London (Netherlands).
O. Westentrobz, Esq., London (Denmark).	H. S. Van Santen, Esq., Liverpool "
C. Good, Esq., Hull "	J. Willerdung, Esq., London (Sweden and Norway).
G. A. Mullens, Esq., Liverpool "	F. C. Corter, Esq., London "

## H.

## MISCELLANEOUS.

*Editors of Works of Reference.*

M'Culloch's Commercial Dictionary.	Johnston's Gazetteer.
Statesman's Year Book.	Fullerton's Gazette of World.
Whitaker's Almanac.	Ainsworth's Gazetteer.
Blacker's Imperial Gazetteer.	Bryce's Gazetteer.
Maunder's Treasury of Geography.	Chambers' Encyclopædia.
Petermann's Mitt Heilurgen.	

*By order of Major Richards.*

3 copies.

*Under the discretion of our Mr. N. Trubner (given away by him personally).*

23 copies.

## No. 18.

The Acting Government Printer to Messrs. Trübner &amp; Co.

Gentlemen,

Government Printing Office, Sydney, 6 July, 1877.

I beg to inform you that the Honorable the Colonial Treasurer has intimated to me that in his view it seems scarcely desirable to adopt the suggestion contained in your letter of the 13th April last, as to translating into German Mr. Reid's essay on New South Wales.

But I have to thank you, nevertheless, for the interest in the welfare of the Colony manifested by you in proposing the translation.

I have, &amp;c.,

CHARLES POTTER,

Acting Government Printer.

## No. 19.

The Under Secretary for Finance and Trade to Messrs. Trübner &amp; Co.

Gentlemen,

The Treasury, New South Wales, Sydney, 6 July, 1877.

The Acting Government Printer has forwarded to this office your letter of the 11th May last, enclosing statements showing the distribution made by you of the copies of Mr. Reid's essay on New South Wales, sent by this Government to London and New York, and enclosing also a memorandum of

First. a/ 60,000. the expenses incurred, amounting to £104 Os. 4d.

I have now the pleasure of handing you herewith a bill of exchange in your favour for the amount; <sup>Three days sight.</sup>  
and I am directed to convey to your firm the thanks of the Colonial Treasurer for the successful manner  
in which the work has been distributed.

P.S.—Please send an acknowledgment.

I have, &c.,  
G. EAGAR.

No. 20.

Trübner & Co. to The Acting Government Printer.

Sir,

57 & 59 Ludgate Hill, London, E.C., 5 July, 1877.

We have the honor to inform you that we have forwarded to you a parcel of newspapers enclosed in a box, which we shipped on the 28th ultimo, per the mail steamer "Mongolia" to the Sydney Free Public Library.

On the other side we append a list of the newspapers, each containing a notice of Mr. Reid's Essay on New South Wales.

We have, &c.,  
TRÜBNER & CO.

Northern Ensign, May 24.  
Hawick Advertiser, May 26.  
Dumbarton Herald, May 24.  
Dumfries Journal, June 2.  
Stirling Journal, June 8.  
Carlisle Gazette, May 26.  
Newark Advertiser, June 13.  
Banffshire Journal, June 12.

Falkirk Herald, June 14.  
Kirkcudbright Advertiser, June 15.  
Herapath's Railway Journal, Jan. 27.  
Grocer, June 2.  
Furniture Gazette, June 9.  
Bookseller, May 2.  
Scholastic Register, June 1.  
Tanners Journal, June 1.

Perhaps these documents may now be returned to the Acting Government Printer.—F.K., 30/10/77.  
The Acting Government Printer.—B.C., G.E.

No. 21.

Trübner & Co. to The Acting Government Printer.

Sir,

57 & 59 Ludgate Hill, London, E.C., 5 July, 1877.

We have the honor to hand you herewith the following documents:—

- A. A copy of letter from our agents (Messrs. Wiley & Son) in New York, in reply to our request for a list of persons to whom copies of Mr. Reid's Essay had been sent to in America, and in reference to the subject of the recovery of the American Import Duty which they had been compelled to pay.
- B. Copy of the "partial" list referred to by Messrs. Wiley & Son.
- C. Copy of the reply of the Treasury Department at Washington to Messrs. Wiley & Son's application for the return of duty paid.
- D. Copy of the Treasury Report to their own collector at New York.

As a consequence of the refusal of the American Government to refund the duty we are compelled to send you the enclosed additional account of charges.

We have, &c.,  
TRÜBNER & CO.

London, 6 July, 1877.

The Government Printing Office, Sydney, New South Wales, to Trübner & Co., Ludgate Hill, E.C.

		£	s.	d.
Feb. 2...	Duties paid on four cases of books, ex "Zealandia," \$ 53.14 gold.....	11	1	5
	Warehouse charges at San Francisco, general order charges, agent's commission, &c.....	3	19	2
		£15	0	7

A.

COPY of letter from Messrs. Wiley & Son to Messrs. Trübner & Co., dated New York, 21 May, 1877:—

"We enclose a *partial* list of places. Some were distributed to professional men in this country. We have sent you many acknowledgments,\* but the papers, although requested, sent very few copies of announcements. We have seen the notices from time to time, and have had inquiries and letters referring to such notices.

"In regard to the duties, as we advised you, they had to be paid, *under protest*, and we have the matter of obtaining a rebate in hand. The duties came to about \$90 gold. We shall, if foiled in recovering the whole, at least make oath that a certain number were for Public Libraries, and feel sure we can obtain that amount. We have made no charge of the duties thus far, nor will we till the matter is decided."

\* These we shall send you by next mail.—T. & Co.

B.

Journals out of Town.

West Va. Agriculturist, Winfield, West Va.  
Maryland Farmer, Baltimore, Md.  
Delaware Farmer, Wilmington, Del.  
Gardeners' Monthly Hort., Philadelphia, Pa.  
Farmers' Friend, Mechanicsburg, Pa.  
The Telegraph, Germantown, Pa.  
Am. Rural Home, Rochester, N.Y.  
Cultivator and Country Gentleman, Albany, N.Y.  
Vermont Farmer, St. Johnsbury, Vermont  
Vermont Record and Farmer, Brattleborough, Vert.  
Vermont Household, Brattleborough, Vert.  
Mirror and Farmer, Manchester, N.H.  
Maine Farmer, Augusta, Maine  
Southern Planter and Farmer, Richmond Va.  
Am. Farmer, Baltimore, Md.  
Practical Farmer, Philadelphia, Pa.

Am. Stock Journal, Parksburg, Pa.  
Lancaster Farmer, Lancaster, Pa.  
Fruit Recorder, Rochester, N.Y.  
Dutchess Farmer, Poughkeepsie, N.Y.  
Columbia County Farmer, Hudson, N.Y.  
Scientific Farmer, Boston, Mass.  
New England Farmer, Boston, Mass.  
Massts. Ploughman, Boston, Mass.  
American Cultivator, Boston, Mass.  
N. C. Farmer, Raleigh, N.C.  
Rural Carolinian, Cotesburg, S.C.  
Southern Cultivator, Athens, Ga.  
Georgia Grange Atlanta, Athens, Ga.  
Rural Southerner and Plant, Atlanta, Athens, Ga.  
Florida Agriculturist, Jacksonville, Fla.  
Semi-Tropical, Jacksonville, Fla.

Journals out of Town—*continued.*

- Southern Plantation, Montgomery, Ala.  
 Our Home Journal, New Orleans, La.  
 Son of the Soil, New Orleans, La.  
 Vindicator and News, New Orleans, La.  
 Live Stock Record, Lexington, Ky.  
 Farmers' Home Journal, Louisville, Ky.  
 Southern Agric., Louisville, Ky.  
 Southern Farmer, Memphis, Tenn.  
 Rural Sun, Nashville, Tenn.  
 Ohio Farmer, Cleveland, Ohio.  
 Am. Farmer, Toledo, Ohio.  
 Indiana Farmer, Indianapolis, Ind.  
 National Live Stock Journal, Chicago, Ill.  
 Prairie Farmer, Chicago, Ill.  
 Western Farm Journal, Chicago, Ill.  
 Western Rural Journal, Chicago, Ill.  
 Western Farmer, Dixon, Ill.  
 Western Agriculturist, Quincy, Ill.  
 Mich. Farmer, Detroit, Mich.  
 Olman's Rural World, St. Louis, Mo.
- Journal of Agriculture, St. Louis, Mo.  
 Midland Farmer, St. Louis, Mo.  
 Progressive Farmer, Cedar Rapids, Iowa.  
 Western Stock Journal, Cedar Rapids, Iowa.  
 Farmers' Union, Minneapolis, Minn.  
 Kansas Farmer, Topeka, Kansas.  
 Colorado Farmer, Denver, Colorado.  
 Sacramento Valley Agriculturist, Sacramento, Cal.  
 California Farmer, San Francisco, Cal.  
 Pacific Rural Press, San Francisco, Cal.  
 Californian Agriculturist, San José, Cal.  
 Colonial Farmer, Frederickton, N.B.  
 Farmers' Advocate, London, Ontario.  
 Canada Farmer, Toronto, Ontario.  
 Maine Transcript, Portland, Maine.  
 Home Circle, Boston, Mass.  
 Waverley Magazine, Boston, Mass.  
 Youth's Companion, Boston, Mass.  
 Arthur's Home Magazine, Phila., Pa.  
 Saturday Evening Post, Phila., Pa.

## Colleges out of Town.

- Amhurst Agric. College, Amhurst, Mass.  
 University of Vermont, Burlington, Vt.  
 Sheffield Scientific School, New Haven, Conn.  
 Yale College, New Haven, Conn.  
 Princeton College, Princeton, N.J.  
 Williams College, Williamstown, Mass.  
 Renaselaer Polyt. Institute, Troy, N.Y.  
 Stevens' Institute, Hoboken, N.J.  
 Cornell University, Ithaca, N.Y.  
 Bowdoin College, Brunswick, Maine  
 Dartmouth College, Hanover, N.H.  
 Lehigh University, Bethlehem, Pa.  
 Phila. Polytechnic Institute, Phila., Pa.  
 University of Phila., Phila., Pa.  
 Girard College, Phila., Pa.  
 Illinois Indus. College, Urbana, Ill.  
 State Agric. College, Auburn, Ala.  
 Univ. of Cal., Oakland, Cal.  
 Colorado Coll., Golden City, Col.  
 State Normal School, New Britain, Conn.  
 Trinity Coll., Hartford, Conn.  
 Wesleyan University, Middletown, Conn.  
 Mystic Valley Institute, Mystic Bridge, Conn.  
 Brandywine College, Brandywine, Del.  
 Delaware College, Newark, Del.  
 Georgetown, Georgetown, D.C.  
 Howard University, Washington, D.C.  
 University of Georgia, Athens, Ga.  
 Atlanta University, Atlanta, Ga.  
 St. Ignatius College, Chicago, Ill.  
 Eureka College, Eureka, Ill.  
 Wheaton College, Wheaton, Ill.  
 Wesleyan University, Bloomington, Ill.  
 Westfield College, Westfield, Ill.  
 Abingdon, Abingdon, Ill.  
 Blackburn University, Carlinville, Ill.  
 Notre Dame University, Notre Dame, Ind.  
 Franklin College, Franklin, Ind.  
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 Purden University, Lafayette, Ind.  
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 Agric. College, Ames, Iowa  
 Iowa Wesleyan Univ., Mount Pleasant, Iowa  
 Cornell College, Mount Vernon, Iowa  
 Tabor College, Tabor, Iowa  
 Iowa College, Ginnell, Iowa  
 Griswold College, Davenport, Iowa  
 Burlington University, Burlington, Iowa  
 D. M. University, De Moines, Iowa  
 Fairfield College, Fairfield, Iowa  
 Kansas Univ., Lawrence, Kansas  
 Bethel College, Russellville, Ky.  
 Louisville University, Louisville, Ky.  
 Berea Coll., Berea, Ky.  
 Wesleyan University, Millersburg, Ky.  
 Kentucky University, Lexington, Ky.  
 Louisiana St. University, Baton Rouge, La.  
 Baton Rouge College, Baton Rouge, La.  
 Thompson University, Baldwin, La.  
 Bates Coll., Lewiston, Maine  
 Lebanon Academy, West Lebanon, La.  
 Maine State College, Orona, Maine  
 Houlton Academy, Houlton, Maine  
 U. S. W., Annapolis, Md.  
 Queen Anne's College, Centreville, Md.  
 Mass. Inst. Tech., Boston, Mass.  
 Tufts College, Medford, Mass.  
 W. Free Academy, Worcester, Mass.
- Harvard Univ., Cambridge, Mass.  
 Adams' Academy, Quincy  
 Olivet College, Olivet, Mich.  
 Albion College, Albion, Mich.  
 Michigan University, Ann Arbor, Mich.  
 Carleton College, Northfield, Minn.  
 St. Louis University, St. Louis, Mo.  
 Mount Pleasant Academy, Sing Sing, N.Y.  
 Madison University, Hamilton, N.Y.  
 Phoenix Academy, Phoenix, N.Y.  
 Buffalo University, Buffalo, N.Y.  
 Vassar College, Poughkeepsie, N.Y.  
 Park Inst., Rye, N.Y.  
 Almond Academy, Almond, N.Y.  
 Syracuse University, Syracuse, N.Y.  
 Wake Forest College, Forestville, N.O.  
 N. O. College, Mount Pleasant, N.O.  
 Wesleyan Univ., Cincinnati, Ohio  
 Ohio Univ., Athens, Ohio  
 Oberlin College, Oberlin, Ohio  
 Xenia College, Xenia, Ohio  
 Antioch College, Yellow Springs, Ohio  
 Henryon College, Gamber, Ohio  
 Alleghany College, Meadville, Pa.  
 Lewisburg University, Lewisburg, Pa.  
 Swarthmore College, Swarthmore, Pa.  
 Penn. College, Gettysburg, Pa.  
 Lafayette College, Easton, Pa.  
 Brown University, Providence, R.I.  
 Cumberland University, Lebanon, Tenn.  
 University of South Seawancee, Tenn.  
 Nashville University, Nashville, Tenn.  
 E. Tenn. University, Knoxville, Tenn.  
 Norwich University, Northfield, Vermont  
 Middleburg College, Middleburg, Vermont  
 Vermont University, Burlington, Vermont  
 Webster Institute, Norfolk, Virginia  
 Shepherd College, Shepherdstown, W., Va.  
 Bethany College, Bethany, W., Va.  
 Lawrence University, Appleton, Wis.  
 Wisconsin University, Madison, Wis.  
 Racine College, Racine, Wis.  
 Milwaukee Academy, Milwaukee, Wis.  
 Hamilton College, Clinton, N. Y.  
 Marietta College, Marietta, Ohio  
 Dickinson College, Carlisle, Pa.  
 S. C. University, Columbia, S. C.  
 Washington and Lee University Lexington, Va.  
 Pres. Theo. Sem. N. W., Chicago, Ills.  
 Andover Theo. Sem., Andover, Mass.  
 Woodstock College, Woodstock, Md.  
 Newton Theo. Inst., Newton Centre, Mass.  
 General Theo. Library, Boston, Mass.  
 Drew Theo. Sem., Madison, N. J.  
 Drew Theo. Sem., New Brunswick, N. J.  
 Drew Theo. Sem., Princeton  
 Drew Theo. Sem., Rochester, N. Y.  
 Evang. Lutheran Ch. Sem., Gettysburg, Pa.  
 Reformed Ch. Sem., Lancaster Pa.  
 Meadville Theo. Sem., Meadville, Pa.  
 Law Assn., Mobile, Ala.  
 Supreme Court, Sacramento, Cal.  
 Law Assn., San Francisco, Cal.  
 Law School, Yale College, New Haven, C. N.  
 Law Dept., Illinois and Wesleyan Union, Bloomington, Ill.  
 Chicago Law Institute, Chicago, Ill.  
 Morgan County Library, Jacksonville, Ills.  
 Law Assn. Library, Temonworth, Kansas  
 Coll. Kentucky University, Lexington, Ky.  
 Louisville Bar Library, Louisville, Ky.

Colleges out of Town—*continued.*

- Law Assn. Library, New Orleans, La.  
 York County Bar Assn., Alfred, N. O.  
 Baltimore Bar Assn., Baltimore, Ma.  
 Social Law Library, Boston, Mass.  
 Middlesex County Library, Middlesex, Mass.  
 Berkshire Law Assn. Library, Pittsfield, Mass.  
 Essex Co. Library, Salem, Mass.  
 Detroit Bar Library, Detroit, Mich.  
 Bar Assn. Library, Kansas City, Mo.  
 Bar Assn Library, St. Joseph, Mo.  
 Bar Assn. Library, St. Louis, Mo.  
 Alleghany Co. Library, Belmont, N. Y.  
 Am. Oriental Socy., New Haven Ct.  
 Ct. Acad. Arts and Sciences, New Haven Ct.  
 Bureau of Statistics, Washington, D.C.  
 Court Survey Office, Washington, D. C.  
 Dept. Agriculture, Washington, D.C.  
 Naval Observatory, Washington, D.C.  
 Patent Office, Washington, D.C.  
 Signal Office, U. S. Army, Washington, D. C.  
 Am. Electrical Society, Chicago, Ills.  
 Chicago Astronomical Society, Chicago, Ills.  
     Acad. Sciences, Chicago, Ills.  
 Scientific Assn., Richmond, Ind.  
 Acad. Nat. Sciences, Davenport, Iowa  
 Dearborn Observatory, Chicago, Ills.  
 Iowa Institute Science and Art, Dubuque, Iowa  
 York Institute, Sale, N.O.  
 Maryland Aca. Science, Baltimore, Md.  
 Boston Socy. Nat. History, Boston, Mass.  
 Mass. Hort. Socy., Boston, Mass.  
 Phillips's Library, Cambridge, Mass.  
 Peabody Academy Science, Salem, Mass.  
 Albany Institute, Albany, N. Y.  
 Cincinnati Socy. Nat. History, Cin., Ohio  
 State Bd. Agriculture, Harrisburg, Pa.  
 Del. County Institute of Sciences, Medin, Pa.  
 Bridgeport Library, Bridgeport, Con.  
 Douglas Library, Canaan, Con.  
 Colchester Library, Colchester, Con.  
 Danbury Library, Danbury, Con.  
 Durham Academy, Durham, Con.  
 Friendly Asson., Cromwell, Con.  
 Allis Circulating Library, Derby, Con.  
 Oddfellows Library, Derby, Con.  
 Oddfellows Library, East Haddam, Con.  
 Library Assn., Windsor, Con.  
 Farmington Library, Farmington, Con.  
 Guilford Library, Guilford, Con.  
 Library Asson., Hampton, Conn.  
 Kensington Library Soc., Kensington, Con.  
 Lakeville Library, Lakeville, Con.  
 Bill Library, Ledyard, Con.  
 Harris Plain District Soc., Litchfield, Con.  
 Wolcott Life Asson., Litchfield, Conn.  
 Old Lyme Library, Lyme, Con.  
 Library Asson., Manchester, Conn.  
 Milford Lyceum, Milford, Con.  
 New Britain Institute, N. B. Con.  
 Bartholomew Library, New Haven, Con.  
 St. John's Library, New London, Conn.  
 Circulating Library, Norfolk, Conn.  
 Atis Libray, Norwich, Conn.  
 Acton Library, Saybrook, Conn.  
 Association Library, Seymour, Conn.  
 Free Library, Simsbury, Conn.  
 Social Reading Rooms, Stamford, Conn.  
 Circulating Library, Glomington, Conn.  
 Trumbull's Library, Glomington, Conn.  
 Book Club, Stratford, Conn.  
 Lyceum Library, Terryville, Conn.  
 Village Library, Thomaston, Conn.  
 Fire Engine Library, Thompson, Conu.  
 Silas Bronson Library, Waterbury, Conn.  
 Association Library, Watertown, Conn.  
 Association Library, Wamregan, Conn.  
 Dowe's Circulating Library, Killingley, Conn.  
 Beardsley Library, Winsted, Conn.  
 Rose Library, Wethersfield, Conn.  
 Holdin's Circulating Library, Windsor Locks, Conn.  
 Union School Library, Windsor Locks, Conn.  
 Association Library, Wolcottville, Conn.  
 Association Library, Woodbury Ct.  
 Company Library, Newcastle, Del.  
 Association Library, Smyrna, Del.  
 Shields Library, Wilmington, Del.  
 Masonic Academy, Milton, Fla.  
 City Library, St. Augustine, Fla.  
 City Library, Cartersville, Na.  
 La Vert College, Talbotton, Na.  
 Y. M. Association Library, West Point, Na.  
 Public Library, Alton, Ills.  
 Association, Aurora, Ills.  
 Batavia Free, Batavia, Ills.  
 Saengerbund Library Association, Belleville, Ills.  
 Library Society, Belvedere, Ills.  
 Library Association, Bunker Hill, Ills.  
 Library Association, Bushnell, Ills.  
 Library Public, Centralia, Ills.  
 Culbertson Library, Danville, Ills.  
 Ladies Association Library, Decatur, Ills.  
 Kenyon's Circulating Library, Dwight, Ills.  
 Association Library, Eden, Ills.  
 Free Public Library, Elgin, Ills.  
 Free Public Library, Geneva, Ills.  
 Ladies' Association Library, Greenville, Ills.  
 Public Library, Joliet, Ills.  
 Ladies Association Library, Kankakee, Ills.  
 Public Library, Kewanee, Ills.  
 Mendota Library, Mendota, Ills.  
 Concordia Society, Moline, Ills.  
 Public Library, Moline, Ills.  
 Association, Morris, Ills.  
 Association, Pana, Ills.  
 Mercantile Library, Peoria, Ills.  
 Association, Polo, Ills.  
 Literary Society, Rantoul, Ills.  
 Jubilee College, Robin's Nest, Ills.  
 Literary Association, Sandwich, Ills.  
 Addisonian Library, Sparta, Ills.  
 Public Library, Streator, Ills.  
 Association Library, Washington  
 Monroe Library, Waterloo, Ills.  
 Association Library, Watseka, Ills.  
 Lawrence Library, Bedford, Ind.  
 Wells Co. Library, Bluffton, Ind.  
 Township Library, Boonville, Ind.  
 Whitley Co. Library, Columbia City, Ind.  
 Ladies' Library, Eltchart, Ind.  
 Newton Co. Library, Kentland, Ind.  
 Starke Library, Knox, Ind.  
 Association Library, La Porte, Ind.  
 Township Library, Lawrenceburg, Ind.  
 Association Library, Madison, Ind.  
 Working Men's, Martinsville, Ind.  
 Brown Township Library, Mooresville, Ind.  
 Township Library, Mount Vernon, Ind.  
 Public Library, Muncie, Ind.  
 Working Men's Institute, New Harmony, Ind.  
 Murchall Co. Library, Plymouth, Ind.  
 Gibson Co. Library, Princeton, Ind.  
 Morrison Library, Richmond, Ind.  
 Association Library, South Bend, Ind.  
 Township Library, Vincennes, Ind.  
 Vincennes, Vincennes, Ind.  
 Albia Lyceum Library, Albia, Iowa.  
 Enos Free Library, Cedar Rapids, Iowa.  
 Association Library, Fort Dodge, Iowa.  
 Public Library, Independence, Iowa.  
 Association Library, Keokuk, Iowa.  
 German Association, Lyons, Iowa.  
 Literary Association Library, Maquoketa, Iowa.  
 Library Association Library, Mason City, Iowa.  
 Public Association Library, Ottamwa, Iowa.  
 Association Library, Waterloo, Iowa.  
 Association, Waverley, Iowa.  
 City Library, Lawrence, Kansas.  
 Association Library, Topeka.  
 Association Library, Wyandotte.  
 Association Library, Harrodsburg, Ky.  
 Oddfellows' Library, Waysville, Ky.  
 Library, Newport, Ky.  
 City Library, Paris, Ky.  
 S. W., South Union, Ky.  
 Patten Association, Bath, Me.  
 Circulating Library, Biddeford, Me.  
 City Library, Biddeford, Me.  
 Social, Bucksport, Me.  
 St. Croix Library, Calais, Me.  
 Town Library, Castine, Me.  
 Westbrook Seminary, Daring, Me.  
 Merc. Library, Dexter, Me.  
 Sentinel Circulating Library, Westport, Me.  
 City Circulating Library, Ellsworth, Me.  
 Village Library, Fairfield, Me.  
 Public Library, Gardiner, Me.  
 Social Library, Hallowell, Me.  
 Association Library, Houlten, Me.  
 Association Library, Skowhegan, Me.  
 Association Library, South Berwick, Me.  
 Johnson Home School, Topsham, Me.  
 Colby University, Waterville, Me.  
 Washington Stonewall Library, Charlotte Hall, Md.  
 Mercer Literary Society, College Station, Md.  
 St. Mary's Library, Lonoconing, Md.  
 Circulating Library, Salisbury, Md.  
 Sandy Spring Library, Sandy Spring, Md.  
 Ladies' Library, Ashburnham, Mass.  
 Association Library, Attleborough, Mass.  
 Town Library, Ayer, Mass.

Colleges out of Town—*continued.*

- Sturgis Library, Barnstable, Mass.  
 Town Library, Barre, Mass.  
 Free Public Library, Belmont, Mass.  
 Cushman Library, Bernardston, Mass.  
 Public Library, Beverley, Mass.  
 Association Library, Belletica, Mass.  
 Black Kinton Library, Black Kinton, Mass.  
 Association Library, Blackstone, Mass.  
 Town Library, Bolton, Mass.  
 Public Library, Boxford, Mass.  
 Social Library, Baylston Centre, Mass.  
 Union Library, Bradford, Mass.  
 Thayer Public Library, Braintree, Mass.  
 Ladies Library, Brewster, Mass.  
 Public Library, Brockton, Mass.  
 Merrick Public Library, Brookfield, Mass.  
 Public Library, Brookline, Mass.  
 Dana Library, Cambridgeport, Mass.  
 Public Library, Clinton, Mass.  
 Social Library, Clinton, Mass.  
 Social Library, Chelmsford, Mass.  
 Public Library, Chelsea, Mass.  
 Association Library, Cheshire, Mass.  
 Town Library, Chesterfield, Mass.  
 Town Library, Chicokee, Mass.  
 Begelew Free Public Library, Clinton, Mass.  
 Academy Natural Science, Philadelphia, Pa.  
 Franklin Institution, Philadelphia, Pa.  
 American Philosophical Society, Philadelphia, Pa.  
 High School Observatory, Philadelphia, Pa.  
 Philadelphia Horticultural Society, Philadelphia, Pa.  
 Wyoming Historical Society, Wilkesbarre, Pa.  
 Orleans County Society of Natural Sciences, Derby, Vermt.  
 State Agricultural Society, Madison, Wis.  
 Alabama State Library, Montgomery, Ala.  
 Arkansas Library, Little Rock, Ark.  
 Arizona Library, Tucson, Arizona.  
 California Library, Sacramento, Cal.  
 Colorado Library, Denver, Col.  
 Connecticut Library, Hartford, Conn.  
 Dakota Library, Yankton, Dak.  
 Delaware Library, Dover, Del.  
 Florida Library, Tallahassee, Fla.  
 Georgia Library, Atlanta, Ga.  
 Idaho Library, Boise City, Idaho.  
 Illinois Library, Springfield, Ill.  
 Indiana Library, Indianapolis, Ind.  
 Indian Territory Library, Tahlefiat, Ind. Terr.  
 Iowa State Library, Des Moines, Iowa.  
 Kansas State Library, Topeka, Kansas.  
 Kentucky Library, Frankfort, Ky.  
 La. State Library, New Orleans, La.  
 Maine State Library, Augusta, Me.  
 Maryland, Annapolis, Md.  
 Massachusetts State Library, Boston, Mass.  
 Michigan State Library, Lansing, Mich.  
 Minnesota State Library, St. Paul, Minn.  
 Mississippi State Library, Jackson, Miss.  
 Missouri, Jefferson City, Mo.  
 Montana Territory Library, Helena, M.T.  
 Nebraska Library, Lincoln, Nebraska.  
 Nevada Library, Carson City, Nev.  
 New Hampshire Library, Concord, N.H.  
 New Jersey Library, Trenton, N.J.  
 New Mexico, Santa Fe, N.M.  
 New York Library, Albany, N.Y.  
 North Carolina Library, Raleigh, N.C.  
 Ohio Library, Columbia, Ohio.  
 Oregon Library, Salem, Oregon.  
 Philadelphia Library, Harrisburg, Pa.  
 R. I. Library, Providence, R.I.  
 Tenn. Library, Nashville, Tenn.  
 S. C. Library, Columbia, S.C.  
 Texas Library, Preston, Texas.  
 Utah Library, S.L. City, Utah.  
 Vermont Library, Montpelier, Vert.  
 Virginia Library, Richmond, Va.  
 W. Virginia Library, Charlestown, W. Va.  
 Wisconsin Library, Madison, Wis.  
 Ala. Historical Society, Tiscaloosa, Ala.  
 Soc. of Californian Pioneers, San Francisco, Cal.  
 Territorial Pioneers of California, San Francisco, Cal.  
 Conn. Hist. Society, Hartford, Conn.  
 Am. Oriental Society, New Haven, Conn.  
 N.L. County Society, N. London, Conn.  
 Del. Hist. Society, Wilmington, Del.  
 Georgia Hist. Society, Savannah, Ga.  
 Chicago Hist. Society, Chicago, Illa.  
 Indiana Hist. Society, Indianapolis, Ind.  
 State Hist. Society, Iowa City, Iowa.  
 Bangor Hist. Society, Bangor, Me.  
 Maine Hist. Society, Brunswick, Me.  
 Maryland Hist. Society, Baltimore, Md.  
 Massachusetts Hist. Society, Boston, Mass.  
 New England Society, Boston, Mass.  
 Universalist Society, College Hill, Mass.  
 Dedham Society, Dedham, Mass.  
 History and Scientific Society, Mason Co., Waysville, Ky.  
 Boston Numismatic Society, Boston, Mass.  
 Congregational Library, Boston, Mass.  
 Old Residents' Hist. Association, Lowell, Mass.  
 Pilgrim Society, Plymouth, Mass.  
 Essex Institute, Salem, Mass.  
 Am. Antiquarian Society, Worcester, Mass.  
 Houghton City Historical Society, Houghton, Mich.  
 State Pioneer Society, Lansing, Mich.  
 Minn. Historical Society, St. Paul, Minn.  
 Missouri Historical Society, St. Louis.  
 N. H. Historical Society, Concord.  
 N. H. Antiquarian Society, Contorcook, N.H.  
 Nashua Hist. Society, Nashua, N.H.  
 New Jersey Hist. Society, Newark, N.J.  
 Passaic City Historical Society, Paterson, N.J.  
 Vineland Historical Society, Vineland, N.J.  
 Albany Institute, Albany, N.Y.  
 Caynga City Historical Society, Auburn, N.Y.  
 L.I. City Historical Society, Brooklyn, N.Y.  
 Buffalo City Historical Society, Buffalo, N.Y.  
 Ohio City Historical Society, Cincinnati, Ohio.  
 N. City Historical Society, Cleveland, Ohio.  
 Leeking City Historical Society, Newmark, Ohio  
 Firelands Historical Society, Norwalk, Ohio  
 Toledo Historical Society, Toledo, Ohio  
 Oregon Historical Society, Astoria, Oregon  
 Oregon Pioneer Association, Butterville  
 Dauphin Co. Historical Society, Harrisburg, Pa.  
 Moravian Historical Society, Nazareth, Pa.  
 American Baptist Historical Society, Phila., Pa.  
 American Philos Historical Society, Phila., Pa.  
 American Friends' Historical Society, Phila., Pa.  
 Newport Historical Society, Newport, R.I.  
 R.I. Historical Society, Providence, R.I.  
 Middlebury Historical Society, Middlebury, Vert.  
 Young Men's Inst., Hartford, Conn.  
 Young Men's Historical Society, New Haven.  
 Young Men's Library, Atlanta, Ga.  
 Young Men's Library Association, Augusta, Ga.  
 Young Men's Library Association, Dubuque, Iowa.  
 Young Men's Society, Detroit, Mich.  
 Young Men's Association, Albany, N.Y.  
 German Young Men's Association, Buffalo, N.Y.  
 Young Men's Association, Buffalo, N.Y.  
 Young Men's Association, Troy, N.Y.  
 Young Men's Library, Norwalk, Ohio.  
 Young Men's Association, Milwaukee, Wis.  
 Athenæum, Rockland, N.O.  
 Athenæum, Saco, N.O.  
 Athenæum, Blackstone, Mass.  
 Athenæum, Boston, Mass.  
 Athenæum, Dorchester, Boston, Mass.  
 Athenæum, Roxbury, Boston  
 Athenæum, Nantucket, Mass.  
 Athenæum, Newton, Mass.  
 Athenæum, Berkshire, Pittsfield, Mass.  
 Athenæum, Salem, Mass.  
 Athenæum, Westfield, Mass.  
 Athenæum, Minneapolis, Min.  
 Athenæum, Portsmouth, N.H.  
 Athenæum, Rochester, N.H.  
 Athenæum, Granville, Ohio.  
 Athenæum, Lancaster, Pa.  
 Athenæum, Phila., Pa.  
 Athenæum, Providence, R.I.  
 Athenæum, Columbia, Tenn.  
 Athenæum, St. Johnsbury, Vt.  
 Athenæum, Windsor, Vt.  
 Mechanics' Institute, San Francisco, Cal.  
 Mechanics' Library, Lewistown, Maine.  
 Mechanics' Library, Portland, Maine.  
 Mechanics' Library, Boston, Mass.  
 Mechanics' Society, Detroit, Mich.  
 Mechanics' Association, Portsmouth, N.H.  
 Mechanics' Institute, Buffalo, N.Y.  
 Apprentices, Library, Phila., Pa.  
 Mec. Inst. of Southwark, Phila., Pa.  
 Young Men's Christian Assoc., San Francisco, Cal.  
 Washington City Library, Washington, D. C.  
 Y. M. C. A., Chicago, Ills.  
 C. L. A., Fort Wayne, Ind.  
 Y. M. C. A., Boston, Mass.  
 Y. M. Union, Boston, Mass.  
 Y. M. C. A., New Brunswick, N. J.  
 Y. M. C. A., Trenton, N. J.  
 Y. M. C. A., Albany, N. Y.  
 Y. M. C. A., Brooklyn, N. Y.  
 Y. M. C. A., Elmira, N. Y.  
 Catholic Inst., Cincinnati, Ohio.  
 Y. M. C. A., Bethlehem, Pa.

## Colleges out of Town—continued.

- Y. M. C. A., Eric, P. A.  
 Y. M. C. A., Harrisburg, Pa.  
 Y. M. C. A., Lancaster, Pa.  
 Y. M. C. A., Phila., Pa.  
 Y. M. C. A., Williamsport, Pa.  
 Y. M. C. A., Bristol, R. I.  
 Y. M. C. A., Providence, R. I.  
 Y. M. C. A., Nashville, Tenn.  
 Y. M. C. A., Richmond, Va.  
 Howard College, Marion, Ala.  
 Ark Ind. Univ., Fayetteville, Ark.  
 Public Library, Knightsferry, Cal.  
 Neptune Library, Placerville, Cal.  
 San Jose Library Asson., San Jose, Cal.  
 Nallejo Library Asson., Vallejo, Cal.  
 Babcock Library, Ashford, Conn.  
 Berlin, Berlin.  
 Tufts College, College Hill, Mass.  
 Public Library, Concord, Mass.  
 Social Library, Conway, Mass.  
 Bryant Library, Cummington, Mass.  
 Dalton Library, Dalton, Mass.  
 Peabody Library, Danvers, Mass.  
 Public Library, Dedham, Mass.  
 Reading Asson., Deerfield, Mass.  
 Dennis Asson., Dennis, Mass.  
 Asson. Asson., East Dennis, Mass.  
 Asson. Asson., East Bridgewater, Mass.  
 Public Asson., East Hampton, Mass.  
 E. Walpole Asson., East Walpole, Mass.  
 Asson. Asson., Erving, Mass.  
 Asson. Asson., Fairhaven, Mass.  
 Public Asson., Fall River, Mass.  
 Public, Fitchburg, Mass.  
 Boyden Asson., Foxborough, Mass.  
 Town Library, Framingham, Mass.  
 Franklin Library, Franklin, Mass.  
 Free Town Library, Free Town, Mass.  
 Town Library, Gill, Mass.  
 Hamilton Free Library, Globe Village, Mass.  
 Sawyer Free Library, Gloucester, Mass.  
 Grafton Library, Grafton, Mass.  
 Asson. Library, Gil Barrington, Mass.  
 Asson. Library, Greenfield, Mass.  
 Public Library, Groton, Mass.  
 Public Library, Harvard, Mass.  
 Union Library, Harvard, Mass.  
 Social Library, Hatfield, Mass.  
 Public Library, Hingham, Mass.  
 Public Asson. Library, Hensdale, Mass.  
 Public Library, Holbrook, Mass.  
 Public Library, Holyoake, Mass.  
 Cone Library, Howastonic, Mass.  
 Public Library, Hubbardston, Mass.  
 Public Library, Hudson, Mass.  
 Public Library, Hyde Park, Mass.  
 J. O. Ciroug. Library, Jamaica Plain, Mass.  
 Asson. Library, Kingston, Mass.  
 Town Library, Lakeville, Mass.  
 Town Library, Lancaster, Mass.  
 Asson. Library, Lanesborough, Mass.  
 Asson. Library, Lee, Mass.  
 Public Library, Leicester, Mass.  
 Asson. Library, Lenox, Mass.  
 Public Library, Leominster, Mass.  
 Cary Library, Lexington, Mass.  
 Public Library, Lincoln, Mass.  
 Town Library, Lunenburg, Mass.  
 Free Public Library, Lynn, Mass.  
 Public Library, Marlborough, Mass.  
 Public Library, Medfield, Mass.  
 Dean Asson. Library, Medway, Mass.  
 Public Library, Medford, Mass.  
 Melrose Asson. Library, Melrose, Mass.  
 Public Library, Methven, Mass.  
 Public Library, Middleboro', Mass.  
 Public Library, Middlefield, Mass.  
 Asson. Library, Middleton, Mass.  
 Town Library, Milburg, Mass.  
 Town Library, Milford, Mass.  
 Public Library, Milton, Mass.  
 Public Library, Montague, Mass.  
 Public Library, Nahant, Mass.  
 Morse Inst., Natick, Mass.  
 Asson. Library, Medham, Mass.  
 Asson. Library, N. Adams, Mass.  
 Free Library, North Borc', Mass.  
 Appleton Library, North Brookfield, Mass.  
 Free Public Library, Norwood, Mass.  
 Town Library, Orange, Mass.  
 Association Library, Orleans, Mass.  
 Public Library, Provincetown, Mass.  
 Town Library, Roe, Mass.  
 Public Library, Sherborn, Mass.  
 Free Public Library, Shrewsbury, Mass.  
 James' Public Library, South Sutuato, Mass.  
 Public Library, Spencer, Mass.  
 Co. Library, Springboro, Mass.  
 Free Public Library, Sterling, Mass.  
 Jackson Library, Stockbridge, Mass.  
 Public Library, Stoneham, Mass.  
 Public Library, Stoughton, Mass.  
 Public Library, Sturbridge, Mass.  
 Sunderland Library, Sunderland, Mass.  
 Sutton Library, Sutton, Mass.  
 Town Library, Swamepscott, Mass.  
 Town Library, Topsfield, Mass.  
 Public Library, Townsend, Mass.  
 Town Library, Upton, Mass.  
 Free Public Library, Uxbridge, Mass.  
 Beebe Town Library, Wakefield, Mass.  
 Association Library, Wales, Mass.  
 Public Library, Waltham, Mass.  
 Public Library, Warwick, Mass.  
 Free Public Library, Wayland, Mass.  
 Literary Association, Wellesley, Mass.  
 Town Library, Westford, Mass.  
 Westminster Library, Westminster, Mass.  
 Town Library, Weston, Mass.  
 Whateley Library, Whateley, Mass.  
 Club Library, Wilbraham, Mass.  
 Wesleyan Academy, Wilbraham, Mass.  
 Public Library, Winchendon, Mass.  
 Town Library, Winchester, Mass.  
 Town Library, Woburn, Mass.  
 Association Library, Yarmouth, Mass.  
 Public Library, Bay City, Mich.  
 Town Library, Buchanan, Mich.  
 Township Library, Ispenning, Mich.  
 School Library, Jackson, Mich.  
 Public Library, Kalanrazoo, Mich.  
 City Library, Marquette, Mich.  
 City Library, Monroe, Mich.  
 Association Library, Muskegon, Mich.  
 Association Library, Sturgis, Mich.  
 Ladies' Library, Three Rivers, Mich.  
 Association Library, Chatfield, Minn.  
 Association Library, Duluth, Minn.  
 Association Library, Faribault, Minn.  
 Association Library, Hastings, Minn.  
 Literary Association Library, Overstonne, Minn.  
 Literary Association Library, Rochester, Minn.  
 Union Association Library, St. Cloud, Minn.  
 St. Paul, Library, St. Paul, Minn.  
 St. Peter Association Library, St. Peter, Minn.  
 Association Library, Stillwater, Minn.  
 Winona Library, Winona, Minn.  
 Alcorn Univ., Rodney, Miss.  
 Association Library, Brunswick, Mo.  
 Risko Library, Canton, Mo.  
 Association Library, Independence, Mo.  
 Drury College, Springfield, Mo.  
 Social Library, Troy, Mo.  
 Enoch Clarke Library, Warrensburg, Mo.  
 Association Library, Helena, Montana.  
 Omaka Library, Omaka, Hebr.  
 Ashurst Union, Ashurst, N.H.  
 Association Library, Amherst, N.H.  
 Social Library, Charlestown, N.H.  
 Book Club Library, Claremont, N.H.  
 Dover Library, Dover, N.H.  
 Social Library, Dublin, N.H.  
 Aiken Association, East Franklin, N.H.  
 Town Library, Exeter, N.H.  
 Association Library, Fisherville, N.H.  
 Town Library, Fitzwilliam, N.H.  
 Town Library, Francestown, N.H.  
 Association Library, Franklin, N.H.  
 Public Library, Keane, N.H.  
 Social Library, Hollis, N.H.  
 Village Library, Littleton, N.H.  
 Lit. Adelphi Library, New Hampton, N.H.  
 Social Fraternity Library, New Hampton, N.H.  
 Association Library, Newmarket, N.H.  
 Town Library, Peterboro', N.H.  
 Shedd Free Library, Washington, N.H.  
 Public Library, Wilton, N.H.  
 Wesnuth Village Library, Windham, N.H.  
 Literary Association, Atlantic City, N.J.  
 Library Association, Bloomfield, N.J.  
 Library Association, Bricksburg, N.J.  
 Association Library, Camden, N.J.  
 Putnam Library, Elizabeth, N.J.  
 Elizabeth Circulating Library, Elizabeth, N.J.  
 Iona Morning Star, Franklinville, N.J.  
 Bergen Library, Jersey City, N.J.  
 Association Library, Montclair, N.J.  
 Association Library, Newark, N.J.  
 Dennis' Library, Newton, N.J.  
 Worrell's Library, Red Bank, N.J.  
 Association Library, South Orange, N.J.  
 Fallsington Co. Library, Trenton, N.J.  
 Pillsgrove Library Association, Woodstown, N.J.

## Public Men in City and Country.

Rev. Dr. Taylor, 5 W. Thirty-fifth-street (1) each paper.	Robert Ward, City.
Adm. Geo. H. Preble (1) each in cloth.	Dr. Alex. Dixon.
From Notice in "Country Gentleman."	John Smith.
E. H. Coaklin, Shepherd's Town, Cumb. Co., Pa.	James Sturgis.
E. R. Leland, Popular Science Monthly, 225 W. Four-	Charles Dean.
tenth-street, City.	Wm. Conner, Sheriff, County of Ky.
William M. Titus, Esq.	W. F. Milton, San Francisco, Cal.
I. H. Copleston, Esq., N. Y. World.	To Mrs. Lathan, for Public Library.

Columbia College.

Colleges in City.

New York University.

Free Academy.

Society Library.  
Astor "  
Lennox "

Libraries in City.

Mercantile Library.  
Cooper Union "

Journals in City.

New York Herald.  
New York Sun.  
New York Witness.  
New York World.  
New York Evening Mail.  
New York Evening Express.  
Turf, Field, and Farm.  
Am. R. R. Journal.  
Manufacturer and Builder.  
Eng. and Mining Journal.  
Nation.  
Iron Age.

Independent.  
Evening Post.  
Scientific American.  
New York Times.  
New York Tribune.  
New York Evangelist.  
Commercial Advertiser.  
Ladies' Floral Cabinet.  
Am. Agriculturist.  
Technologist.  
Rural New Yorker.  
National Agriculturist.

(C.)

Copy of the Reply of the Treasury Department to Messrs. Wiley &amp; Son.

Gentlemen,  
I am directed by the Treasury to acknowledge the receipt of your appeal, No. 3,600E, dated 5th March, 1877, from the decision of the Collector of the Port of New York, assessing duty on certain books imported by you from New Zealand\*, and intended for distribution among the Public Libraries and Institutions of the United States; and to say that, on full consideration of the case, the Department has affirmed the decision of the said Collector, who has been advised accordingly, and to whom you are referred for particulars.

Very respectfully,

T. B. SANDERS,

for Acting Chief Clerk.

\* Error for "New South Wales."

(D.)

The Treasury, Washington, to The Collector at New York.

Sir,  
The Department is in receipt of your letter of the 23rd instant, respecting an appeal of Messrs. Wiley & Son, from your decision refusing the free entry of certain books imported by them from New Zealand, and which they allege are intended for distribution in the United States.

The laws exempt from duty books specially imported, not more than two copies in any one invoice, in good faith, for the use of any Society incorporated or established for philosophical, literary, or religious purposes, or for the encouragement of the fine arts, or for the use or by the order of any college, academy, school, or seminary of learning in the United States, but it does not appear that the books in question were so specially imported for any such incorporation for the uses therein mentioned.

Your decision therefore is hereby affirmed.

(By order)

Respectfully,

R. M'CROW,

Assist. Secretary of Treasury.

No. 22.

Messrs. Trübner &amp; Co. to The Acting Government Printer.

Sir,

57 &amp; 59, Ludgate Hill, London, E.C., 28 September, 1877.

We have the honor to acknowledge the receipt of your letter of the 6th July, informing us of the decision of the Colonial Treasurer in reference to the proposed translation of Mr. Reid's work.

In a parcel enclosed in our shipment to the Sydney Free Library last week, *per* "Poonah," we beg to hand you a few more papers containing notices of Mr. Reid's essay.

Labour News, July 14.

British Mercantile Gazette, April 15.

Builder, September 15.

Engineer, August 31.

Farmer's Herald, September.

In the same parcel we have also enclosed a quantity of acknowledgments that have reached us from time to time. Many people and Institutions do not think it necessary to acknowledge the receipt in such cases.

We have, &amp;c.,

TRÜBNER &amp; CO.

Forwarded to the Under Secretary for Finance and Trade, with parcel containing papers referred to.—C. POTTER, B.C., 19 Nov., /77. Seen.—G.E., 26/11/77.

1877-8.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

---

MR. WILLIAM CHAMBERLAIN.

(PETITION OF.)

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*Ordered by the Legislative Assembly to be printed, 17 April, 1878.*

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

The humble Petition of William Chamberlain, of Hobart Town, in the Colony of Tasmania  
master mariner,—

RESPECTFULLY SHOWETH :—

That William Chamberlain, my late grandfather, was entitled and held, by a letter of promise, a grant of fifteen perches of land, situate in Pitt-street, Sydney, Colony of New South Wales, being No. 20 of sec. 31.

That my said grandfather died suddenly on or about the year 1824, intestate, leaving two sons and two daughters, lawful issue. His eldest son, my father, being heir-at-law to the said land, was then a resident of Hobart Town, a master mariner, the eldest daughter being resident in Sydney, and married to John Jobbins.

It is believed that Jobbins, through his wife, obtained unlawful possession of the said letter of promise of grant; and the said Jobbins, secretly and by fraud, sought and obtained the grant of land in his own favor on the 7th March, 1839. And your Petitioner humbly prays your Honorable House will consider these premises, and deal in the matter according to justice and right.

And your Petitioner, as in duty bound, will ever pray.

WILLIAM CHAMBERLAIN.

Sydney, 16th April, 1878.

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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MRS. ISABELLA BALDOCK.

(LETTERS, REPORTS, &c.)

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*Ordered by the Legislative Assembly to be printed, 30 January, 1878.*

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RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd January, 1878, That there be laid upon the Table of this House,—

“Copies of all Letters, Statements, Reports, and Documents relating to a  
 “claim made on behalf of Mrs. Isabella Baldock for a recognition of the  
 “bravery displayed by her on the occasion of the residence of Mr.  
 “Keightley being attacked by Bushrangers in October, 1863.”

(*Mr. Coonan, on behalf of Mr. Driver.*)

MRS. ISABELLA BALDOCK.

No. 1.

The Hon. J. Bowie Wilson to The Colonial Secretary.

My Dear Robertson, 227, George-street, Sydney, 7 February, 1876.  
 Allow me to draw your attention to the claims of Mrs. Baldock, who was Mr. Keightley's servant when his house was attacked by the bushrangers, to some recognition at the hands of the Government for the courage and bravery displayed by her on this occasion.

If you referred the matter to the Inspector General I am sure he would so report as to leave no doubt but that it was owing to Mrs. Baldock—she alone—that Keightley was saved.

I am, &c.,  
 J. BOWIE WILSON.

No. 2.

The Inspector General of Police to The Principal Under Secretary.

Inspector General's Office, Sydney, 7 February, 1876.

THE Hon. the Colonial Secretary verbally desired me to make some inquiry into this matter, and when recently at Bathurst I questioned Mrs. Baldock as to the circumstances. From all I can learn she behaved in a very courageous manner, but her statement was disparaging of Mr. Keightley, who she alleged never shot the bushranger, Burke, at all. She also stated that she would not accept anything but a gold medal.

Perhaps it would be as well that it should be suggested to Mrs. Baldock (through Mr. Wilson) that she should herself make a written representation of the circumstances, if she considers that she has a claim to a medal.

EDMUND FOSBERY.

No. 3.

The Principal Under Secretary to The Hon. J. Bowie Wilson.

Sir, Colonial Secretary's Office, Sydney, 14 February, 1876.

In acknowledging the receipt of your letter of the 7th instant, calling attention to Mrs. Baldock's claim to recognition at the hands of the Government for the courage displayed by her when Mr. Keightley's house was attacked by bushrangers, I am directed by the Colonial Secretary to suggest that Mrs. Baldock be invited to make for herself a written representation of the circumstances on which she bases her claim to such recognition.

I have, &c.,  
 HENRY HALLORAN.

No. 4.

The Hon. J. Bowie Wilson to The Colonial Secretary.

Sir, 227, George-street, Sydney, 29 February, 1876.

In accordance with the request contained in the letter of the Principal Under Secretary, of the 14th instant, for a written representation by Mrs. Baldock of the circumstances connected with the attack by armed bushrangers on the house occupied by Mr. Gold Commissioner Keightley, in October, 1863, I have now the honor to transmit such statement by Mrs. Baldock. I feel convinced that its perusal will place her claim for some recognition at the hands of the Government in a favorable light.

I have, &c.,  
 J. BOWIE WILSON.

[Enclosure to No. 4.]

STATEMENT of Mrs. W. S. Baldock, respecting the attack made by armed bushrangers on the premises of Mr. Wm. Bowman, situate at Dunn's Plains, the occupier at the time of the said attack being Mr. Hy. M. Keightley, Gold Commissioner. ON the evening of October 24th, 1863, I saw Mrs. Keightley run across the yard into the dwelling-house, crying out as she went, "The bushrangers have come at last"; Mr. Keightley immediately bolted the back door, after which I saw Burke firing his revolver; thinking that I might be shot I stooped under the kitchen-dresser until Burke had ceased firing; I then went into a bed-room occupied by the nurse, looked through the window and saw another bushranger, Vane, with Robert M'Cullum, an employé of Mr. Keightley; Vane said "Open the door"; I replied that the house was open, and that he could come in if he thought proper; Vane again shouted "I tell you to open the door"; I made him the same reply as before; I then went into the verandah, where I saw another of the gang—Gilbert; I begged him not to hurt anyone; while I was talking to Gilbert I heard some one calling to Mr. Keightley, telling him to come down or the house should be set on fire, but that if he came down he should not be hurt; Mr. Keightley exclaimed "honour"; one of the bushrangers said "honour"; Mr. Keightley, accompanied by Dr. Peechy, who all the time had been with him in the loft over the house, then came down from the roof into the garden; Hall immediately rushed towards them, exclaiming "One of my mates has been shot," and, addressing Mr. Keightley, said "I will blow your bloody brains out"; I instantly jumped between Mr. Keightley and Hall, saying to the latter as I threw up my arms before him, "for God's sake don't hurt him; if you have no pity for him, consider Mrs. Keightley and the dear baby"; Hall then lowered his revolver; Vane then came into the garden; he rushed up to Dr. Peechy and knocked him down; I said to Vane "Don't hurt the poor little doctor, I'm sure he never hurt you"; Vane replied "The

"The doctor!—then which is Keightley?" the latter gentleman immediately said "I am Keightley"; Vane shouted "You bloody wretch, you have shot my mate, and I'll blow your bloody brains out"; Mr. Keightley answered "On my soul, men, I did not mean to do it"; Vane replied "You're a bloody liar—if you did not mean to shoot us what did you fire for?" Hall then said "You did not do it; I did it by accident when firing at you"; I then went out of the garden, thinking I might get some one to go to Rockley for the troopers; when I got outside the gate I saw a man lying on the ground, and another standing by looking at him; the latter said to me "Look what the bloody wretch has done"; I asked him why he did not fetch the doctor to him; he replied "The doctor—where am I to get a doctor?" I told him that the gentleman who had been knocked down in the garden was the doctor; the man went into the garden and I proceeded towards the house, or rather hut, on the hill, to try and get some of the men to go for the troopers; they said it would be useless for anyone to attempt doing so, as there was a man watching from behind a tree; I remained on the hill near the hut until Mrs. Keightley and Ben Hall came up; I asked her where the baby was, and should I fetch it to her; she replied "do so"; I returned towards the house, and when I got to the yard I saw Mr. Keightley and Gilbert sitting close to the well; some one ordered me to get a pillow and place it under the head of the wounded man, Burke; Mr. Keightley said "Yes, do, Isabella, get a pillow and put it under the poor fellow's head"; after I had obeyed this command I went into the house and got the baby, by which time Mrs. Keightley had returned; she wrapped the infant in a shawl; I took it into the yard, and asked Gilbert to allow me to go away with it; he said "Yes, you can go, but don't go away from the huts, for if you do we'll soon bring you back again"; I remained at the hut with Mrs. McDonald (wife of Mr. Bowman's overseer) until I was told that Mrs. Keightley wanted me; I went immediately, taking the baby with me; Mrs. Keightley then informed me that she was going to Bathurst to procure £500, with which to ransom her husband; I assisted her in making preparations for the journey; she did not return to Dunn's Plains; Mr. Rotton and Dr. Peechy returned on Sunday morning with the money; my husband, Wm. S. Baldock, was away at Rockley for letters, &c., until late in the evening; when the bushrangers were leaving Dunn's Plains, Ben Hall said to him, "Had it not been for your wife I should certainly have shot Keightley."

I wish it to be distinctly understood that I have no notion of claiming any reward for simply doing my duty, and acting as I trust most other women would have done under the circumstances. At one time a subscription list was opened, headed by the Reverend Roman Catholic Clergyman to whom Vane surrendered himself, and who, from his position as confessor to that person, was more likely than any other party not immediately concerned in the transaction to know the truth of the matter. My husband refused to have the list circulated.

ISABELLA BALDOCK.

### No. 5.

#### The Principal Under Secretary to The Police Magistrate, Wellington.

Sir, Colonial Secretary's Office, Sydney, 29 September, 1877.

I am directed by the Colonial Secretary to request that you will favor him with a report upon the enclosed paper, a copy of a letter from the Honorable J. Bowie Wilson, forwarding a statement by Mrs. Isabella Baldock in support of a claim set up on her part to recognition of the courage that she displayed when your house at Dunn's Plains was attacked by bushrangers, in October, 1863. 29 Feb., 1876.

I have, &c.,  
HENRY HALLORAN.

### No. 6.

#### The Police Magistrate, Wellington, to The Principal Under Secretary.

Sir, Court House, Wellington, 31 October, 1877.

I have the honor to acknowledge the receipt of your communication of the 29th September last, having reference to a claim by one Mrs. Isabella Baldock for services rendered in October, 1863, during an attack of bushrangers on myself at Dunn's Plains.

Without entering into all the detail as described in her report, I will briefly state that when I descended from the loft of the house to meet the bushrangers on the understanding that no further violence would be used, I believe Mrs. Baldock did then come into the garden, and that she used in substance the expressions she has stated, and was in the yard for a short time after the pillow had been brought for Burke.

Subsequent to that period she was not present, having been sent by Mrs. Keightley with the baby to Mrs. McDonald's house, some distance away, and did not return until all negotiations had been completed for my release by Mrs. Keightley with the bushrangers alone; she then requiring the baby to take with her to Bathurst, sent for Mrs. Baldock and the child.

I have, &c.,  
HENRY M. KEIGHTLEY, P.M.

### No. 7.

#### The Principal Under Secretary to The Hon. J. Bowie Wilson.

Sir, Colonial Secretary's Office, Sydney, 8 November, 1877.

With reference to your letter of the 29th of February, 1876, enclosing a statement by Mrs. Isabella Baldock in support of the claim set up on her part to recognition of her conduct on a certain occasion when the house of Mr. H. McCrummin Keightley (now Police Magistrate at Wellington) was attacked by bushrangers, in October, 1863, I am directed by the Colonial Secretary to transmit to you a copy of a report which has now been obtained from Mr. Keightley on this subject, the matter having been kept back during that gentleman's absence from the colony. 31st Oct., 1877.

I have, &c.,  
HENRY HALLORAN.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MRS. MARIA CHARLOTTE PLUNKETT.

(PETITION OF.)

*Ordered by the Legislative Assembly to be printed, 14 March, 1878.*

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

The humble Petition of Maria Charlotte Plunkett, of Sydney,—

RESPECTFULLY SHOWETH :—

1. That your Petitioner is the widow of the late Honorable John Hubert Plunkett, who, from the year one thousand eight hundred and thirty-one until the end of the year one thousand eight hundred and thirty-five, held the office of Solicitor General, and from the year one thousand eight hundred and thirty-six, until the passing of the new Constitution Act in the year one thousand eight hundred and fifty-six, held the office of Attorney General of New South Wales.

2. That Mr. Plunkett departed this life on the ninth day of May, one thousand eight hundred and sixty-nine, and after payment of his liabilities your Petitioner found that she was left totally unprovided for.

3. That your Petitioner is in delicate health and in consequence of an injury to her right hand is now almost helpless.

4. That your Petitioner has lately been compelled to sell almost everything she possessed and is now in a very destitute condition.

5. That your Petitioner's husband having rendered faithful public services, and in many cases performed onerous and responsible public duties without remuneration, she respectfully approaches your Honorable House in her great distress, believing that her appeal will not be in vain.

6. That Mr. Plunkett performed the duties of Acting Judge at Norfolk Island, and also in Sydney during the illness of the late Mr. Justice Milford.

7. That for many years Mr. Plunkett as Chairman of the National Board gave his gratuitous services in the cause of public education.

8. That during the years one thousand eight hundred and fifty-seven and a portion of fifty-eight he discharged the duties of President of the Legislative Council without salary, his pension being in abeyance during that period.

9. That in the year one thousand eight hundred and sixty-three he became Vice-President of the Executive Council and Representative of the Government in the Upper House and discharged the duties of these high offices without remuneration.

10. That in the month of August, one thousand eight hundred and sixty-five, at the special request of Sir John Young he accepted office as Attorney General, and represented the Government in the Legislative Council, and continued to discharge the functions of this responsible office until the month of March, one thousand eight hundred and sixty-six. During this period his pension was in abeyance.

Your Petitioner therefore humbly prays that the arduous, important, and in many instances gratuitous public services of her late husband in the interest and welfare of the Colony which he so long and faithfully served, and her own advanced age and distressing position may be taken into consideration, and that such steps may be taken in the premises as may commend themselves under the circumstances to the sympathy of your Honorable House.

And your Petitioner, as in duty bound, will ever pray.

M. C. PLUNKETT.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## OYSTER BEDS.

(REPORT OF INSPECTOR.)

*Ordered by the Legislative Assembly to be printed, 23 January, 1878.*

REPORT of the Inspector of Oyster Beds, dated 6th September, 1877, laid on the Table of the House, in accordance with the reply given by the Minister for Lands to the question asked by Mr. Lucas, M.P.

## The Inspector of Oyster-beds to The Honorable the Minister for Lands.

Sydney, 6 September, 1877.

IN compliance with your instructions to make a general inspection of the oyster beds of Broken Bay and its tributaries, I beg to state most respectfully as follows:—

The Hawkesbury River, a tributary of Broken Bay, is the principal natural oyster-bearing portion, at present under lease to Mr. F. Gibbins. The beds are almost chiefly confined to the fore-shores, and at present in charge of Mr. Lloyd for the lessee, to whom, on my arrival here, I called for the purpose of being shown over the beds; but that gentleman declined doing so, making the excuse that he was too busy and had no time to spare. I may here state that I only asked him to accompany me one day, and that I would make any day convenient within a week or ten days; but he never came, so I had to conclude my inspection without his assistance.

I also inspected Mullet Island, Mooney Mooney Creek, Porter Bay, Cowan Broler Creek, and what is known as the Main River, the whole of which places, with the exception of Mooney Mooney Creek, are worked out, in which creek some still remain, but could be worked out in a month or six weeks by four men in that time; and from my general knowledge and inspection of the place, I am of opinion that this river requires from two to three years rest, and if not closed within a short time will become almost totally devoid of the oyster, as during about nine months of the year I estimate there cannot be less than forty persons, big and little, collecting the oysters for market, and taking them, without any respect to age or size; while there is only one or two persons occasionally employed by the lessee to lay any on the banks, which system, by the way, only amounts to storing, as they are up again and sent to market before coming to maturity, if required—that is, if the price suits. At the same time I estimate, that if placed in its former position by rest, that it would support at least one hundred persons in employment. And wherever I go I hear a general complaint as to the present system of leasing. One gentleman, Mr. Greer, an old resident on the river, told me of a small bay in Broler Creek, where he knew of a small vessel to be loaded in three days by two men with the oysters taken out of it, not more than twenty years ago; whereas, I do not think that one hundred bags, *i.e.*, of three bushels, of a fair-sized marketable oyster could be obtained in the whole of the creek at the present time. The catchers also inform me that where they could get from ten to twelve bushels per day three years ago, they cannot now get more than two to three with much more labour.

I was informed whilst making my inspection that the lessee was on the river, and stayed two days. This, I am well informed, makes his second visit since coming into his possession, in a period of about four years, thus showing that so long as they get supplied with the oysters they do not trouble as to the condition the beds are left in.

Brisbane Water is also a tributary of Broken Bay, situated about three miles north of the Hawkesbury River, and quite a distinct port. I am of opinion it was an error to have included it with the before-mentioned river, it being also claimed by Mr. Gibbins, the lessee of Broken Bay. I made a careful examination of the beds, which are principally confined to the shores; and, so far as I was able to ascertain, there is no person in charge of the river on his behalf.



On Cockle Creek there are large mangrove swamps with good clay on the banks, as also on Erena and Narrama Creeks, which from their natural position, being well sheltered from the wash caused by strong winds, would make fine clairs for the culture of the oyster, as on the banks where the ballast is discharged from the vessels the spat adheres very quickly and thick, in fact too thick for the oyster to come to any large size. In former years this place was the principal of Sydney and other towns to get supplied with lime; at present vessels load with the dead shells taken from the banks. This has caused the drift oyster banks to become entirely worked out.

I herewith respectfully enclose two letters, one I received from Mr. Cole, the other is from Mr. Cain, of Brisbane Water.

I have, &c.,  
WM. J. LANGHAM,  
Inspector of Oyster Beds.

[Enclosures.]

Mr. J. Cole to The Inspector of Oyster Beds.

My dear Sir,

In compliance with your request relative to the present state of the natural oyster beds in this vicinity, and seeking my opinion as to whether they have been improved or otherwise since they were leased by the Government, I must certainly say that since your last visit to this place on a tour of inspection they have very much deteriorated; for as you are aware the whole of the banks were well and thickly clothed with oysters, whereas at the present time there are (except in odd places in Mooney Mooney Creek) very few to be seen; nor whilst so many are taken without any corresponding return, are matters likely to improve. I may mention that speaking to an old oyster-fisher the other day, he declared that when he first commenced some two years ago he could gather three bags a tide; whereas at the present time he is busily employed to catch half a bag, but as you say you are coming to give the whole field a thorough overhaul, you will not fail to detect a very material difference for the worse since your former inspection.

Peat's Ferry.

Trusting I shall shortly see you.—

J. COLE.

M. W. N. Cain to The Inspector of Oyster Beds.

Sir,

Gosford, 24 August, 1877.

When I resided on Wy Wy Creek, in November of the year 1873, I had a load of oyster spawn for the Honorable Minister, being the last of three; when the present lessee prevented me from shipping them to Botany. He threatened to prosecute me should I attempt to remove them, causing me a loss of £20. I subsequently saw him in Sydney, when he gave me permission to remove them, but before then they were all spoiled, causing me the above loss.

I am, &c.,  
WM. N. CAIN.

1877-8.

**LEGISLATIVE ASSEMBLY.**  
**NEW SOUTH WALES.**

**OYSTER FISHERIES.**

(PETITION FROM OYSTER-DREDGERS AND OTHER RESIDENTS OF THE CLARENCE.)

*Ordered by the Legislative Assembly to be printed, 20 February, 1878.*

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

The Petition of the undersigned Oyster-dredgers and residents of the Clarence River Fishery District,—

RESPECTFULLY AND HUMBLY SHOWETH:—

1. That your Petitioners have read with deep interest the Report of the Commissioners appointed to inquire into the best mode of cultivating the oyster, and utilizing and maintaining the natural beds of the Colony, in order to recommend to the Government the necessary legislation to secure these objects.

2. That your Petitioners believe fresh legislation necessary to preserve the oyster-beds and to prevent a valuable reproductive property from further misuse and perversion, merely to benefit six residents of Sydney, to the entire exclusion of local residents and general public.

3. That your Petitioners cannot estimate the incalculable loss sustained by the Colony owing to the monopoly held by said persons, more especially when they take into consideration the high estimated value of the American oyster-fisheries.

That of the Chesapeake oyster-fisheries, said to amount to nearly £4,000,000 sterling, of which the City of Baltimore alone exports £2,500,000 sterling, whilst the immense progress in oyster culture of late years has greatly increased the production of the fisheries of New York and Rhode Island; and the export trade of New Orleans is over £1,000,000 sterling.

The remarkably successful results achieved of late years by both enterprise and by the Government of France in restocking long exhausted natural beds and the culture of new ground. Then the yearly sales of the Whitstable Oyster Company alone averages close on £300,000; indeed the price, £36,000, paid for spat by this Company in years in which their own spat crop fails, nearly equals the largest yearly production in value of the whole of our extensive fisheries, although the fishery itself is nothing equal in size or fecundity to the natural beds of the Clarence, held by only one person—a non-resident.

What then might reasonably be expected if the whole of our grossly mismanaged fisheries were vested in a respectable and industrious body of tenantry under sound and suitable regulations, wisely administered. Surely the very prolific natural beds and extensive fertile oyster ground of the Clarence would comfortably support as many families as those we read of of much less fertility, or, with all its natural advantages for such a trade, supply at least the £68,000 yearly demand for American tinned oysters, without speculating on the demand for the article in both its fresh and preserved state, which speedier means of transit is daily opening for our encouragement in foreign markets.

4. That your Petitioners respectfully submit "The Oyster Fisheries Act, 1868," sanctions two things only:—1. To lease ground on which to make new oyster-beds. 2. To shut up for three years natural beds by Proclamation in the *Government Gazette*. Hence it follows when natural beds, as in the Clarence, are not shut up, the public possess an unquestionable right to dredge and sell the oysters off any natural bed within the fishery, as if no so-called lease existed. Yet, notwithstanding the clearly expressed meaning of the Act, the Government has most inexplicably granted to one person the exclusive and pernicious privilege to dredge and sell every oyster within the fishery—in fact to exterminate the oyster, and destroy the beds if he sees fit; for there is neither restriction or supervision of any kind,—and also supports him in obstructing the public right of free dredging; and although well marked improvement of the fishery could be the only motive for this grant the privilege is still continued, though just as when dredging was free to the public, culture has not been attempted, the beds are duly skinned as the oyster grows immature, breeding oyster alike are sent to market, and the amazing quantities of spat which settle yearly in the season betwixt high and low water-mark about the beds and cover every stone of the breakwater, are allowed to perish, though it would be profitable employment to scores of children and youths to collect and relay; indeed were it not for the extraordinary fecundity of the beds the fishery ere this would have been exhausted. Surely then the several hundreds a year spent on oyster-bed inspection is worse than wasted.

5. That your Petitioners believe cause shown to repeal at once the present Act, and that great public benefit would ensue without inflicting on any injustice, or giving just cause of complaint—if this glaring one-sided and unjust privilege were forthwith determined.

6. That your Petitioners believe the Bill recommended to the Parliament by the Oyster-culture Commission would of itself fail to accomplish the object intended—the development of the fisheries by means of culture; for though the plan of regulation proposed by the Bill seems in every respect suitable and complete, excepting in some minor particulars, which can hardly escape notice during the discussion of the Bill, nevertheless, save the bare term of lease no provision whatever is made of a nature calculated either to facilitate the establishment of an entirely new fishery on sound principles, or to carry on the necessary work of systematic oyster-culture, that is, in a manner calculated to benefit either the lessee or to develop the fishery. We therefore venture to ask that the following additions be embodied in the Bill, as indispensable to the achievement of the object in view, and no more than a reasonable and proper measure of encouragement to a respectable and industrious class of men to engage in that pursuit, namely,—

1. That granting licenses as proposed in the Bill would encourage the skinning of natural beds as practised heretofore and create a hulking thriftless class of men, who would prowl about the fisheries to plunder the cultured beds, and whose interests it would not be to preserve and develop the natural beds. We would therefore ask that licenses to dredge on natural beds should be restricted to persons residing in the locality of the beds, who are also lessees of oyster ground, and as an encouragement to take up such leases, and as an assistance in improving the leasehold.
2. That reserves be made for fishery townships convenient to the beds and otherwise suitable for lessees dwellings, and the various operations of the fisheries, such allotments to be part of the leasehold; thus congregating the lessees besides affording the social advantages of life in a township, and greatly facilitating the ordinary work of culture, would render the work of supervision more efficient and useful to both lessees and Government, and afford the best means to introduce and establish the co-operative system so desirable in oyster culture, and so successfully carried out at Whitstable oyster-fishery, and at several other oyster, pilchard, and herring fisheries in Britain.
3. That all dry-shell banks be reserved, and those alienated be resumed for the sole use of the fisheries, being incomparably the best material for the purpose of forming new beds and for fixing the spawn on the mother bed.
4. That in order to place lessees on a sound footing in respect to market, and render them independent of the barbarous oyster trade system which has grown into a fixed custom in Sydney, an oyster market should be built on a fit spot in the harbour and properly fitted for the storage and sale of oysters by public auction.
5. That a salesman be appointed yearly, first term by the Government, but each year thereafter elected by the lessees, subject to the veto of Government.
6. That all oysters, excepting direct consignments by lessees to other Colonies, be consigned by lessees direct to the salesman; and every transaction relating to any such consignment entered duly in proper books, kept therefor and open in working hours for inspection by a consignor and an officer appointed by Government for that purpose, and after deducting a sufficient per-centage to cover the expenses of any such consignment the balance of auction sales to be forthwith submitted to the consignor.
7. That in all cases the sale and transfer of any such lease should be subject to the approval of the Governor or Executive Council.
8. That your Petitioners respectfully submit on the foregoing grounds the question relating to the fisheries of the Colony; and when they take into consideration the care and attention bestowed on the preservation and culture of the oyster in other countries, and the direct and collateral substantial advantages which flow therefrom, we cannot but hope and humbly pray that your Honorable House will take immediate steps to put a stop to and remedy the respective evils complained of.

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

[Here follow 219 signatures.]

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## OYSTER FISHERIES.

(PETITION FROM RESIDENTS OF THE SHOALHAVEN FISHERY DISTRICT.)

*Ordered by the Legislative Assembly to be printed, 14 March, 1878.*

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

The Petition of the undersigned residents of the Shoalhaven Fishery District,—

RESPECTFULLY AND HUMBLY SHOWETH:—

1. That your Petitioners have read with deep interest the Report of the Commissioners appointed to inquire into the best mode of cultivating the oyster and utilizing and maintaining the natural beds of the Colony, in order to recommend to the Government the necessary legislation to secure these objects.

2. That your Petitioners believe fresh legislation necessary to preserve the oyster-beds, and to prevent a valuable reproductive property from further misuse and perversion, merely to benefit six residents of Sydney, to the total exclusion of local residents or the general public.

3. That we cannot estimate the incalculable loss sustained by the Colony owing to the monopoly held by said individuals, more especially when they take into consideration the high estimated value of the several American Oyster Fisheries. That of the Chesapeake Fishery amounts yearly to nearly £4,000,000, of which the City of Baltimore exports £2,500,000 sterling, New York and Rhode Island together, nearly as much, while the oyster trade of New Orleans equals £1,000,000 sterling. The remarkably successful results achieved of late years, by private enterprise, as well as the Government of France is restocking exhausted beds, and in the culture of new ground the total sales yearly of the Whitstable Oyster Company, which alone averages close on £300,000; indeed this Company, sometimes when their own spat-crop fails, pays in one year £36,000 for spat to keep up the stock; yet the fishery itself is much less in size and possesses fewer natural advantages than that of the Shoalhaven, held by only one person. What then might be reasonably expected if our grossly mismanaged fisheries were vested in a respectable and industrious body of tenantry, under sound and suitable regulations? Surely the prolific natural beds and extensive oyster-ground of the Shoalhaven and adjacent districts would comfortably support many families, and the annual product go far at least to supply £68,000 Colonial demand yearly for American preserved oysters, without speculating on the demand for the article in both its fresh and preserved state, which speedier means of transit is daily opening up for our encouragement in Foreign markets.

4. That your Petitioners respectfully submit the "Oyster Fisheries Act of 1868" sanctions two things only:—

(1.) To lease ground on which to make new oyster-beds.

(2.) To shut up for three years natural-beds by Proclamation in the *Government Gazette*.

Hence it follows when natural beds, as in the Shoalhaven, are not so shut up, the public have an unquestionable right to dredge for sale the oyster on any natural bed within the limits of the fishery, or any other fishery similarly situated, as if no such privilege or so called lease existed. Yet, notwithstanding the clearly expressed meaning and words of the Act, the Government has most inexplicably conferred on one person the exclusive and obnoxious privilege to dredge and sell every oyster within the fishery, in fact to exterminate the oyster and destroy the natural beds if he sees fit,—for there is neither restriction nor supervision; also, in direct violation of the Act, supports him in obstructing the people's right of free-dredging. And although well marked improvement of the fishery could be the only motive for granting the same, the privilege is still continued, though as when free to the public the beds are kept "skinned," as bare breeding and immature oysters are alike sent to market, and the like enormous quantities of spat which in the season yearly settle on every stone, mangrove, and rock, to the extremity of the Heads, are allowed to perish; yet scores of young people, more profitable than at any other occupation, could be employed in collecting and laying them on suitable ground. Surely then the several hundreds a year spent on oyster-bed inspection is worse than wasted.

5. That your Petitioners believe sufficient cause has been above shown for repealing at once the aforesaid Act; also that great public gain would be effected without inflicting injustice or giving any reasonable cause of complaint if this glaringly one-sided arrangement were forthwith determined.

6. That your Petitioners believe the Bill recommended to the Parliament by the Oyster Culture Commission would of itself fail to accomplish the object intended—viz., the development of the fisheries by means of cultivation. For though the plan proposed by it to regulate the management of the fisheries seems in every respect well suited for the purpose (excepting some minor particulars which hardly can escape notice during the discussion of the Bill)—nevertheless, save the bare term of lease, no provision whatever is made of a nature calculated to facilitate either the establishment of an entirely new fishery, or to carry on the necessary or ordinary work of systematic oyster culture—that is in a manner calculated to benefit either the lessee or to develop the fishery. We therefore venture to ask that the following additions be embodied in the Bill as being indispensable to the achievement of the object in view, and only a reasonable and proper measure of encouragement to a respectable and industrious class of men to engage in that pursuit, namely :—

- (1.) That granting licenses as the Bill proposes would encourage the skinning of natural beds as practised heretofore, and create a hulking thriftless class of men, who would prowl about the fisheries to plunder the cultured beds, and whose interest it would not be to preserve and develop the natural beds. We would therefore ask that licenses to dredge on natural beds should be restricted to persons residing in the locality of the beds, who are also lessees of oyster ground, as an encouragement to take up such leases, and as an assistance in improving the leasehold.
- (2.) That reserves be made for fishery townships convenient to the beds and otherwise suitable for lessees dwellings, and the ordinary operations of the fishery, such allotments to be part of each leasehold. Thus congregating the lessees, besides affording the social advantages of life in a township, and greatly facilitating the onerous work of oyster culture, would render the work of supervision more efficient and useful to both lessees and Government, and also afford the best means to introduce and establish the co-operative system so desirable in oyster culture, and so successfully carried out at the Whitstable Oyster Fishery, and several other oyster, pilchard, and herring fisheries in Britain.
- (3.) That all dry-shell banks be reserved, and those alienated resumed for the sole use of the fisheries, being incomparably the best material for the purpose of forming new beds and for fixing the spawn on the mother-bed.
- (4.) That in order to place lessees on a sound footing in respect to market and render them independent of the barbarous oyster trade system which has grown into a fixed custom in Sydney, an oyster market should be erected on a fit spot in the harbour, and properly fitted for the storage and sale of oysters by public auction.
- (5.) That a salesman be appointed yearly, first term by the Government, but each year thereafter elected by the lessees, subject to the veto of the Government.
- (6.) That all oysters, excepting direct consignments by lessees to other Colonies, be consigned by the lessees direct to the salesman, and every transaction relating to any such consignment be duly entered on proper books therefore, and kept open in working hours for inspection by any consignor, and an officer appointed by the Government for such purpose, and after deducting a sufficient percentage to cover the expenses of any such consignment the balance of auction sales be forthwith remitted to the consignor.
- (7.) That in all cases the sale and transfer of any such lease should be subject to the approval and the signature of the Governor or Executive Council.
- (8.) That your Petitioners respectfully submit on the foregoing grounds the question relating to the fisheries of the Colony; and when they take into consideration the care and attention bestowed on the preservation and culture of the oyster in other Countries, and the direct and collateral material advantages which flow therefrom, they cannot but hope and humbly pray that your Honorable House will take immediate steps to put a stop to and remedy the evils complained of.

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

[Here follow 39 signatures.]

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## OYSTER FISHERIES.

(PETITION FROM RESIDENTS OF CAMDEN HAVEN.)

*Ordered by the Legislative Assembly to be printed, 20 March, 1878.*

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

The humble Memorial of the undersigned, acting with the concurrence and on behalf of the residents of Camden Haven,—

## RESPECTFULLY SHOWETH:—

That the said Camden Haven is the site of valuable oyster-beds, the products of which have for some time past held the premier place in the Metropolitan markets, and that notwithstanding their present neglected condition these beds extend over a considerable area of the said Haven.

That your Memorialists have read with satisfaction the Report of the Oyster Commission, appointed to inquire into the best mode of cultivating the oyster, so as to be able to suggest to the Government a comprehensive scheme of legislation in furtherance of such cultivation.

That, as has been already pointed out to you in other Petitions, there is a general belief that legislation is necessary to preserve the oyster-beds of the Colony, and to save a productive source of public income from further misuse, or from utter destruction, at the hands of the five or six persons, who are in irregular possession thereof, and who are by their worldly callings and waste of specific experience, wholly unfit for such a charge.

That your Memorialists are unable to estimate the incalculable loss sustained by the Colony owing to the monopoly held by the said five or six individuals, this inability becoming more patent in face of the fact that, according to an official report from Baltimore, U.S., issued in 1870, and addressed to Lord Clarendon, the value of an annual export of oysters from that city alone amounted to £2,500,000 sterling, a statement fairly indicating that our fisheries under careful supervision would yield an immense revenue.

That although the oyster-beds at Camden Haven do not cover a surprisingly large area, they are noted on account of the superior character of their yield; and that under the present monopoly their capabilities never have been, and never will be, sufficiently tested.

That in the old days, when a more liberal system was in vogue, it was quite common for a couple of Camden Haven oyster-dredgers to get from 14 to 20 bags per diem; but that owing to the waste and destruction now going on, a return of three bags in the same period of time is considered good work for two or even three men.

That next to nothing has been done to increase the fertility of these oyster-beds; that notwithstanding the advantages possessed by the half-dozen persons above-mentioned in being allowed latitude of an absolute character, the fisheries are positively perishing through want of ordinary care, and a shameful failure to use easily accessible means of preservation.

That in face of the fact that they are favored by climate—abundance of spat always at hand; and beds capable of producing oysters at least equal in quality to any in the world—these monopolists have, instead of increasing the revenue flowing from the fisheries, actually diminished it; that in consequence of their mismanagement oyster-dredgers are becoming scarcer every year; and that the Colony which ought to be exporting the fish is obliged to pay forwards an average of £68,000 per annum for preserved oysters coming in from America.

That your Memorialists believe you will see the force of the foregoing statements, and they therefore hope that you will repeal the Act now in force and destroy the monopoly herein so reasonably complained of.

That while they admit the excellence of many features in the programme recommended to you by the Oyster Commission, your Petitioners feel sure that the Bill of itself would fail to accomplish the object in view, for while the proposed plans to regulate the management of the fisheries seems suitable and complete, save in minor matters, which cannot well escape your attention, yet, excepting the bare terms of lease, the Bill entirely omits any measure calculated to afford the necessary encouragement to take up

leases and cultivate oyster ground. Therefore your Memorialists venture to ask you to adopt the following additional features to the Bill, additions which we believe are necessary, for the end is prospect, and which are substantially the same as those suggested to you in a recent powerfully signed Petition, emanating from the people of the Hunter, namely:—

1. That granting licenses as proposed in the Bill would encourage the skinning of natural beds and create a thriftless class of men, who would prowl about the fisheries to plunder the cultured beds, and whose interests it would not be to preserve and develop the natural beds. We would therefore ask that licenses to dredge on natural beds should be restricted to persons residing in the locality of the beds, who are also lessees of oyster-grounds, as an encouragement to take up such leases, and as an assistance in improving the leasehold.
2. That reserves should be made for fishery townships convenient to the oyster-grounds and otherwise suitable for lessees' dwellings, and the various operations of a fishery, which might otherwise be unattainable, such allotments to form part of the leasehold. This bringing together of the lessees would in effect greatly facilitate the necessary work of a fishery. It would moreover render supervision more efficient and useful to both lessees and Government, and likewise afford the best means to introduce and establish the co-operative system so successfully carried out at many of the principal oyster fisheries in the old country.
3. That all dry-shell banks should be reserved, and those already alienated resumed for the sole use of the fisheries, as incomparably the most useful material for the purpose of forming new beds and fixing spawn.
4. That in order to place lessees on a sound footing in respect to market, and independent of the barbarous oyster-trade system which has grown into a fixed custom in Sydney, an oyster market should be erected on a suitable spot in the Metropolitan harbour, fitted with the necessary modern improvements for the storage and sale of oysters by auction.
5. That a salesman should be appointed yearly, first term by the Government, but each year thereafter to be elected by the lessees, subject to the veto of the Government.
6. That all oysters, excepting direct consignments by lessees to other Colonies, be consigned by lessee direct to the salesman; and every transaction relating to any such consignment be duly entered in proper books, kept therefor, and in working hours open for inspection by any consignor and an officer appointed by the Government for such purpose, and after deducting a sufficient per-centage to cover all the expenses of such consignment, the balance of auction sales be forthwith remitted to the consignor.
7. That in all cases both the sale and transfer of any lease should be subject to the approval and signature of the Executive Council or the Governor.

And in submitting the foregoing suggestions for your consideration, your Memorialists wish you to take into view the care and attention bestowed on oyster culture in other countries, and the material advantages thereby conferred on the people generally by the increased and cheapened supply of a wholesome food; and your Memorialists pray that your Honorable House will take immediate steps to remedy the evil from which they and their constituents are suffering.

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

[Here follow 30 signatures.]

1877-8.

NEW SOUTH WALES.

PARIS EXHIBITION OF 1878.  
(CORRESPONDENCE RESPECTING SPACE FOR NEW SOUTH WALES.)

Presented to Parliament by Command.

No. 1.

The Secretary of State for the Colonies to Governor Sir Hercules Robinson.

Sir, Downing-street, 26 September, 1877.

I have the honor to transmit to you the accompanying copy of a letter which I have received from His Royal Highness the Prince of Wales, with plans indicating the amount and position of the space which His Royal Highness will be able to allot to the Colony under your Government at the Exhibition to be held at Paris in 1878.

I request that I may be informed by telegraph whether your Government is prepared to occupy with a suitable grand trophy the important space in the Tower which His Royal Highness proposes to place at their disposal, and in that event, that I may be furnished at the earliest possible date with a description of the manner in which they propose to deal with it.

I have, &c.,  
CARNARVON.

[Enclosure.]

The Prince of Wales to The Earl of Carnarvon.

My Lord, Marlborough House, Pall Mall, S.W., 24 September, 1877.

The Duke of Manchester's Committee of Her Majesty's Commissioners for the Paris Exhibition have had under their consideration the arrangements proposed for the distribution of space for the various Colonial Governments at the Paris Exhibition.

I have therefore to request your Lordship to have the kindness to communicate the proposed allotments of space, which after matured consideration it has been found possible to make to the several Colonial Governments named in the margin.

I now furnish your Lordship with plans of the space allotted to each Government, and I may add, that generally throughout the Empire the demands for space have been five times more than the total amount granted by the French authorities.

The space allotted to Great Britain and the Colonies adjoins a vestibule and tower which had been reserved for international trophies of which only a small share would have been allotted to the British Empire.

The French authorities, however, upon my personal application, gave me permission for the exclusive use of this Tower for exhibiting a series of trophies representing the produce and manufactures of the various Colonies of the British Empire.

This Tower forms the main entrance to the Foreign Machinery Department, and is 115 feet by 115 feet, by 142 feet high.

I have placed the various trophies from the Colonies in close proximity to the space I secured for India, wishing that the Colonial Governments should have this prominent situation in addition to the space which is now granted to the main building, of which the Tower and vestibule form the entrance.

I am anxious to submit at an early period to the French Commission my proposals for dealing with the important space above alluded to, and shall be glad if your Lordship will be good enough to invite the Colonial Governments named in the margin to inform you whether they see their way to the erection of suitable grand trophies in the spaces marked in the annexed plan.

The height available for this purpose is 35 feet; the dimensions of the space available are marked in the plan.

The centre space will be occupied by the Dominion of Canada, which, as your Lordship has informed me, has through the Governor General gratefully availed themselves of the offer made to them.

The French Commission have only granted this Tower, which is in a most important position abutting on the Seine, and the principal entrance to the Exhibition, on the condition that the manner in which I propose to deal with it is submitted for their final approval.

I shall, therefore, be glad to learn at the earliest possible date whether the Colonies named above will be prepared to do justice to this important part of the Exhibition, if I allot it to them as part of the portion of the available space placed at their disposal.

Canada.  
Jamaica.  
British Honduras.  
British Guiana.  
Trinidad.  
Cape of Good Hope.  
Natal.  
Ceylon.  
Mauritius.  
Straits Settlements.  
New South Wales.  
Victoria.  
Queensland.  
South Australia.  
Western Australia.  
New Zealand.

New South Wales.  
Victoria.  
Queensland.  
South Australia.  
New Zealand.



I may take this opportunity to state that the demands from Great Britain and the Continental States have been so largely in excess of what they were in 1867—that it has been found impossible to assign to the Colonies a larger aggregate space than was assigned to them in the Philadelphia main building alone.

I have, &c.,

ALBERT EDWARD,

Presiding to the Royal Commission for the Paris Universal Exhibition of 1878.

No. 2.

The Principal Under Secretary to The President, Paris Exhibition Commission.

Sir,

Colonial Secretary's Office, Sydney, 7 December, 1877.

I am directed by the Colonial Secretary to transmit to you the inclosed copy of a Despatch from the Principal Secretary of State for the Colonies, inclosing a copy of a letter from His Royal Highness the Prince of Wales, with plans indicating the amount and position of the space which His Royal Highness will be able to allot to this Colony at the Exhibition to be held at Paris in 1878; and I am to request that Sir John Robertson may be informed as soon as possible of the wishes of the Commissioners in the matter treated of in the second paragraph of Lord Carnarvon's Despatch, in order that the communication desired by His Lordship may be made to him by telegraph.

I have, &c.,

HENRY HALLORAN.

No. 3.

The Secretary, Paris Exhibition Commission, to The Principal Under Secretary.

Sir,

Commissioners' Office, Free Public Library, Sydney, 7 December, 1877.

I have the honor by request of the Commissioners to acknowledge the receipt of your letter of this day's date, together with the enclosures noted in the margin.

I am directed to request that you will have the goodness to inform the Honorable the Colonial Secretary that the Commissioners gratefully accept the space which His Royal Highness proposes to place at the disposal of New South Wales in the Grand Tower, and that they are preparing to occupy the same with grand trophies, illustrating the mineral resources of New South Wales. The Commissioners desire that an intimation of their acceptance of His Royal Highness' offer may be sent by telegraph to-morrow. They will be prepared at an early date with a description of the manner in which they propose to deal with the space.

Referring to the space which His Royal Highness has caused to be allotted to New South Wales, the Commissioners desire me to intimate that they fear the area allotted will not be sufficient to meet the requirements of this Colony, and they request that His Royal Highness may be invited to consider whether contiguous space to the extent of half the area now granted cannot be added.

I have, &c.,

CHAS. ROBINSON,

Secretary.

No. 4.

Telegram from Governor Sir Hercules Robinson to The Secretary of State for the Colonies.

8 December, 1877.

PARIS Exhibition. Government gratefully accept space in Tower, and intend to occupy it with grand trophies illustrating mineral resources of Colony.

No. 5.

The Principal Under Secretary to The President, Paris Exhibition Commission.

Sir,

Colonial Secretary's Office, Sydney, 11 December, 1877.

With reference to Mr. Charles Robinson's letter of the 7th instant, in answer to mine of the same date, concerning the space which His Royal Highness the Prince of Wales proposes to allot to this Colony at the Paris Exhibition of 1878, I am directed by the Colonial Secretary to state, for the information of the Exhibition Commissioners, that the substance of their reply has been communicated to the Secretary of State by His Excellency the Governor by a telegram of the 8th instant, and by his despatch No. 174 of the 10th instant.

I have, &c.,

HENRY HALLORAN.

1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## REAL PROPERTY ACT.

(PETITION FROM LANDOWNERS AND OTHERS OF SYDNEY AND SUBURBS.)

*Ordered by the Legislative Assembly to be printed, 12 February, 1878.*

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

The humble Petition of Landowners and others of Sydney and its Suburbs, whose names are hereunto subscribed,—

SHOWETH :—

That your Petitioners are desirous of bringing under the attention of your Honorable House the manner in which Titles submitted to be brought under the provisions of the Real Property Act, 26 Victoria No. 9, are investigated.

That most vexatious delays occur in the examination of Titles, and to such an extent that property-owners are as a rule deterred from applying to bring their properties under the provisions of the Act, preferring to put up with the inconveniences of the old system rather than submit to the great loss and injury, such as an application under the provisions of the Act would involve.

That the method adopted by the Examiners of furnishing objections to Titles is seriously injurious to applicants, it being a matter of frequent occurrence to receive certain requisitions or objections, which when complied with or removed, often at great expense and inconvenience, are followed by further requisitions and objections involving great delay, expense, and trouble, which would be avoided by a thorough investigation at the outset, and also that frequently such requisitions are repeated in other applications under the same Title after having been satisfied in previous cases.

That in some cases requisitions and objections are taken to Titles that have been accepted by the ablest professional men of the Colony after the most scrupulous and searching investigation at their hands.

That the want of business capacity invariably displayed in dealing with applications in the Examination Branch is antagonistic to the interests of the public, and nullifies to a very great extent the advantages which the Act was intended to confer upon those persons who desire to avail themselves of its provisions; and, what is even of more importance, capital lies unproductive for a long period, purchasers fearing to make improvements pending the report of the Examiners.

That the operation of the Act in reference to the transmission of Titles already certified by the Act is especially defective, and is again tedious and expensive, usually requiring months for completion where, under a properly organized system, a single week at the utmost should be necessary.

That applications sometimes remain, as your Petitioners have reason to believe, in the hands of the officers for months before being subjected to examination.

That an average time or delay of fully nine to twelve months is involved between the time of lodging an application and the issue of certificate.

That upon inquiry your Petitioners have ascertained that in the neighbouring Colonies Titles under similar Acts of Legislature are dealt with in a manner which gives perfect satisfaction to applicants, in not being attended with the needless delay, trouble, and expense, which attaches to the operation of the Act in this Colony, and which has necessitated this Petition to your Honorable House.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to allow the matter to be referred to a Select Committee, to be by your Honorable House appointed for inquiry, and to grant leave to your Petitioners to appear before such Select Committee either in person or by Counsel, and that they may be at liberty to produce and give evidence before such Select Committee with reference to the matters aforesaid.

And your Petitioners will ever pray, &c.

Dated at Sydney, this eighteenth day of December, A.D. 1877.

[Here follow 480 signatures.]



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

CASE OF JAMES R. POWELL.  
(REPORTS OF EXAMINERS OF TITLES.)

*Ordered by the Legislative Assembly to be printed, 12 March, 1878.*

The Registrar General to The Under Secretary, Colonial Secretary's Department.

Sir, Registrar General's Department, Land Titles Office, Sydney, 28 February, 1878.  
In reply to your memo. of the 15th instant, stating that Mr. Driver, in his place in Parliament, after complaining generally of delay in the passing of certificates of title, mentioned a particular case in which he was professionally interested (James R. Powell), which, he said, had been detained for nine months. I have the honor to submit herewith the report of the Examiners of Titles on this case.

I have, &c.,  
E. G. WARD,  
Registrar General.

February 19, 1878.

MEMO. for Examiners of Title, who are engaged in investigating the title of James R. Powell.  
I HAVE received a memo. from the Colonial Secretary to the effect that Mr. Driver, in his place in Parliament, after complaining generally of the delay in the procuring of certificates of title, mentioned a particular case in which he was professionally interested (James R. Powell), which he said had been detained for nine months. Will the Examiners be good enough to afford me the information which is required.

E. G. WARD,  
R.G.

Application, 4433—Powell.

WE dealt with this case so long ago as July last.

Our mode of disposal of it was communicated on the 31st of that month to Mr. Driver, he being the Solicitor in charge of the case. That communication was by letter, of which the following is a copy:—

4433—Application of Powell—Preliminary.

Sir,

The draftsman reports that the subject of this application is the same as that applied for in case 3929—applicant Thomas Rose. Although the present applicant alleges that the land is "unoccupied," yet the applicant in the former case declared that on 26th April, 1875 (the date of application), it was in his own occupation, and that he resided thereon. Under the circumstances it seems that the proper course is for the adverse claimants to determine their respective rights by process in the Supreme Court.

I have, &c.,  
C. J. MUDDLE,  
Deputy Registrar General.

Richard Driver, Esq., Solicitor, Sydney.

Mr. Driver thereupon sought to re-open the conclusion at which we had arrived. His arguments for that purpose are contained in the following letter:—

Case No. 4433—Application of Mr. J. R. Powell.

Sir,

In reply to yours of the 31st July, I do myself the honor to state that my client was quite right in stating in his application that the land was unoccupied at that time; this I know of my own knowledge to be correct. Rose may have resided upon the land at the date of his application, but since that date the rights of my client have been decided in the Supreme Court, under the following circumstances:—Rose having trespassed upon the land, my client commenced an action against him, and amongst other pleas filed, Rose denied that the land was Powell's, and further that it was his own freehold.

The case was tried 1st and 2nd August, 1876, before Sir W. Manning, and a jury of four, and a verdict returned for plaintiff on all the issues. Powell's execution for damages and costs is now in the Sheriff's Office.

C. J. Muddle, Esq., Deputy Registrar General.

Yours, &c.,  
RICHARD DRIVER.

We may here furnish some further particulars concerning the conflicting or cross application for the same land—applicant, Thos. Rose. That application, although dealt with by this office long ago, still remained with the D. R. G.'s letter of February, 1876, wholly unanswered, until the 26th instant, in which state of the evidence adduced in support of either case it was impossible to say which of the contending parties had the better title; and under any circumstances it seemed to us that it might be no part of the duty of the Examiners to take upon themselves the determination of conflicting claims such as these.

We bore in mind, however, that the office letter in Rose's case had remained unanswered for more than two years, and we thought on the whole that this office should endeavour to obtain either an admission of abandonment of that case or else a further step in it.

With this view the Examiners in charge of Rose's application advised letters to be sent to him, and to the successors to his original Solicitors, one of whom is now dead, in order to enable us, unless a reply to one or other of those letters should be received before this day (the 27th instant) to sign then such a report on Powell's application as in our opinion would do justice to all parties.

The letter to Rose, for reasons which appear in the correspondence, was addressed to the care of A. H. McCulloch, Esq., and on the 26th instant the following reply was received from that gentleman:—

Case 3929—Rose.

165, Pitt-street, February 26, 1878.

Sir,

I have to acknowledge receipt of yours of the 23rd instant, and in answer thereto I beg to inform you that Mr. Rose has requested me to act as his Solicitor in this case.

Mr. Rose has no intention of abandoning his application and has every objection to your disposing of any cross case before his own has been settled.

As to your fixing the 26th instant as the last day open to my client to reply to your letter, I am at a loss to understand your authority for so doing.

In reply to the second paragraph of your letter my client's grandfather, from whom he claims, is identical with the Thomas Rose mentioned.

I have, &c.,

A. H. McCULLOCH, JUN.

The Registrar General, Sydney.

It appears obvious that we must now give Mr. McCulloch a fair opportunity of urging what he may think fit on Rose's behalf.

E. BURTON.

W. B. JONES.

Land Titles' Office, 27 February, 1878.

1877-8.

## NEW SOUTH WALES.

## SYDNEY BRANCH ROYAL MINT.

(DESPATCH.)

Presented to Parliament by Command.

The Secretary of State for the Colonies to Governor Sir Hercules Robinson.

(New South Wales—No. 103.)

Sir,

Downing-street, 3 November, 1877.

I have the honor to transmit to you, for the information of your Government, a copy of a letter and report addressed to the Lords Commissioners of the Treasury by the Deputy Master of the Mint, upon the weight and fineness of the gold coins struck at the Sydney Branch Mint during the twelve months from July, 1876, to June, 1877, both inclusive.

I have, &c.,  
CARNARVON.

[Enclosure.]

Royal Mint to Treasury.

Sir,

Royal Mint, 23 October, 1877.

I have the honor to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the following returns have been duly transmitted to this Department by the Deputy Master of the Sydney Branch of the Royal Mint, in conformity with the Order in Council of the 19th May, 1853.

1. Twelve monthly returns, showing the transactions in bullion of the Sydney Branch of the Royal Mint, from July, 1876, to June, 1877, both inclusive.

The amount of coin issued to the public during these months was as follows:—

	1876.	Sovereigns. oz.	Half-sovereigns. oz.
In July	...	36,469·35	...
August	...	26,966·17	...
September	...	35,183·52	...
October	...	42,632·65	...
November	...	28,249·74	...
December	...	31,588·43	...
	1877.		
January	...	43,145·07	...
February	...	23,369·82	...
March	...	40,320·49	...
April	...	17,463·47	...
May	...	33,643·18	...
June	...	38,780·72	...

The amount charged for coining was 3d. per oz. standard.

2. Four returns of waste in coining gold, for the quarters ending 30th September and 31st December, 1876, and 31st March and 30th June, 1877.

I have also to request you to submit to their Lordships the report enclosed, being the forty-fourth, on the weight and fineness of the gold coins produced at the Sydney Branch of the Royal Mint during the twelve months from July, 1876, to June, 1877, both inclusive, that report being based on the assay of pyx pieces, transmitted by the Deputy Master for examination, in accordance with the provisions of the Order in Council before referred to.

A copy of the report has been forwarded as usual to the Deputy Master at Sydney, for his information.

I have, &c.,  
C. W. FREEMANTLE.

[Sub-enclosure.]

FORTY-FOURTH Report, addressed to the Lords Commissioners of Her Majesty's Treasury on the weight and fineness of gold coins struck at the Sydney Branch of the Royal Mint, and transmitted by the Deputy Master for examination, in accordance with the provisions of Her Majesty's Order in Council of the 19th August, 1853.

PIECES taken without preference by the Colonial Treasurer, at the deliveries of the Sydney Mint.

Quarter Ending	Denomination of Coin.	Number of Pieces.	Total Weight.	Average Weight of a Piece.	Average proportion of Gold in 1,000 parts.
30 September, 1876.....	Sovereigns.....	78	oz. 20·029	oz. ·25678	916·698
31 December, 1876 .....	Do. ....	81	20·799	·25678	916·630
31 March, 1877 .....	Do. ....	85	21·831	·25684	916·698
30 June, 1877 .....	Do. ....	73	18·748	·25682	916·689

The standard weight of the sovereign is oz. 0·25682; the standard fineness (in 1,000 parts) is 916·666.

Royal Mint, 23 October, 1877.

C. W. FREEMANTLE,  
Deputy Master and Comptroller.

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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REPORT FROM THE SELECT COMMITTEE

ON THE

SUNDAY SALE OF LIQUORS PREVENTION BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

---

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,  
16 *May*, 1878.

---

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1878.



1877-8.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.**

VOTES NO. 46. FRIDAY, 22 MARCH, 1878.

13. SUNDAY SALE OF LIQUORS PREVENTION BILL:—The Order of the Day having been read,—Mr. J. Davies moved, "That" this Bill be now read a second time.  
Debate ensued.  
Mr. Driver moved, That the Question be amended, by the omission of all the words after the word "That," with a view to the insertion in their place of the words "this Bill be referred to a Select Committee for consideration and report."  
"That such Committee consist of Mr. J. Davies, Mr. Eckford, Mr. Roseby, Mr. Cameron, Mr. Greenwood, Mr. Stuart, Mr. Charles, Mr. Merriman, and the Mover."  
Question proposed,—That the words proposed to be omitted stand part of the Question.  
Debate continued.  
Question,—That the words proposed to be omitted stand part of the Question,—put and negatived.  
Question,—That the words proposed to be inserted in place of the words omitted be there inserted,—put and passed.  
Question then,—That this Bill be referred to a Select Committee for consideration and report. That such Committee consist of Mr. J. Davies, Mr. Eckford, Mr. Roseby, Mr. Cameron, Mr. Greenwood, Mr. Stuart, Mr. Charles, Mr. Merriman, and the Mover,—put and passed.

VOTES NO. 51. TUESDAY, 2 APRIL, 1878.

15. SUNDAY SALE OF LIQUORS PREVENTION BILL (Members of Legislative Council as Witnesses):—  
Mr. Driver (*by consent*) moved, without Notice, That the following Message be carried to the Legislative Council:—  
MR. PRESIDENT,  
The Legislative Assembly having appointed a Select Committee on the "Sunday Sale of Liquors Prevention Bill," and that Committee being desirous to examine the Honorable Sir Alfred Stephen, C.B., K.C.M.G., and the Honorable William John Foster, Members of the Legislative Council, in reference thereto, requests that the Legislative Council will give leave to its said Members to attend and be examined by the said Committee, on such day and days as shall be arranged between them and the said Committee.  
*Legislative Assembly Chamber,  
Sydney, 2nd April, 1878.*  
Question put and passed.

VOTES NO. 52. WEDNESDAY, 3 APRIL, 1878.

5. SUNDAY SALE OF LIQUORS PREVENTION BILL (Members of Legislative Council as Witnesses):—  
Mr. Speaker reported the following Message from the Legislative Council:—  
MR. SPEAKER,  
In answer to the Message from the Legislative Assembly, dated the 2nd instant, requesting leave for the Honorable Sir Alfred Stephen, C.B., K.C.M.G., and the Honorable William John Foster, Members of the Legislative Council, to attend and be examined before a Select Committee of the Legislative Assembly on "Sunday Sale of Liquors Prevention Bill," the Council acquaints the Assembly that leave has been granted to its said Members to attend and be examined by the said Committee if they think fit.  
*Legislative Council Chamber,  
Sydney, 3rd April, 1878.*  
JOHN HAY,  
President.

VOTES NO. 74. THURSDAY, 16 MAY, 1878.

7. SUNDAY SALE OF LIQUORS PREVENTION BILL:—Mr. Driver, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 22nd March, 1878; together with Appendix.  
Ordered to be printed.

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1877-8.

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 SUNDAY SALE OF LIQUORS PREVENTION BILL.
 

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 REPORT.
 

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THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on 22nd March, 1878,—the “*Sunday Sale of Liquors Prevention Bill*,”—beg to report to your Honorable House:—

That your Committee having examined the witnesses named in the \*See List, page 6. List,\* desire to express their regret that the approaching close of the present Session does not permit a more extended inquiry; but being of opinion that any additional evidence will prove a mere reflex of that already obtained, your Committee recommend that a Bill be introduced, as early as possible after the re-assembling of Parliament, for the amendment of the present Publicans Act, and that such measure make provision,—

1st—For the closing of Public-houses on Sundays.

2nd—For the appointment of Licensing Boards.

3rd—For the inspection and supervision by superior officers of the Police.

RICHARD DRIVER,

Chairman.

No. 1 Committee Room,

Sydney, 16th May, 1878.

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PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 27 MARCH, 1878.

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 2 APRIL, 1878.

MEMBERS PRESENT:—

Mr. Merriman,		Mr. Driver,
		Mr. J. Davies.

Mr. Driver called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, *read* by the Clerk.

Printed copies of the Bill referred, before the Committee.

Motion made (*Mr. J. Davies*) and Question,—That the Chairman move the House that a Message be sent to the Legislative Council, requesting leave for the Honorable Sir Alfred Stephen, C.B., K.C.M.G., and the Honorable John Foster, Members of the Legislative Council, to attend and be examined by this Committee,—put and passed.

*Ordered*,—That Mr. H. Wager, The Reverend J. Barnier, and The Reverend Dr. Steel, be summoned to give evidence next meeting.

[Adjourned to To-morrow, at half-past *Two* o'clock.]

WEDNESDAY, 3 APRIL, 1878.

MEMBERS PRESENT:—

Mr. Driver in the Chair.

Mr. Cameron,		Mr. J. Davies,
Mr. Charles,		Mr. Eckford,
Mr. Roseby,		Mr. Merriman.

Mr. Henry Wager (*Inspector of Police*), called in and examined.

Witness withdrew.

The Reverend J. Barnier called in and examined.

Witness withdrew.

Committee deliberated.

*Ordered*,—That Sub-inspectors Anderson, Rush, and Johnson, be summoned to give evidence next meeting.

[Adjourned to To-morrow, at half-past *Two* o'clock.]

THURSDAY, 4 APRIL, 1878.

MEMBERS PRESENT:—

Mr. Driver in the Chair.

Mr. Cameron,		Mr. Eckford,
Mr. J. Davies,		Mr. Greenwood.

Mr. Robert Anderson (*Sub-inspector of Police*), called in and examined.

Witness withdrew.

Committee deliberated.

*Ordered*,—That the Hon. Sir Alfred Stephen, C.B., K.C.M.G., M.L.C., and the Hon. William John Foster, M.L.C., be requested, and the Reverend Dr. Steel be summoned, to give evidence next meeting.

[Adjourned to Tuesday next, at *Two* o'clock.]

TUESDAY, 9 APRIL, 1878.

MEMBERS PRESENT:—

Mr. J. Davies,		Mr. Eckford.
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In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY,

TUESDAY, 16 APRIL, 1878.

MEMBERS PRESENT:—

Mr. Driver in the Chair.

Mr. Charles,  
Mr. Eckford,

Mr. J. Davies,  
Mr. Roseby.

The Hon. Sir Alfred Stephen, C.B., K.C.M.G., M.L.C., called in and examined.  
Witness withdrew.

The Reverend Dr. Steel called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Sub-inspectors Rush and Johnson, and Mr. J. B. Oliffe, be summoned to give evidence next meeting.

[Adjourned to To-morrow, at Two o'clock.]

WEDNESDAY, 17 APRIL, 1878.

MEMBERS PRESENT:—

Mr. J. Davies, | Mr. Eckford.

In the absence of a quorum, the meeting called for this day lapsed.

THURSDAY, 25 APRIL, 1878.

MEMBERS PRESENT:—

Mr. Eckford, | Mr. Driver.

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 1 MAY, 1878.

MEMBERS PRESENT:—

Mr. J. Davies, | Mr. Eckford,  
Mr. Roseby.

In the absence of the Chairman, Mr. Davies called to the Chair *pro tem*.  
Committee deliberated.

[Adjourned to Friday next, at half-past Two o'clock.]

FRIDAY, 3 MAY, 1878.

MEMBERS PRESENT:—

Mr. J. Davies, | Mr. Eckford.

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 7 MAY, 1878.

MEMBERS PRESENT:—

Mr. Roseby, | Mr. Greenwood,  
Mr. Charles, | Mr. Eckford,  
Mr. J. Davies.

In the absence of the Chairman, Mr. Roseby called to the Chair *pro tem*.

Mr. Samuel Johnson (*Sub-inspector of Police*), called in and examined.

Witness withdrew.

Mr. James Rush (*Sub-inspector of Police*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That J. B. Oliffe and Mr. Edmund Fosbery be summoned to give evidence next meeting.

[Adjourned to To-morrow, at Two o'clock.]

WEDNESDAY, 8 MAY, 1878.

MEMBERS PRESENT:—

Mr. J. Davies, | Mr. Charles,  
Mr. Eckford.

In the absence of the Chairman, Mr. Davies called to the Chair *pro tem*.

Edmund Fosbery, Esq. (*Inspector General of Police*), called in and examined.

Witness

Witness *handed in* paper containing suggested Amendments to the Bill, which was ordered to be appended. (*See Appendix A.*)  
 Witness withdrew.  
 Committee deliberated.

[Adjourned to Friday next, at *Two* o'clock.]

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*FRIDAY, 10 MAY, 1878.*

MEMBERS PRESENT :—

Mr. Greenwood, | Mr. J. Davies,  
 Mr. Eckford.

In the absence of the Chairman, Mr. Greenwood called to the Chair *pro tem.*  
 Committee deliberated.

[Adjourned to Tuesday next, at *Three* o'clock.]

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*TUESDAY, 14 MAY, 1878.*

MEMBER PRESENT :—

Mr. Eckford.

In the absence of a quorum, the meeting called for this day lapsed.

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*THURSDAY, 16 MAY, 1878.*

MEMBERS PRESENT :—

Mr. Driver in the Chair.

Mr. J. Davies, | Mr. Roseby,  
 Mr. Eckford.

Chairman submitted Draft Report.  
 Same read and agreed to.  
 Chairman to report to the House.

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1877-8.

LÉGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

WEDNESDAY, 3 APRIL, 1878.

Present:—

MR. CHARLES,  
MR. CAMERON,  
MR. J. DAVIES,MR. DRIVER,  
MR. ECKFORD,  
MR. MERRIMAN,

MR. ROSEBY.

RICHARD DRIVER, Esq., IN THE CHAIR.

Mr. Henry Wager called in and examined:—

Mr. H.  
Wager.

1. *Chairman.*] What are you? An Inspector of Police.
2. You have held that position for many years? I have been in the police here for some years.
3. During that time has your attention been directed to the working of the present Publicans Act? It has not; I have not had anything to do with the supervision of public-houses. It 3 April, 1878.
4. Not in your official capacity? No.
5. As a citizen, have you noticed the opening of the different public-houses on the Sabbath-day? I believe the public-houses are open on the Sabbath-day.
6. But you have not noticed it yourself? In passing I have sometimes seen the side-doors open.
7. Do you know of your own knowledge whether the opening of these houses on the Sunday is fraught with any mischief or annoyance to the general public? I think it would be a good thing to have them closed on the Sunday.
8. Can you give any reason for thinking so? I am under the impression that there is more drunkenness on the Saturday and Sunday than on other days.
9. The drunkenness on Saturday could not be caused by opening public-houses on Sunday? No.
10. You have not given the matter any attention at all? No.
11. *Mr. Cameron.*] You have said you believe it would be better if the public-houses were closed all day on Sunday; of course you are aware that under the present law they are closed on Sunday, with the exception of two hours—that as a matter of fact they do not open their front doors and conduct business openly, except during these two hours? I have never seen the front doors open—I have seen the side doors open occasionally when I have been passing.
12. The opening of the side doors to which you allude is evidently a breaking of the existing law? I could not say that; they might have their side doors open without breaking the law.
13. It is against the present Act, is it not? I do not think it is against the Act for them to open the side doors.
14. *Mr. Charles.*] During the hours the law now permits public-houses to be open, do they open the front doors? I have not seen the front doors open.
15. Do you think drinking is carried on during the prohibited hours as well as during the permitted hours? I think it is.
16. *Mr. Davies.*] I suppose the police are powerless under the present law? I have always regarded it so, although I have not myself had anything to do with the supervision of public-houses.
17. Do you think that if the police could go into public-houses, with the view of enforcing the law, it would prevent the illicit sale of drink? I should think so.

Mr. H.  
Wager.  
8 April, 1878.

18. *Mr. Charles.*] Do you think it would be safe for your own Force that they should have power to go into public-houses during prohibited hours, both as regards the law and giving them an excuse for entering, probably for the purpose of drinking? I think I would restrict the visitation to officers and non-commissioned officers—I think they could be safely trusted with that power.
19. *Chairman.*] Do you recollect the case of Mr. Smith, of the "Glasgow Arms," where Inspector Read insisted on forcing his way upstairs? I think that must have been seventeen or eighteen years ago; I am only in my sixteenth year of service; it occurred before my time.
20. Do you think the closing of public-houses between 1 and 3 o'clock on the Sunday would be inconvenient to persons who are in the habit of getting their dinner beer from public-houses? It might be inconvenient to some people.
21. Do you know, as a matter of fact, that very many respectable people do send for their dinner beer during those hours? Yes, I believe they do.
22. *Mr. Cameron.*] Take the case of a man who works all the week out in the sun, and never has a hot dinner with his family except on Sunday,—do you not think it would be a hardship to prevent him from getting beer for his dinner? I should be sorry to deprive any man of his beer, or inflict anything like hardship upon him.
23. Are you not aware, as a citizen, that a large number of the working classes send for their beer in that way—men who are never convicted of any breach of the law against drunkenness? No doubt they do.
24. *Mr. Davies.*] You think it would be better for the morals of the people to have public-houses closed on Sunday? Yes.
25. *Mr. Cameron.*] The class of men who send for their dinner beer in the way I have alluded to are not those who loaf about the public-houses all day on Sunday? I believe not.
26. *Chairman.*] Can you give any reason for thinking public-houses should be closed on Sunday? I think it would tend generally for the public good.
27. Why? Probably there might be less disorder.
28. *Mr. Cameron.*] Do you think there is much disorder consequent upon the fact that public-houses are permitted to be open for two hours on Sunday? There is a good deal of drunkenness which may be attributable to that.
29. *Chairman.*] Have you visited any other cities besides Sydney? Yes.
30. Is there more drunkenness in Sydney, taking the population into consideration, than in other cities you have visited? That is a question I cannot answer.
31. Do you attend many of our large public gatherings? Yes.
32. Have you found in any part of the world any more orderly people? I should wish to speak with great respect of them; I think they are very orderly.
33. *Mr. Eckford.*] Do you think we should legislate for the greater number or the few—In reference to Mr. Cameron's question in regard to people getting their dinner beer on Sunday; I would ask whether you think the few people who want their dinner beer should be compared with the greater number who go into public-houses getting drunk and annoying people? I think legislation should be for the benefit of the larger number.
34. Do you think the larger number are those who get their dinner beer on Sunday, or the people who go about drinking from one house to another? It is rather a difficult question; but I think those that go drinking from one house to another would be the larger number.
35. *Mr. Cameron.*] Do you think so as the result of observation? It is my impression. Passing along one sees these side doors open, which leads one to infer that drinking is going on.
36. *Mr. Charles.*] Do you consider that the greatest amount of drunkenness takes place in the permitted or in the prohibited hours? I think within the prohibited hours.
37. *Mr. Davies.*] If the public-houses were not open at all on Sunday, and the police had power to go in, there would be scarcely any drunkenness at all? I should think it would tend to check it.
38. *Mr. Cameron.*] I suppose the evasion of the present law, which is glaringly carried on, could be equally carried on under any new Act? I do not think it could be equally so.
39. For what reason? Because if the police had power to enter public-houses they could prevent the evasion of the law.
40. Would you be in favour of giving power to the officers you have mentioned to enter at any hour of the day or night? They would have sufficient discretion not to go at any hour that would be offensive to the family of the publican; for instance, they would not call the publican out of bed to inspect his house.
41. We have heard that on one occasion when a publican—a very respectable man—had a birthday party in his house, the police, seventeen years ago, setting aside every kindly feeling, insisted upon going into the place where the guests were, and broke up the social gathering? I do not think that would happen again under proper restrictions.
42. Still you must admit the liability? I do not think there would be much complaint if the visitation were confined to officers and non-commissioned officers.
43. *Mr. Davies.*] Do you think that too many licenses are granted? I think there are too many public houses—they are much too close together.
44. Do you know anything of the general character of the publicans? I believe the general character of the publicans to be respectable.
45. *Mr. Eckford.*] Do you think that if the accommodation required by law was made more than it is at the present time it would tend to put down disorderly houses—that the houses would be kept by more respectable persons, and in a more reputable manner if larger accommodation were required? It might have that effect.
46. *Mr. Davies.*] Do you know the number of convictions that took place last year for Sunday selling? No.
47. Your duties do not bring you into direct contact with the publicans? No.
48. Your business is more with the detectives? Yes.

The Reverend Joseph Barnier called in and examined:—

Rev. J.  
Barnier.  
3 April, 1878.

49. *Chairman.*] You are a clergyman of the Church of England, and incumbent of St. Barnabas's, Parramatta-street? Yes.
50. Are you acquainted with the objects of the Bill recently introduced into Parliament for the amendment of the Licensing Law? Yes, I have read it.

Rev. J.  
Barnier.

3 April, 1878.

51. Has your attention been at all directed to the traffic in drink on the Sabbath-day? Yes.
52. Do you think the entire closing of public-houses on that day would be attended with benefit to the community generally? I do decidedly.
53. For what reason? A large number of persons are led to drink just according to the facilities put in their way. Many who now go into public-houses to drink would amuse themselves otherwise if the public-houses were closed.
54. Do you say that of your own knowledge, or is it merely your opinion? My opinion based upon observation of the young men and labouring men amongst whom I move very freely—a great many of them; and I may add one fact, that I see every Sunday a large amount of drinking in the public-houses past which I walk.
55. At all hours? Certainly at the hours I pass them.
56. That is during the prohibited hours, not between 1 and 3? Principally in the evening, going to evening service and coming from it.
57. Do large numbers of persons frequent the public-houses you have spoken of? As well as I can judge without going into them, they do; judging by the numbers that pass in and out, if you stand a few minutes, and the noises you hear inside.
58. Have cases been brought under your notice showing the evil effects of this Sunday drinking? I very frequently on Sunday night meet men who are the worse for drink, and large knots of men who, if not drunk, are behaving as if they were slightly drunk, at the corners where the public-houses are situated.
59. Outside the public-houses? Yes.
60. Of course you could not say whether these men have been supplied with drink inside these particular public-houses or not? I could never swear to anything I do not know, but I firmly believe they have. They go in, and come out wiping their mouths.
61. How long have you been in the Colony? Since 1849.
62. Before arriving in the Colony where were you stationed? I was only a lad in Dublin—sixteen years of age.
63. Then you have no knowledge of the licensing laws in any other country? Personally none. I have been on the Lachlan, at Forbes, and Currajong, now Parkes, and down the river, as well as in Sydney.
64. Do you think many persons are led to the non-observance of the Sabbath-day by reason of public-houses being open? I think so few persons who keep the Sabbath go into them that it would be right to say they are. Young people are met by companions who bring them in to drink.
65. You have seen that? I have seen that. I know some of the adult members of the Sunday School who are led away in that way.
66. Do you know of any cases where young men have been led on to destruction, as far as worldly matters are concerned, by reason of this practice? You mean by reason of the actual drink taken on Sunday?
67. Yes? That question could scarcely be answered, because drinking once a week could hardly destroy any man or boy.
68. Then, according to that, you do not object to drinking once a week? That is quite another thing. I am asked whether I know of any case where Sunday drinking has destroyed any man or boy; I cannot attribute such a result merely to Sunday drinking; but Sunday drinking may confirm a habit of drinking at all times. I do not myself drink at all.
69. You object to the use of intoxicating liquors of any kind? Yes, except medicinally. I object to the gathering of people about the doors of the public-houses. Parramatta-street is unpleasant to walk through on Sunday, owing to the groups that gather round the public-houses. They pass in and out freely on Sunday the same as on a week-day.
70. You object to the licensing of public-houses in any locality, do you not? I would not like to say that—that is quite another matter. I suppose hotels will be necessary. I would like to banish them from my own immediate neighbourhood if I could, from personal tastes and habits; and I proved my sincerity in that by spending ten guineas, which I could not well afford, to try and stop the opening of a public-house, but I was defeated.
71. Do you think the example set by people lounging about the doors of these public-houses is fraught with danger to the rising generation? I do, emphatically.
72. *Mr. Cameron.*] Of course you are aware that the present law only allows public-houses to be open two hours on Sunday? I am.
73. You have had a large amount of dealings with people in the humbler classes of life—working men and others—in your parish? Yes.
74. I suppose you are aware that many of these men in the building and iron trades never get home to a warm meal except on Sunday? Yes.
75. Is it not the fact that a large number of these men, who are by no means addicted to intoxication, send out for a pot of beer to have on their dinner table on Sunday? It is generally asserted to be the case. As far as I can see, the jug trade is nearly as active on a week-day as on a Sunday.
76. Would you imagine that the class of men to whom I allude are the class of men who violate the existing law by frequenting public-houses on Sunday? No; you may make a distinction between the two classes.
77. Would you favour or recommend any scheme of legislation which would, in an arbitrary manner, deprive the sober subject of that benefit? I think the right-minded men to whom you allude would give way on account of the evil influence on the rising generation resulting from the sale of liquors on that day. I make a very wide distinction between the respectable artisan and the class of people who frequent public-houses on the Sabbath.
78. Still it is a fact that many respectable artisans act, so far as the liquor traffic is concerned, in the way I have indicated, but go no further? I will not say no further. I do not say they would loaf about public-houses; but if they had nothing particular to do they would go in to drink; whereas if drinking facilities were not put before them they would not trouble about it.
79. Alluding to the nuisance of people congregating at the street corners on your route to and from church on the Sabbath,—you are aware that I know the locality you speak of pretty well. At the corner of Bay-street a number of people are in the habit of congregating in front of the public-house there, and conversing in louder tones than they ought; but is it not so also on the opposite side of the street where

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Penny's chemist's shop was, now occupied by a Bank—are you aware that a number of youths stand there on the Sabbath evenings and joke and laugh, conducting themselves not altogether in a quiet manner? They stand there certainly, but they are largely recruited from the opposite side.

80. Is it not the fact that at one time the authorities of St. Barnabas had occasion to complain of people congregating outside the church and causing annoyance? Yes; wherever there is a large congregation you will always find numbers who will take advantage of a public gathering to do a little "chatting and flirting" and so on.

81. Is it not the fact, sometimes, that whether there are public-houses there or not, the street corners are the rendezvous for knots of people? Yes, but without the blasphemy and reeling men and accompaniments of that sort which I assert I have seen and heard at the corner of Bay-street. There is nonsense and joking going on at the other side, but at the public-house side there is worse.

82. Is this mostly confined to the evening—is it worse in the evening? It is; but I say that in the morning I see the passing in and out of the house. Of course there is not so much noise and bustle and outward appearance of the evil in the day-time as in the night.

83. Looking at this matter from a theological point of view, so far as Sabbath observance is concerned, is it not a fact that people attending your own and other churches have been annoyed by barbers' and butchers' shops being open on Sunday? Yes, decidedly.

84. Would not the same argument require the arbitrary closing of these places? There is this difference,—the one to a large extent is obtruded upon the public notice; but in the other the business is conducted in-doors, and does not offend the eye or the ear—it is not obtruded upon one's notice as in the other case.

85. Have you noticed groups of young men standing outside the hairdressers' shops in the immediate locality of your church? I have not. I have paid particular attention to the houses on some occasions, and if the shutters had been up I would not have known the business was going on.

86. With reference to the granting of licenses, are you of opinion that too many licenses are granted on the one hand, and that injustice is sometimes done on the other hand, by the mode in which licenses are at present granted? I believe so; there are too many licenses granted.

87. Are you of opinion that the present mode of granting licenses, by the Courts of Petty Sessions, is a bad one? I think so—it is liable to great abuses.

88. Could you suggest anything to the Committee as an improvement upon the existing system? I have hardly made up my mind about that. I would like to have a Licensing Board; but whether that Licensing Board should be elected by the people or appointed by Government nomination I confess I have not made up my mind. I would like some plan by which the people would have some voice in regulating the number of houses in a given district; but I confess I see that the matter is surrounded with great difficulty.

89. Are you of opinion, from what has come under your personal observation, that a good deal of the drink sold in some of the public-houses is adulterated? I only suppose so from observing the very bad effect it has upon the men who drink it.

90. Do you think that the appointment of an Inspector of Liquors to see that the people are actually getting what they buy, would have a good effect? Decidedly.

91. You think that would tend to prevent drunkenness and immorality? I believe so.

92. With reference to the power proposed to be given in this Bill to the police—you will find a clause empowering the police to enter, at any hour of the day or night, into licensed public-houses, to see that the Act is being complied with; and where admission is not promptly given, the police are to be armed with power to break in—Do you not think that, where a respectable publican carries out the law, this power in the hands of the police might be very liable to abuse? As every power is liable to abuse—but how is the police officer to know that the law is being carried out without this power is given to him?

93. Do you think it would be well to give this power only to such special officers of police of a certain grade as would hedge it round from the probability of abuse? I was going to say it would be better to excise the words "any constable" from the clause.

94. Do you not think it would be wise to limit this power to officers of police? I think so.

95. Of course you are perfectly aware that a large amount of Sunday selling takes place in violation of the Act, outside the permitted hours, from 1 to 3? Yes.

96. Do you think the provisions put forward in this Bill would be much less likely to be abused than those of the existing law? That is a very nice question—that would depend greatly upon the Executive—it is a question of administration.

97. *Mr. Eckford.*] Do you consider that closing the public houses on Sunday would add to the morals and well-being of the people? Yes.

98. Do you think that keeping them open from 1 to 3 is an injury to the morals and well-being of the people, or, in other words, do you think that during those permitted hours people go and get drink who would not otherwise think of it? I believe so.

99. If the public-houses were closed they would never think of getting drink at all? I think not—only in exceptional cases.

100. *Mr. Cameron* put it to you just now with regard to mechanics and others getting their dinner beer on Sunday: do you think the injury done to other people by allowing the public-houses to be open is not far more than the little benefit these people may derive in the way spoken of by *Mr. Cameron*? Yes.

101. Do you think that if the law required that the accommodation afforded by public-houses should be larger than what it is—for instance, more rooms—supposing a house gets licensed now with six rooms, do you think that if no house were licensed without ten or twelve rooms that would tend to do away with mere drinking shops and add to the number of the better class of houses? It would certainly lessen the number of houses licensed; many of those at present licensed have not the necessary number of rooms.

102. You think it would do away with many of the drinking shops? Yes, it would lessen their number.

103. *Mr. Davies.*] Have you anything to suggest with reference to the subject of intoxicating liquors, with a view to mitigate the evils that accrue from the Sunday traffic in drink? To enforce the present law would lessen them very largely, I think.

104. You think that if the present law was enforced it would confine the traffic and sale of drink to two hours in the day? It ought to—that is the law. The publicans are said to be law-abiding members of the community.

105. Do you not think that to open the doors of public-houses at all on Sunday, even for dinner beer, gives an

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an opportunity for people to get in and remain there? Yes, decidedly. A great deal depends upon opportunity.

106. As a rule, people go in during the two hours the houses are open and remain about the public-house afterwards? Yes.

107. *Mr. Cameron.*] Have you noticed that from your own observation? I have in this way, as matter of complaint to me from wives and others interested in the welfare of the men.

108. *Mr. Davies.*] Do you know of any cases where persons have become addicted to habits of intemperance in consequence of Sunday drinking? It would be hard to decide between the effects of Sunday drinking and week-day drinking. I have known of many sad cases of intemperance, but I could scarcely say they originated in Sunday drinking. In many cases persons disappear from their homes on Saturday night and are not found again until found in the lock-up on Monday morning.

109. Do you know of cases where mechanics and others have spent all their money in drink on Saturday and Sunday, or on Sunday only? I could not trust my memory with individual cases of that sort.

110. With reference to the inspection of public-houses by the police, you think it will be necessary, in order to carry out the law in respect of Sunday closing, to give the police power to enter public-houses? Yes, guarded by some restrictions.

111. *Chairman.*] What would you consider proper restrictions? I think a written order from a Justice of the Peace would be a sufficient safeguard. I have seen constables going into public-houses, but I do not know for what purpose. My impression is that they had been drinking, some of them; and I have it from pretty good authority, from a person whose back premises overlooked a public-house, that it happened very frequently that constables were seen to go in.

112. *Mr. Davies.*] As far as your observation goes, have you any knowledge whether the Sunday traffic in drink is the means of producing crime and immorality? I think the Police Office reports tend to prove that crime does come from the Sunday traffic.

113. Are you aware that Monday's police records prove that there is a great deal more drunkenness on Sunday than on any other day in the week? Yes.

114. In your position as a clergyman, have you seen the ill effects from Sunday drinking in the families of those who drink? I am afraid to trust myself to speak of it for fear it should be said I indulged in parson's declamation. My heart aches every day that I get up. Not a day passes but I have one or more heart-breaking cases brought under my notice; not amongst the worse class of people either, but some of the cleverest artisans in Sydney. A man has told me he scarcely dare take off his boots lest his wife should pawn them for drink; and I know of another case of a stonemason which is nearly as bad.

115. *Chairman.*] Are these cases brought about by Sunday drinking alone? By drinking habits which I contend are fostered by drinking on the Sabbath.

116. The case you speak of now is the case of a female? They are both given to drinking. She gives just the same account of him. He is a favourite with his overseer, or he would have been dismissed from his employment long ago. In that house there is literally not three-penny worth of anything.

117. *Mr. Davies.*] Do you think public-houses in Sydney are in excess of the requirements of the people? I think so, certainly.

118. What is your opinion of the present mode of granting licenses? It is very bad.

119. Do you think the appointment of a Licensing Board would be the means of mitigating the evils that accrue? I wish I had given that matter more attentive consideration than I have done; I feel that I have not read this most important clause as carefully as I should have done.

120. *Chairman.*] Have you made yourself familiar with the police reports in the cases to which you have referred, as to the crime resulting from the use of drink on the Sabbath? I read it in the *Herald*, but I have not taken any other notice of it.

121. You have no personal knowledge of it? No.

122. Do you know, as a matter of fact, that under the law as it at present stands a publican is not entitled to supply any one with liquor to be consumed on the premises at any time on the Sabbath-day? I have heard that that is the law, but in my innocence I never could get it to fit in with what I have seen every Sunday.

123. Do you think that if the law in that respect were honestly carried out there would be much reason to complain? It would go a long way to the attainment of my object.

124. A very long way indeed? Yes, especially with the inspection of drink.

125. Do you not know that the law provides a penalty for any person selling adulterated drink? I believe it does; but I am a plain honest man—I do not understand the law, because I see that it is broken. I suppose the law in these respects is in the Statute Book, but the law written and the law administered are so different that they puzzle me.

126. *Mr. Davies.*] Supposing the law is as stated by the Chairman,—would it not pay publicans to break it, and carry on the sale of liquor all day on Sunday, when the fine, on conviction, is so low as not to exceed 10s.? No doubt it would.

127. *Mr. Merriman.*] What is your reason for thinking that if public-houses were closed all day on Sunday there would be less drinking—are you not aware that there are lots of small houses or shops about the city that on Saturday night get stocked with liquor to sell to people who want it on Sunday. I allude to private houses. Is it not better that public-houses should be used for that purpose than private houses? I was not aware of that.

128. *Mr. Charles.*] In regard to the inspection of drink, do you think the inspection should extend to the stores of the spirit merchants as well as the public-houses? I have always understood that that is done to some extent now.

129. *Chairman.*] No, not in any way? Decidedly it ought to be so.

130. I suppose you know nothing personally of the trade in drink—of the mode in which liquors are supplied to publicans? No.

131. You do not know that a very large number of the public-houses at the present time are entirely in the hands of the brewers and spirit merchants? That I am credibly informed is the case. The statement appeared in the report of the Licensed Victuallers' Association.

Sub-inspector Robert Anderson called in and examined :—

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132. *Chairman.*] You are a Sub-inspector of Police? Yes.
133. And have been a member of the Police Force for many years in this city? Twenty-four years.
134. During that time has your attention been directed to the working of the present Publicans Act? Yes.
135. You have had large experience in the workings of that Act, have you not? Yes.
136. Has your attention been directed in any manner to a Bill now before Parliament, with reference to an amendment of that Act? Yes.
137. Have you considered the question in its various bearings? I have looked into it as far as I could in the little time I have had.
138. I suppose you are aware that a large number of public-houses are open on the Sabbath-day? Yes. I have 174 public-houses in my sub-division, and of these only five or six are closed entirely on the Sabbath.
139. That is, they do not open at all? No, not even during the time allowed by law.
140. Can you say that many of them openly violate the law? They do, a great many of them; there are some worse than others.
141. Is it not possible with the means in your power to check it? I have done my very utmost to check it; but the police not having the power to demand admission, I cannot do much.
142. Do you not know as a matter of fact, that, without permission, many members of the Force enter when they see the doors open? They do; but they do what they have no power to do.
143. But they do do it? They do do it. During the past year I have had 188 convictions under the Publicans Act in my division, most of them for Sunday selling.
144. What is the general character of the houses that openly violate the law in that respect? The worst of the houses, in my opinion, are those that keep open most part of the night; I have about fifteen of that class.
145. And you find it impossible in the present state of the law to check it? Utterly impossible; I have tried every means in my power to do it.
146. Then in your opinion there is not so much harm done by opening on the Sunday as there is by keeping open late on the Saturday night? I think there is more harm done by their being open after 12 o'clock on Saturday night than by being open on Sunday.
147. You know, as a matter of fact, that large numbers of persons are brought before the Police Courts on Monday morning charged with drunkenness? Yes. In my division there were 4,347 persons brought before the Court for drunkenness, 632 for being drunk and disorderly, and 328 for riotous behaviour, chiefly arising from drunkenness; making a total for the year of 5,307. About half of these had been arrested between the hours of 10 p.m. and 2 a.m.
148. Are we to understand that a far larger number are arrested on the Saturday night, or between 10 p.m. on the Saturday night and 2 a.m. on the Sunday morning, than during the remainder of the entire Sabbath? I would not say that. Taking all the year round, I think about half the number of drunkards are locked up between 10 p.m. and 2 a.m., that is, during four hours of the twenty-four.
149. Not on the Saturday night? I am not speaking specially of the Saturday night.
150. Can you give any idea of the number arrested on Saturday night? There is a very large number; I did not examine that particularly—Saturday night more than any other night.
151. How are these persons usually dealt with? They are fined in sums varying from 5s. to about 20s., with the alternative of going to gaol.
152. As a rule do not most of them go to gaol? Not all of them.
153. A great many of them? Yes. Out of the number I have mentioned there are 152 females and 54 males who are incorrigible drunkards, and on the average have been locked up nine times in the year; so that they would account for 1,854 convictions out of the number stated.
154. You find these persons are arrested over and over again for drunkenness? Yes.
155. Do you consider that the opening of the public-houses between 1 and 3 o'clock on Sunday is a nuisance? I do not know that there is much complaint to be made about that. I do not see any practical difference between the front doors being open and the side doors being open. They do as much business during the rest of the day as between 1 and 3 o'clock.
156. Have you not frequently seen numbers of respectable people sending to the public-house between 1 and 3 o'clock on Sunday for their dinner beer? Yes; they sell more for out-door consumption between those hours; but I question whether there is more drinking in the public-house then than what there is during other hours.
157. As a matter of fact, as the law stands at present, a publican is not permitted to sell, at any time on Sunday, drink to be consumed on the premises? No, he is not.
158. In your opinion, is the number of public-houses in Sydney in excess of what is required? Very much so.
159. I suppose you are tolerably well acquainted with the characters of the publicans in your division? Yes.
160. As a rule, are they respectable men? Yes, there are a large number of highly respectable men.
161. Whose houses are conducted with very great credit? Yes.
162. On the other hand, do you consider that there are a number of them who are totally unfit to be licensed? Totally unfit to be licensed, and they keep disreputable houses.
163. *Mr. Cameron.*] Do you mean that they are houses where immoral practices are carried on? Perhaps I would not be able to prove that; but there is very little doubt that it is so with many of them.
164. *Chairman.*] You have strong grounds for suspecting them? I have.
165. Is there not a number of them frequented by prostitutes of the very lowest class? Yes.
166. Have you used every exertion in your power to put such houses down? I have.
167. And without effect? Without effect. I think they are better than they were. They know the police have not the right to enter. In some cases they keep a watch upon the movements of the police. I know one house where they employ three watchmen—two in the street and one looking out of the window—to watch the police. When I could spare them, I have sent a sergeant and a man occasionally to watch that place. One Sunday morning, between 1 and 2 o'clock, I stood near that house, and nineteen prostitutes and seventeen men came up to it while I was standing there.
168. Do you think the opening of the public-houses on the Sunday leads to the commission of crime in any way? No doubt a deal of drunkenness arises from it. I speak more particularly of the lower class of

of public-houses. I classify the 174 public-houses in my division something like this:—13 large family hotels, with splendid accommodation for travellers; 28 good hotels, well conducted; 75 very fairly conducted, 43 badly conducted, and 15 very badly conducted.

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169. Do you think the entire closing of public-houses on Sunday would lead to any inconvenience to persons arriving by steamer or otherwise from a distance? If the whole of them were closed it possibly might; no doubt it would lead to inconvenience in that way if the whole of them were closed, but persons arriving in that way would be travellers under the Act.

170. Are not some of the class you speak of as incorrigible drunkards, both male and female, included in the list of petty thieves? Yes.

171. In your opinion, what amendments are necessary in the present system? The most important is to give the police power to demand admission.

172. Would you propose conferring that power on all members of the Force? Certainly not.

173. If it were so, is it not likely it would be abused? Yes, I believe very likely it would. I would give it to all officers and sergeants specially authorized by the Inspector General.

174. To enter at any time by day or night? Yes, having reasonable grounds to believe the law was being broken.

175. Not upon hearing any disturbance or anything of that kind? I would give them the power of entry if they had reasonable grounds for believing the law was being broken—that gambling or any other breach of the Act was going on.

176. Do you think that if the law as it at present stands were carried out in its integrity there would be no great reason to complain? We cannot carry out the law.

177. If it were possible to carry it out? If we had power to demand admission a great deal could be effected under the present Act.

178. Have you at any time heard complaints as to the quality of the drink sold in some of these houses? I have.

179. Have you any means of judging whether these complaints are well or ill founded? I believe the quality of the liquor sold in many of the houses is bad, but I do not think that adulteration is practised as much as is generally supposed.

180. I suppose these bad liquors are sold in the lower class of houses? Yes; damaged beer and Queensland rum, which has a very pernicious effect upon those who drink it, being new.

181. Have you heard any complaints at all about the liquors being adulterated? I have heard complaints of that kind; I have heard men saying that one single glass of liquor has made them quite stupid.

182. I suppose you have no reason to doubt the truth of the statement? No, but that might have been administered for a purpose—probably it would be.

183. You are acquainted with the mode in which licenses are obtained: could you suggest any improvement? I think it would be a great improvement to have a Licensing Board elected by the Magistrates themselves at the beginning of each year, then there would be some uniformity of action.

184. What guarantee would there be for that? If the same Magistrates had all the licensing business, it might be expected that all their decisions would be more uniform than they are at present.

185. *Mr. Cameron.*] Have you had occasion to interfere between the hours of 1 and 3 on Sundays, so far as drunkards are concerned—do you notice any large amount of drunkenness between the hours during which publicans are now allowed by law to sell on Sundays? No.

186. I suppose a good many of the working class reside in the division over which you have control? Yes.

187. A considerable number of these people, who very seldom get a dinner at home with their families except on Sundays, are in the habit of sending for their dinner beer during the permitted hours? Yes.

188. They are not the class of people who loaf about public-houses on Sunday and get into a state of intoxication? No. From my own observation I believe four times the quantity of colonial beer is brewed and sold now that there was four or five years ago.

189. The drunkenness you alluded to, in answer to the Chairman, is carried on during the hours prohibited by the existing law? Yes.

190. Are you of opinion that the mere fact of shutting the public-houses for an additional two hours on Sunday would materially influence the drunkenness of these people? No, I do not think it would, as the law stands at present.

191. As the law stands at present, the mere passing of a clause to shut the public-houses during these two hours would not have much effect? It might have effect in this way, that the sending of beer out of doors could be stopped, because under the present Act the delivery is proof of sale.

192. That would operate against a class of people who, as a rule, are not addicted to drunkenness? Yes.

193. By doing this we should simply be depriving them of their right to get their dinner beer on Sunday? Yes.

194. Without having much effect otherwise upon the Sunday traffic in drink? I do not think it would put a stop to what goes on now in prohibited hours.

195. With reference to the power of entry—you have already said you would not advocate granting it to every member of the Force? I would not.

196. I suppose it would be likely to have a pernicious influence upon the men themselves? It might; at all events I would not give it to them.

197. Why—from its liability to abuse? Some of them might go in without sufficient reason, and that would be likely to cause a very bad feeling against the police.

198. Alluding to the convictions for drunkenness: do you find more people drunk between 10 o'clock on Saturday night and 2 o'clock on Sunday morning than between 10 o'clock on Sunday night and 2 o'clock on Monday morning? Yes.

199. Is the number apprehended for pure Sunday drinking, not Saturday night drinking, very large? Yes; there are more drunkards apprehended from 12 o'clock at night on Sunday till 12 o'clock at night on Monday, than during any other similar period in the year; but a great many of them get drunk on Saturday night.

200. *Chairman.*] By far the larger portion of them? I think it would be a great advantage, and do more good, if a great many of these houses were compelled to shut at 10 o'clock. In my division there are 174 houses, and I think at all events more than 100 of them ought to shut at 10 o'clock. I have not the slightest doubt that that would effect a better reform than anything you could do.

201. *Mr. Cameron.*] Have you ever had the opportunity of observing the public-house system in any other large city? No.

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202. Would you advise that a classification of houses should take place with a different scale of licenses? Yes, I think it would do good.
203. Under the present system a small house in the suburbs pays as much as the "Royal Hotel?" Yes. The thirteen large hotels I have mentioned require no supervision at all, and the twenty-eight I have classed as good hotels scarcely any.
204. *Mr. Eckford.*] How would you draw the line when making some of the houses close at 10 o'clock? That should be a question for the Magistrates chiefly—whether they were required to be open till 12 o'clock.
205. Do you think more accommodation should be required in licensed houses than at present. For instance, if, instead of licensing a small house of six rooms, the number of rooms were brought up to ten, do you think that would bring about a more respectable class of public-houses? Unquestionably it would.
206. Do you think that any house containing only six rooms ought to be licensed? No, it ought not.
207. Do you think, so far as your observation and experience extend, that there is more drunkenness on Sundays than on other days in the week? By some of the low class of people I have mentioned drunkenness is more indulged in on Sundays than on other days; in fact, I have had so many complaints about these drunken vagabonds lying about the streets on Sundays, when people are going to church, that I have had occasion to bring out some of my night-duty men at 10 o'clock on the Sunday morning to apprehend them and clear them off the streets; but I do not think, speaking generally, that there is more drunkenness on Sundays than on other days.
208. Which do you think the greater evil of the two, to allow drunkenness to the extent you have spoken of, or to deprive the temperate man of his dinner beer on Sunday? I could hardly say; it would require some consideration. I think drunkenness could be suppressed, and still time might be allowed for the working man to get his dinner beer. I have often thought it would be better to have the houses open only from 1 to 2, instead of 3, and from 9 to 10 in the evening. Many of the working class have complained that they are unable to get their supper beer lawfully on Sunday evening, and I think that while, by giving the police the power of entry, the prohibited hours might be strictly enforced, still the public-houses might be allowed to open for an hour in the evening to meet complaints of this kind.
209. *Chairman.*] Does that complaint emanate from respectable temperate men? Yes. I remember a case in particular where a stonemason, employed at Manly Beach, and only home on the Sunday, went to church with his wife, who afterwards went with a jug to the public-house for some beer, when a constable saw her, and summoned her. The husband made a complaint to me that it was very hard not to be allowed to get a glass of beer for supper.
210. *Mr. Eckford.*] Have you not the power now to go into public-houses? No, not unless we hear a disturbance.
211. Is there not a clause in the present Licensing Act giving the Justices the power to refuse a license if they choose? There is some doubt about the interpretation of the clause.
212. What is your own opinion? The word "may" is employed, and I think that gives them power to grant or refuse.
213. *Chairman.*] The Justices very often act upon that view? Yes, some of them do.
214. *Mr. Eckford.*] In the course of your experience do you recollect that any innkeeper has ever been brought up for allowing people to get drunk upon his premises? Yes. I have had some cases myself.
215. And have got convictions? Yes.
216. In the same way have you known the parties who got drunk to be likewise summoned? Yes, when drunk and disorderly.
217. On the premises? Yes.
218. A publican is punishable for permitting drunkenness upon his premises? Yes.
219. Do you think the law is sufficiently stringent in that respect? Yes, if the police had the power to go in and see what condition the people were in.
220. *Mr. Davies.*] Is it not a fact that there are more convictions on the Monday for drunkenness and minor offences than on any other day in the week? Yes, that includes all apprehended on Saturday and Sunday.
221. More than any other two days in the week? I could not say.
222. What is the general average? I have not got that with me. The number of cases at the Central Police Court ranges from fifty to seventy.
223. I understood you to say that many of those locked up on Sunday are old vagrants? Yes.
224. Is it not a fact that many of the public-houses are doing a roaring trade on Sunday, when the shutters are up and the doors are closed? Yes.
225. In direct violation of the law? Yes.
226. And the police are powerless to enforce the law? Yes, as the law with respect to the power of entry stands at present.
227. Has your attention been called by the public to the inconvenience and nuisance occasioned by these public-houses doing this trade on Sundays? Yes, I have had most complaints with respect to these drunken vagabonds I have spoken of, in my division—the central division.
228. Is there not a large amount of drunkenness, apart from these vagrants, on Sunday? Yes, there is a good deal of drunkenness.
229. If the large number of public-houses of the lower class in your division were depending solely on the vagrants, do you think it would be worth their while to keep open on Sunday? All the money the vagrants have they get.
230. The habitual drunkards are comparatively few? No; there are more than I have got here; but there are 206 in my division, the west side of the city—152 women and 54 men, on an average convicted nine times a year. That would reduce my list of drunkards very considerably.
231. If the police had power to inspect and find out violations of the law, that would be the means of checking drunkenness on Sundays? Yes, unquestionably.
232. Do you know of your own knowledge that, where the police have objected to applicants for licenses on the ground of their immoral character and being unfit persons, the Magistrates have nevertheless frequently granted licenses to such persons? They have done it sometimes where they have been objected to.
233. In the face of objections raised by the police, licenses have been granted? Yes.

234. Do you think a Licensing Board would be the means of remedying a good deal of the evil? Yes, if the same Justices were to hear all cases it would be a great improvement. Sub-inspector  
R. Anderson.
235. You think it would be the means of preventing improper persons getting licenses? Yes.
236. Do you know the gross number of convictions that have taken place for Sunday selling during last year? No, I do not. 3 April, 1878.
237. What is the number in your division? 188 under the Publicans Act.
238. What is the average fine? From 10s. to 40s. Sometimes for permitting drunkenness or allowing prostitutes to assemble there have been higher fines. I think it would be a great advantage if the public-houses were inspected annually. I may just mention one case. About six months ago I had a complaint about immoral conduct being carried on in a public-house in Clarence-street. I went and visited it myself between 8 and 9 o'clock. I went into a side apartment; there was a young girl of about twenty years of age behind the bar, and two men standing drinking at the counter; there were some other persons about the place also; one of the men turned round towards the window and made water in the bar of the house. I found that others had been doing the same, and the place was covered with urine, and the stench most abominable. I went through the house, and there was not £10 worth of furniture in it.
239. And still that is a licensed house? There were two children rolling in human excrement up-stairs. The place was something abominable. I laid an information against the publican and his wife for keeping a bawdy-house, and they were both convicted.
240. How long ago was this? About six months ago. There is a house at the corner of Pitt-street and Market-street, where nineteen persons were seen to enter and fourteen to come out in the course of ten minutes. The publican was standing at the door and admitted them all himself. The constables saw two men go into the side parlour, and the girl come from the bar with a tray and two glasses, and one of the men put something into her hand. That evidence was given, but the case was dismissed.
241. *Chairman.*] Who were the Magistrates? Mr. Chapman, Mr. M'Beath, and Mr. Solomon. We have done all we can under the present law to stop Sunday selling.
242. *Mr. Davies.*] Are you of opinion that the absolute closing of public-houses on Sunday would be the means of preventing a good deal of drunkenness? No doubt it would.
243. The opening of public-houses from 1 to 3 o'clock gives an opportunity for people to go in and remain drinking all day and night? It does, but there are not many that go in and sit and drink in public-houses between these hours.
244. Is it not a fact that the public-houses are full on Sunday evenings? Yes.
245. *Mr. Cameron.*] But not between the hours of 1 and 3? No, they sell beer over the counter then; but there is not so much drinking in the house at that time.
246. *Mr. Davies.*] If the public-houses were closed altogether there would not be so much opportunity? There would not, of course; but I doubt if that would cure drunkenness.
247. Why? Because the love of drink is so strong in some people that they will have it somehow. If you were to close the public-houses altogether it might lead to people drinking in private houses, which is worse than drinking in public-houses. I have been told there is a good deal of private drinking.
248. Do you know of any large amount of private drinking? No, but I am saying that if you completely close the public-houses in all probability there would be a great deal of private drinking.
249. Is it not the fact that there is more drunkenness arising from public-house drinking than from private drinking? Yes.
250. Have you frequently seen people coming out of public-houses drunk on Sunday night? I have seen many the worse for drink, and some drunk.
251. And using bad language? Yes. I am alluding to the low houses I have mentioned.
252. Drinking is pretty general on Sunday night? Yes, there is a good deal of it.
253. The bars, as a rule, are crowded? I would not say they are crowded in all of them.
254. The house at the corner of Market and Pitt-street—do you consider that a low house? No, that is one I would class as fairly conducted.
255. Nineteen persons went in and fourteen came out in ten minutes? Yes, that house might have been doing more than usual that evening.
256. If so many persons passed in and out in ten minutes, the natural inference would be that a very large trade was done in that public-house? Yes, no doubt there was.
257. A fine of 10s. for a conviction in such a case would be a very small punishment? No doubt it would.
258. Even though you see people going in and out in such cases, you have no power to go in and enforce the law? No.
259. Even though the Legislature were to pass a law for compulsory closing on Sunday, it would be ineffectual unless the power were vested in the police to enter and inspect these houses? It would.
260. In several cases, I understand you to say, there have been objections raised by the police to granting licenses to improper persons, and still the Magistrates have granted licenses? Yes; they have sustained the objections in other cases.
261. *Chairman.*] When the objections have been proved? Yes.
262. *Mr. Davies.*] I understand you to say that some Magistrates have an impression that they have not discretionary power to grant or refuse licenses? Some Magistrates say they have not.
263. Do you think it would be well for the Legislature to make the matter clear by giving discretionary power to licensing Magistrates? Yes.
264. Are you clear that some amendment of the present Act is necessary? I think there should be a right of entry by the police. We could do a vast deal of good if we had that power. I should not like to see the large hotels and well-conducted houses interfered with at all—the family hotels or houses where there are a great many lodgers.
265. With reference to the dinner beer, you have stated it is colonial beer that is obtained between the hours of 1 and 3? Yes, latterly.
266. Do you not know that there is now a very large quantity of colonial beer bottled? Yes.
267. And as cheap as draught beer? No, not as cheap.
268. What is the difference? Bottled colonial beer is about 9d. a bottle; but the same quantity can be got for about 3d. on draught.

TUESDAY, 16 APRIL, 1878.

Present:—

MR. CHARLES,  
MR. J. DAVIES,MR. ECKFORD,  
MR. ROSEBY.

RICHARD DRIVER, ESQ., IN THE CHAIR.

The Honorable Sir Alfred Stephen, K.C.M.G., C.B., a Member of the Legislative Council, examined:—

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C.B.  
16 April, 1878.269. *Chairman.*] You were for many years Chief Justice of this Colony? Yes.

270. Are you aware of the objects of the Bill now before this Committee? I am.

271. The object is one that has received your attention for many years? It has—more than any other subject that I know of, of a public kind.

272. You are acquainted with the provisions of the present Publicans Act? In a general way I am.

273. In your opinion is an amendment of that Act desirable? I think it is.

274. In what particulars? In the first place, I think the Magistrates as a body ought not to have the licensing of public-houses.

275. Why not? They are too numerous; some of them are incompetent; and those who grant licenses or refuse them one day are not the same who are called upon to adjudicate in similar or the same cases very shortly afterwards; the consequence of which is that a man rightly refused a license in one month is, upon no new evidence, granted a license a month or two afterwards, when perhaps all the witnesses against him and all his opponents have gone. My opinion is that there ought to be no fluctuating body for such an important duty as this, but that the power of licensing or refusing should be vested in a small select body who would be more directly responsible to the public. I should have no objection to a selection from the Magistrates, elected by themselves, provided the Police Magistrate were added, and possibly one or two more—

276. Added by whom? By the Government, the Government being responsible for the preservation of due order, and, as far as may be, of morals.

277. Then you would have a mixed Board, selected from among the Magistrates, partly nominated by the Government and partly elected by the Magistrates themselves? Yes.

278. A mixed Board consisting of how many? About seven—not more; I think five would be enough.

279. How many would you propose should form a quorum? Three; the Police Magistrate being one in all cases.

280. Suppose the case of the illness of the Police Magistrate—It is a fact that the Police Magistrate of Sydney is away on leave now? That would be easily provided for; there might be a Vice-Chairman.

281. Do you know of any case where a license has been refused by one Bench of Magistrates and granted by another shortly afterwards? Personally I know of no such case; but I have heard, on good authority, of several.

282. Can you give the name in any one case? I cannot, for the reason stated; but if there were no such case, I should still say that the system is of necessity a bad one. There can be no system where a body is so largely fluctuating as the Magistrates who attend on these occasions.

283. I suppose you have also heard that some Magistrates seldom or never refuse to grant an application? I do not know that; but I know that there is a great conflict of opinion among the Magistrates; some being of opinion that it is their duty to grant a license whenever the mere requisites of the Act are established, without any reference whatever to the wants of the neighbourhood or the unquestionable evils that arise from the injudicious granting of a license, while other Magistrates are of opinion that they have the power as well as the duty thrown upon them of considering how far the granting of a license will be beneficial to the public or otherwise.

284. Have you also heard that there are a number of gentlemen who never consent to grant a license? I do not know that; I have never heard so; but I should think they err in the opposite direction, although a far better one.

285. That after all is mere matter of opinion? I do not think it can be mere matter of opinion. The evils of drunkenness are so frightful, so extensive, that there can be no two opinions about them; and there cannot be a doubt that if there were no such thing as a public-house in the Colony, and no such thing as the possibility of getting drunk, the face of things in this Colony would change so much for the better, that it would be all the difference between paradise and pandemonium.

286. Do you think it possible to bring so desirable a state of things about? I do not say that in the present state of uneducated opinion it is—with so many persons of drinking habits about us in all directions—some of them persons of position, official and unofficial.

287. Then I gather from your remarks that you are in favour of limiting the number of licensed houses in the city? Yes, very extensively. If you could diminish them two-thirds, I am sure the health, prosperity, and happiness of hundreds of men, women, and children, would be promoted largely by the change. The enormous number of public-houses, according to the statement of the publicans themselves—among whom, beyond all doubt, and to my knowledge, there are many respectable persons—as respectable as any other class—makes it impossible, with the present amount of competition, for all to conduct their houses honestly.

288. Can you furnish the Committee with the name of any one of the publicans who could give evidence of that? I do not know that I can; my acquaintance does not lie so much amongst them as to enable me to do so. I know publicans (without naming them) who are themselves total abstainers, and who would not allow a person to get drunk on their premises on any consideration, and who, I know, have, in some instances, given men water and kept good water for them in order to lessen the effects of drink.

289. This Bill, amongst other things, provides for the closing of the public-houses on the Sabbath—do you think that would be an improvement? My opinion is that it would be an improvement; but I am bound to say that I think there is more difficulty on that question than there is on the others I have spoken of. I have, however, evidence before me, taken before the Committee of the Convocation of Canterbury, to the effect that wherever the system of abstaining from spirit-selling on Sunday prevails, there there is a most wonderful and almost incredible change in the habits of the people. I could quote them; I have the passages lying before me—overwhelming testimony to that effect; the testimony of governors and chaplains

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chaplains of prisons, superintendents of police, chief-constables, governors of workhouses, and other persons, having the best opportunities of knowing the fact. I could send in a statement on this particular point.

290. *Chairman.*] The Committee will feel obliged by your doing so? I shall be glad to do so. I wish to say that I am President of a Society which advocates the total closing of public-houses on Sundays; and also the transference of the power of licensing from the Magistrates in general to the people. I am in favour of both these objects; but it is proper for me to say that I do not think either of them is likely for the present, or perhaps for a long time, to be carried; and therefore, at present, I advocate a more practicable measure.

291. Then what do you propose with regard to the Sunday traffic? I think, with respect to the Sunday traffic, that no spirits whatever should at any hour be sold, but that, between 1 o'clock and 3, beer and light wines might be obtained; and I think it quite possible that by proper arrangements the publicans could be made to abide by such a regulation. I have reason to believe, from very credible testimony, that scores, if not hundreds of people are admitted to drink and tittle, and to remain tipping in public-houses in spite of the police, or possibly by their culpable indifference, at all hours of the day on Sundays.

292. You have reason to believe this from statements made to yourself? I have reason to believe so from unimpeachable testimony.

293. Not from actual observation? Yes; I may say from actual observation, but not recently, because of a change of residence. A few years ago I was in the habit of passing by four or five public-houses in going to and returning from church, and I myself have heard sounds of revelry—obvious drinking—going on inside some of them. I have seen men going in and coming out; and in one or two instances I have seen what I have had no doubt was a keeping watch to see if anybody was on the look-out. I will state this as to Sunday closing. On other days in the week in this city you have at the Central Police Office, upon an average—I have a great number of returns with me on this point—eight or ten people punished for drunkenness; on Monday the average is sixty. I can state that as a fact.

294. Then you have no objection to public-houses, being open for the sale of fermented liquors between 1 and 3 o'clock on Sunday, which is the law as it now stands? Is it not the law that they may sell spirits also during those hours? We know that a drunkard from beer is more generally a mere sot; a drunkard from wine is a very rare example; a drunkard from spirits is an infuriated beast or fiend, and more generally the latter. In 1864 I was examined as a witness before a Committee of the Legislature on this very subject of intemperance. I entered then very fully into the entire subject, and I must say that, notwithstanding all I have read since, I do not find that there is anything new; but I believe I then stated every point that has been insisted upon by teetotalers since.

295. You have no desire to amend the evidence you then gave? I have read it through very recently, for the purpose of giving evidence here, and I see nothing to change, nothing to recede from, but everything to confirm me in the advocacy of all I then said. I have there given returns of my own as to the effects of drunkenness upon crime, and especially crimes of violence—a very important question; and I find there was on the same occasion the evidence of Mr. Rutter upon the effects of drunkenness upon insanity, either temporary or permanent.

296. Do you mean the late Dr. Rutter, formerly Surgeon to the Police? Yes. I find that in the then preceding eight months the number of males and females committed for mental delusions of various kinds—*delirium tremens*, confirmed lunacy, violent mania, and the like—are very great.

297. In what year? In the year 1864. Confirmed drunkenness is an unbappy state which is scarcely ever curable.

298. You have had a very large experience in the Criminal Courts of the Colony? I have had a larger experience, I believe, than any man now living.

299. *Mr. Davies.*] Have you any returns of a more recent date? I have not. I have, however, recent information from the Gaol of the number of persons who are committed there, utterly irreclaimable from drunkenness. And I would say that I think the Legislature should interfere in respect of persons habitually intoxicated.

300. *Chairman.*] That refers to a class of people who are seldom out of gaol? Yes, who are very frequently sent to gaol, and who are habitual drunkards. The law is most inadequate to provide for cases of this kind. My remedy is a very simple one. I would punish severely every individual found guilty of drunkenness, unless he could prove that it was casual or accidental. Such cases happen. A drunkard should be punished not by a fine, but by being sent to gaol; and if he were drunk above a certain number of times within two or three years, he should be shut up for a very considerable period, as being useless to society, and a nuisance to the public and to every person connected with him; whereas now a person sent to gaol for the thirtieth time is sent only for a month or two, or at most for two or three months—a period utterly insufficient for reclaiming him—and he comes out again as bad as ever. I have a list here of persons (whose names I will not mention), some of whom have been within three or four years sent to gaol sixty and more times. Of what use is it to send these people so often? There is one man, formerly in the Army, who for twelve years has been almost continuously sent to the gaol, and during that period there are fifty-two convictions recorded against him for various offences.

301. Petty thefts or what? Very probably petty thefts.

302. As a rule do you consider the criminal population of the country drunkards? No.

303. Are the cattle-stealers, the bushrangers, or the forgers of the country drunkards as a rule? As a rule the forgers are drunkards, within my experience; the bushrangers, very many of whom commence as cattle-stealers, are not drunkards—they could not carry on their trade if they were; but I believe that the love of drink, in the case of very many cattle-stealers, is the incentive to crime. The Court cannot trace the cause and effect there so easily.

304. Would not these men obtain drink in the absence of public-houses? Almost every man can obtain drink without reference to a public-house; but we know as a fact that ninety-nine men out of every hundred who become habitual drunkards are drunkards at public-houses or from public-houses.

305. After all, that is mere matter of opinion? It is not mere matter of opinion—it is matter of proved fact.

306. How can that fact be proved? Simply by the general knowledge one has of a man's position. When I see a prisoner in the dock before me, I can tell whether he is a man likely to have spirits in his house, or to get them from a public-house, and I find on inquiry where such men get spirits. They get spirits



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in the public-house, and if they do not drink there they take them away and drink in their own houses. I will not weary the Committee with all these details of habitual drunkards sent to gaol, but a few I should like to mention, in addition to the one man I have referred to. Here is a person who, since 1869, eight or nine years, has been convicted of habitual drunkenness and sent to gaol sixty-seven times.

307. In this city? In this city. I have his name before me, which I forbear to mention. This is a quotation from the Gaoler's report:—"When he comes back to gaol, he always does so in a filthy state, and bordering on *delirium tremens*. But for the interposition of the police, and his imprisonment in gaol, he must have been dead long before this." The returns before me include all classes of people, and my point, that I wish to urge strongly upon the Committee, is that for habitual drunkenness the law is at the present moment in a most discreditable state, and that a distinct and violent remedy ought to be afforded. If you talk of the liberty of the subject, as applicable to such cases, I should say you are using a very misapplied term. A man has no right to get drunk to the injury of society, to his own injury, and to the injury of all who are connected with him. I deny it. Here is another instance I have before me. A man, aged thirty-five, an immigrant, has been, since 1863, convicted of drunkenness sixty-three times, besides committals for other offences perpetrated while intoxicated. Here is another man, aged sixty-six, an excellent tradesman, who has been convicted since 1850 fifty-two times. I have the case of one woman, nearly seventy years of age, who has been an habitual drunkard for thirty years, during which she has been in gaol 127 times. "On each occasion, when received, she is terribly emaciated, scarcely able to articulate. She recovers her strength in gaol, only to undertake another debauch."

308. Has the woman you refer to been sent to gaol for drunkenness alone, or for acts of vagrancy? Drunkenness alone. I think these are all convictions for drunkenness. Here is another woman, nearly seventy, who has been twelve times convicted of stealing, and 144 times convicted of drunkenness. Another woman, since 1851, has been convicted of drunkenness no less than 181 times.

309. Have you any further information you desire to supply to the Committee? I would say generally that the effects of drunkenness, which I attribute, in the vast majority of cases, to the facilities for getting drink and the indulgence in drink obtained in public-houses, operate in every way to the disadvantage of the public and of the individual; they increase crime—they increase pauperism; they lead to wretchedness of families—to neglect of duties in every relation of life, as masters, or as servants, or workmen, to waste of labour, to the increase of the public expenditure upon the maintenance of criminals or their punishment for crime; and therefore it is the duty of the Legislature to address themselves with the utmost vigour to the repression of the evil.

310. Then the amendments I understand you are desirous of making would be—first, to limit the number of licensed houses? Yes.

311. Secondly, to have a Licensing Board appointed as you have already described? Yes.

312. Are there any other amendments you desire to see effected? I would permit the superior class of constables to enter public-houses when they shall have reasonable ground for supposing that unlawful tipping is going on within, or that the law is in any other respect infringed. However, in blaming publicans, as I do, a large proportion of them, for permitting tipping—mere tipping—in their houses, I think drunkards, or those who get drunk in public-houses, should also be punished. If the publican is to blame for allowing a man to tipple, I think the man that goes and tipples is just as bad, or worse.

313. *Mr. Davies.*] Both should be punished? Yes; I think also that the law should be infinitely more stringent than it is on the subject of adulterated liquors. There is no adequate provision for finding out when liquor is adulterated or for punishing the person who adulterates it, or allows adulterated liquor to be sold in his house.

314. *Chairman.*] Does not the present Act provide for that? The present law is not stringent enough. A man, on a first conviction, should be severely punished, and on a second should lose his license. Also there should be provision for enabling constables to detect adulteration.

315. I presume you mean adulteration with some noxious ingredient? Yes; I do not call mixing spirits with water adulteration. I mean mixing with them tobacco juice, *Cocculus indicus*, and other deleterious drugs.

316. You said just now you would allow the superior class of policemen to enter public-houses—What do you mean by the superior class of policemen? I mean the sergeants of police. I do not know what their ranks are. I mean persons superior to a common constable. I would say also any petty constable authorized specially in writing so to act. Many petty constables are quite fit for that duty, but they should be authorized in writing.

317. Would you punish a police officer for demanding admission to a public-house without having reasonable grounds for supposing that the law was being broken? Undoubtedly I would, in the same way as he is responsible now for any other act on unreasonable suspicion. Let me add yet a few words. The effects of drunkenness upon crime appear to me not sufficiently to be considered. It is not merely the injury done by the crime to the victim, nor to society by the expense incurred, but there are the consequences in wretchedness to the family. Crime also is often induced by the drunken state of the person injured. I was to have been examined here last Tuesday, and I looked at the newspaper for the two previous working days, Saturday and Monday:—and I find that on the 6th of April, the Saturday, one man robbed another while in a drunken slumber, no conviction; the crime is committed because the victim is drunk. Another prisoner, a woman, endeavouring to kill herself while under the influence of drink. Another found guilty of embezzlement, having got into drinking habits. Another person charges a man at the police office with garrotting him, but he was so drunk that he could not describe the circumstances. Another is admitted to the Infirmary, convulsed and insensible through excessive inebriety. These are all reported in one day in the newspaper. On Monday, the 8th, sixty-nine persons were fined at the Central Police Office for drunkenness. I maintain that probably two-thirds of these persons ought to have been committed to gaol, and that fining is useless and worse than useless. Another man is charged with an assault upon a constable, he being drunk and disorderly. Another man is tried for attempting suicide; his defence was that he was so drunk as not to know what he was doing. Another was a case of larceny from the person; the prosecutor and the prisoner both drinking; one falls asleep, and the other robs him. Another—all on the same day, the Monday—is indicted for feloniously wounding, but he was so overcome with liquor, he said, as to know nothing of the matter. The prosecutor, when stabbed, was "in a sort of temporary insensibility" from drink. All these are public-house cases. In the same newspaper there is an inquest on a man found drowned. When last seen he was sober, but he was a man reported as "given to

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to excessive drinking." Then I find that last year there were eighty-one persons received into the Infirmary suffering under the effects of drunkenness, requiring medical treatment, fifty-nine of these labouring under *chronic alcoholism*, which is a very fine term for habitual drunkenness, and twenty-two actually under *delirium tremens*.

318. I suppose you are acquainted with a large number of the mechanics of the country? I have known many.

319. Are they not as a body very abstemious? I believe that they are. I do not at present call to mind one mechanic I have known who has been a drunkard.

320. Have you attended many of our large public gatherings—sports at the cricket ground, and occasionally at Randwick? Yes, several, though rarely.

321. Are not the people there as orderly and as well conducted as any body of people in the world? I think the state of sobriety of the people generally on all these occasions is highly creditable to the Colony. I have rarely seen drunkenness on such occasions, but I have seen frightful quantities of liquor consumed on the ground at the public bars and in the neighbourhood; and I think you will find that the results the next morning were a larger amount of drunkenness than on other days. But, as a general rule, I think the conduct of the inhabitants of Sydney is on almost all public occasions highly creditable.

322. Are not all these cases of drunkenness, to which reference has been made, confined to only a very few of the population? I do not think so. I know that it is commonly said of these returns that they show that the same people are committed over and over again, and that the committals therefore are simply committals of habitual drunkards. I investigated that fact, and I found that the proportion of habitual drunkards committed over and over again is very small indeed—remarkably small.

323. I suppose that the gaol and police authorities will be in a better position to give evidence on that point than yourself? If they took the same pains to prepare evidence as I have done, they would be; but I have investigated the fact, and found it to be as I have stated.

324. *Mr. Davies.*] Have you any information with reference to the Coroner's inquests that have been held? I have not. I had intended to have got a return, but I have not done so. But I have observed repeatedly that death is attributed simply to accident where the accident itself has been fairly attributable to drink.

325. With reference to Sunday closing. You stated in the first portion of your evidence that you thought it would be an advantage to the people if the public-houses were closed on Sunday absolutely? Yes.

326. But you thought there would be some difficulty in carrying that out at present? I think it will not be carried at present. I know it has been done in Scotland, and the returns from Scotland show a perfect success. I have some here—overpowering testimony on that point.

327. Do you believe that the same success would attend it here? Yes, I am strongly disposed to think so.

328. You are also in favour of giving superior officers of police power of entrance into public-houses? Yes.

329. And you say certain Justices should be appointed as a Licensing Board? Yes. I would transfer the licensing at the present time to a Board, but if it were practicable I would transfer it to the people. The present practicability I do not see.

330. Have you anything further to suggest to the Committee with a view to carrying out the object this Bill has in view? No. But not being a teetotaler myself I wish to say a few words about teetotalers—in other words persons who totally abstain from all intoxicating liquors. I have, in the evidence which was taken some few years ago before Parliament, and in the evidence recently taken before the Committee of the Convocation of Canterbury, the most overwhelming testimony that as a class teetotalers may be described almost as entirely free from crime and disorder. The evidence of very many persons in charge of gaols and workhouses is that they have never known one teetotaler committed either for crime or for incapacity to maintain himself. That is a most remarkable thing. That goes only to the question of the moral effects of abstinence. As far as health is concerned I have the most undoubted testimony of medical men and of travellers, especially travellers in cold countries and in hot, that abstinence from intoxicating liquors is in the highest degree beneficial. Captain Burnaby, for instance, the recent traveller in Asia Minor, says he drinks nothing, and he has gone through more fatigue and cold than almost any traveller we have heard of. He has said that he has known men to sink under fatigue who have taken intoxicating drink; but that he, as a total abstainer, drinking tea while they were drinking hot gin and water, has borne fatigues and cold under which they were utterly knocked up. But this relates only to the effects of abstinence on health.

331. *Chairman.*] Speaking of teetotalers, do you think it would be fair to appoint, as members of the Board of which you have spoken, teetotalers, who refuse upon principle to grant licenses? I do not know why teetotalers should be supposed not to obey the law as well as other people; and they would have the law to guide them.

332. *Mr. Charles.*] You have stated that the reduction of public-houses would cause a reduction in drunkenness—do you not think that if one-half of them were cut off, the other half could supply double the accommodation if required? The supposition is that a certain given quantity of liquor is consumed and will continue to be consumed, and that the effect of the reduction in the number of public-houses would be merely to make that quantity be retailed by fifty instead of one hundred. I think the mistake lies in, the stated premises. I think that the same quantity of liquor would not be sold if there were a reduction in the number of public-houses; and I think further that if the number of public-houses were reduced in the way proposed, there would be less temptation on the part of the publican to supply bad liquor and to encourage tipping. There would be a better and a higher class of publicans. I would add to my testimony that I think the prices of licenses should be varied. There should be a superior class of houses to be called hotels, and another class mere public-houses. I think one great evil of the present state of things is that undue competition makes it almost a matter of necessity for many of these men to sell bad liquor and to encourage the undue consumption of drink; but I think further, that very many men will drink if they encounter three or four public-houses, who would not go half a mile to get drink.

333. Does your experience go back to the time when no public-houses were on any of the rivers, where sawyers and men of that class were employed—Do you not think more rum was used then in proportion to the number of inhabitants, although there were no public-houses, than there is now when public-houses are to be found all over the country? I know from observation and from evidence that a great deal of drunkenness

The Hon. Sir A. Stephen, K.C.M.G., C.B.  
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drunkenness prevails even in cases where there are no public-houses. That I think is the result of sly grog selling and laxity or inability on the part of the police. That could be prevented. No doubt there are men who will drink whether they are in public-houses or not; just as there are men who will commit murder whether you hang them or not; but with the mass of the people that is not so; the mass of the people drink according to the opportunities that come in their way.

334. Do you think there is an increase of crime through drunkenness—has crime increased in a greater ratio than the population? That I cannot tell you—I am unable to say whether crime has increased relatively in a greater ratio than the population.

335. *Mr. Eckford.*] Do you think that if the law required more accommodation in licensed houses than at present, that would be the means of putting down the small drinking houses that exist now? Beyond all doubt it would. It would be a highly desirable object indeed to provide that there should be no public-houses that had not ample accommodation. I could state now scores of instances in town where there is no accommodation of any kind except for drinking. That is one of the great mischiefs of the present system.

336. You would not make it compulsory on publicans to open their houses on Sundays against their own desire? No; I would allow every man to close his house on Sunday if he pleased; at all events, for the mere supply of drink. I can understand that a man travelling requires food and shelter, and I think that it would be hard if the publican were permitted to refuse to open his house in such a case; but he should not be compelled to open it to any but *bonâ fide* travellers. There is one observation I would make with respect to *bonâ fide* travellers, and with respect to lodgers. In many cases the police have been defeated by the pretence that the persons drinking were lodgers. Now the law should step in there, and make the publican prove that they were lodgers.

337. *Chairman.*] Is not that the law now? I do not know that it is, but I would make it the law. In the Bill providing for the sale of colonial wine I drew a clause, which was passed by the Legislative Council, making it punishable to allow tipping, but in your House that clause was struck out. It was as follows:—"Any person found on the premises in a state of intoxication shall be presumed to have been there unlawfully drinking, unless the contrary be shown by the defendant." I also drew a clause, which was passed, to punish the tipplers themselves, defining such to be persons remaining on the premises tipping or drinking during two hours or upwards. The principle is the sound and ancient and proper one—that houses of refreshment are not meant to be places for tipping merely—that is to say, drinking for simply drinking's sake.

The Reverend Robert Steel, D.D., called in and examined:—

The Rev. R. Steel, D.D.  
16 April, 1878.

338. *Chairman.*] You are a clergyman of the Presbyterian Church? A minister of the Presbyterian Church of New South Wales.

339. Do you know the nature of the Bill now before this Committee? Yes, I have examined it.

340. I believe you are desirous of giving evidence before the Committee upon the subject? I am very willing to give any information I possess, as I am anxious to see some amendment in the present Licensing Act.

341. What amendment do you really consider advisable or necessary? First of all, shorter hours of opening every day; secondly, police inspection, under the orders of any Magistrate or the Inspector-General of Police, by officers of or above the grade of sergeants of police; thirdly, more ample accommodation for the public than is generally provided in public-houses all round Sydney and in many in the country; inspection of liquors by a qualified analyst from time to time, that character should be got for publicans, and that those that have been convicted should not be held worthy of receiving a license for a certain definite time.

342. Convicted of what? Of transgression of the law—any part of the Act, that is to say.

343. Do you think that a publican, for one solitary breach of the provisions of the Act, should be disqualified from holding a license? I would not absolutely say that some clause of the Act broken should lead to that, but, generally, that being convicted of serious breaches of the Act he should be disqualified for a certain time.

344. For one breach of an important clause of the Act, or for many? In inflicting a fine it might be necessary to threaten with a larger fine in case of another breach. I would not profess to say how you are to weigh it in that way, but I wish a stricter application of the law than there is now.

345. Would you require a publican to furnish certificates of character at every licensing meeting? No, I do not think that is necessary, if it is a renewal of license, but in starting he ought to be well testified to by persons of thorough respectability.

346. Do you not know that evidence of character is required at the present time before a person can obtain a license as a publican? I am aware of that, but I wish that more stringent requisition should be made.

347. Do you know from your own knowledge what inquiries are made at the present time as to character? I cannot say that I do, because I have not been at licensing meetings; but I am aware what is the minimum required at present, and I am aware too that a great many licenses have been granted to persons of doubtful reputation. Publicans themselves confess it. I do not think licenses should be given to females that are unmarried in any case whatever.

348. In case of the death of a person holding a license, would you refuse to transfer the license to the widow? I am not disposed to say that. I do not look upon a widow as an unmarried person in the sense in which I used the expression before. Still I am not favourable to that, as a rule; but there are exceptions to all rules.

349. Do you know cases where licenses have been granted to young ladies who have not been married? There have been some even in Sydney.

350. Do you know of any at the present time? I will not specify as to names.

351. Do you know of any so granted, where they have not been respectably conducted? It is the principle I contend for,—that young women should not be allowed to have the charge of public-houses as a rule.

352. Can you give any reason for it? The reason is that it is not proper to the sex—it exposes them to temptation. It is admitted there are so many temptations connected with the business that a very large proportion of publicans die early.

353. By whom is that fact, or alleged fact, admitted? It is admitted on medical evidence.
354. Do you say it is admitted on medical evidence that young ladies in public-houses are open to temptation? I beg your pardon. The latter part of my answer referred to the evidence as to the number of publicans who die early.
355. I referred to your statement that young ladies are more open to temptation in public-houses than elsewhere? I am satisfied the temptation is there and is dangerous, and would, if the practice be allowed, be destructive of their morals and the morals of those who frequent the houses.
356. You are not speaking now of anything you know from your own knowledge, but from statements and reports made to you? Certainly; but as a member of the community I have opportunity of learning what happens without going to places myself. If I have this evidence reported to me I am perfectly entitled to draw the conclusion.
357. Then, after all, it is a mere matter of opinion, founded upon testimony that you consider reliable? No, it is a fact that publicans, as a class, are admitted to die early from the effects of the trade upon themselves—that is an established fact on medical evidence.
358. Have you any further amendments you desire to suggest to the Committee in this Bill? I am in favour of the entire closing of public-houses on Sunday.
359. And you consider that would be a great advantage to the public? I do.
360. In what respect? It would prevent drunkenness to a large extent on that day. Whatever prevents drunkenness prevents a great many crimes to which that directly or indirectly leads. It has been beneficial wherever it has been tried.
361. Where has it been tried with success? It has been tried in Scotland for twenty-four years. In the first few years of its operation it reduced crime 14 per cent. It saved the erection of additional prison accommodation in Edinburgh, which had been necessitated and resolved upon, but which the reduction of the number of prisoners, shortly after that Act was passed, made unnecessary. Crime was reduced there 25 per cent. The consumption of spirits in Scotland for five years before the passing of the Act was 36 millions of gallons; during the five years after the passing of the Act the consumption fell to 29 millions; during the next five it fell further to 25 millions. Meanwhile the population had considerably increased. During ten years of the closing of public-houses one day in seven, the consumption of spirits fell one-third, or equal to two days supply of drink. Taking the city of Glasgow in relation to the crime before and after the passing of the Act, these are the figures:—For three years previous, prisoners for drunkenness were 34,972; for three years after, 19,370; a decrease of 15,602, or 6,200 a year. The cases under the old law were 84 per cent. higher than under the new. The cases of Sunday drinking for three years before the Act was passed were 4,083; for three years after, 1,468; while the population had increased 62,000. In the holiday week at the new year of 1873 there were 1,054 cases of drunkenness in Glasgow, and on the one Sunday in that week only 23. At the fair holiday the cases were 1,021, and of these the Sunday cases were 43. Comparing Saturdays and Sundays in October, 1873, the number of persons brought to the Police Office was 767; and on the four Sundays of the same month, 64. In August, 1874, there were 925 cases, and on the five Sundays of that month, 30 cases. There has been no wish to have the Act repealed. All the Scotch Members of Parliament, except two, voted in favour of extending the Sunday closing to Ireland. A majority even voted in favour of Sir Wilfrid Lawson's Bill for permitting entire closing where the people voted in favour of it. In Edinburgh, a year before the Act came into operation, careful and accurate observations were made, that in the city 41,796 visits were made to public-houses on one Sunday; and of these, 7,663 were by children under fourteen years of age. In Leith and Newhaven, 17,818 visits, of which there were 3,170 by boys and girls. Taking both, 59,614 visits, and 10,833 by children. In the latter case the liquor was bought to be consumed at home. These cases disappeared under the new Act. In reference to what I said before about fining the publican, let me also say I should like to see, as an amendment, a more severe fining of the drunkard. By the Intoxicating Liquors Licensing Act of 1872, in England, any one found drunk on a highway or public place, or in a licensed house, is liable to a fine of 10s.; and on a repetition of the offence within twelve months, 20s. or imprisonment for a month. By the Police and Improvement Act of Scotland, 25 and 26 Vict., c. 101 and 254, persons found drunk on the streets were subjected to a fine of 40s. or fourteen days imprisonment, wherever that Act has been adopted.

The Rev. R.  
Steel, D.D.  
16 April, 1878.

TUESDAY, 7 MAY, 1878.

Present:—

Mr. CHARLES,  
Mr. J. DAVIES,

Mr. ECKFORD,  
Mr. GREENWOOD,

Mr. ROSEBY,

JOHN ROSEBY, Esq., IN THE CHAIR.

Sub-inspector Johnston was called in and examined:—

362. *Chairman.*] What is your name? Samuel Dillon Johnson.
363. You are an Inspector in the Police Force? Yes.
364. I presume you have had considerable experience of the liquor traffic and its effects in this city? Yes, I have had about twenty-four years' experience in the Colony.
365. Have you been all that time in Sydney? No, only about four years in Sydney, and twenty years in the country.
366. Do you consider the present mode of licensing public-houses a proper and desirable one? No, I do not.
367. Then you think that the power now vested in the Magistrates does not work satisfactorily? I think not.
368. What are your reasons for that opinion? I think, in the first instance, that the monthly licensing by Petty Sessions ought to be done away with. It is very seldom that there are more than two Magistrates present.
369. Have you found sometimes that licenses have been granted to improper persons—to houses that you have thought ought not to be licensed? Yes; I have made objections both in Sydney and the country, which were not sustained.

Sub-inspector  
Johnson.  
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- Sub-inspector Johnson. 370. Have you ever known licenses which were refused by one Bench of Magistrates granted by another? Yes, I have known them to be granted shortly afterwards.
- 7 May, 1878. 371. Have you known licenses granted to persons whose character you thought rendered them utterly unfit to be publicans? Yes, I have; I have objected to a person myself on that ground, and she afterwards got a license. Many who have been fined six or eight times in the year have got their license.
372. What is your opinion as to the houses that are licensed—do you think there ought to be greater restrictions as to their size and accommodation? Yes; I did duty in the district in Sydney, which I now have charge of twenty-four years ago, and there was a better class of houses in it then than there is now.
373. Better accommodation was provided then? Yes. The competition now is too great, and the publicans cannot afford to keep their houses respectably furnished.
374. The number of licenses granted is so great that you think it is impossible that these houses should be respectably conducted? I do. I know several of these houses in which you cannot get a clean bed, or scarcely a meal of victuals.
375. With reference to the Sunday sale of liquor, do you think it desirable that public-houses should be closed altogether on Sundays? If it were possible to carry that out, it would be better. The houses that I speak of—and I do not speak of the respectable class of houses—you may pass at any hour and hear the hum of voices nearly the whole day until 10 or 12 o'clock at night, when a lot of drunken men are turned out upon the street at that hour. Some are arrested by the police. This is of constant occurrence, and I find Sunday night worse than any other.
376. Under the present law the police have no power to enter a public-house and see what the lights and the noise they hear from without mean? No; excepting under the 43rd clause, under which a constable may be called in; unless the officer is called in, there must be a fight or a disturbance before he can enter. I could not go in to detect a publican in the act of selling during prohibited hours; I have no power whatever.
377. Do you think that a large amount of liquor is sold during prohibited hours? I believe Sunday is the best day that class of public-houses have.
378. Do you think the majority of houses evade the law? No; I know some that are shut up all day—that do not open during the authorized hours.
379. Do you know if the proportion of drunkards arrested on Sunday and tried on Monday is greater than on other days? Yes; I have a return of my own division.
380. Will you inform the Committee of the facts? When I was summoned to appear before this Committee I made a memorandum from the records which enables me to give you the particulars. The total number of public-houses in my division, bounded by Margaret-street, Hunter-street, and including Balmain, North Shore, North Willoughby, and Manly Beach, is 124.
381. What is your division? No. 4 division.
382. What further information have you in that memorandum? The number of publicans convicted of Sunday selling in the year 1877 was forty-three; not forty-three out of the whole, but forty-three convictions.
383. Convicted for what offence? Selling liquors on Sunday during prohibited hours. We rarely have a conviction except for Sunday selling, and these have been obtained under the greatest difficulties. Sometimes a sergeant finds a side door open and goes in, and in one or two instances our sergeants have been assaulted for going in. The number of persons arrested for protection, being found in a state of *delirium tremens* or other forms of mental aberration, the stated or known result of drunkenness or drinking habits during 1877, was 44. Twenty-nine of these had to be remanded to the Receiving House, and the remainder were remanded to gaol for a fortnight and recovered. The total number of drunkards arrested in the Division during 1877 was 1,179. Out of that number 317 were arrested between 12 o'clock on Saturday night and 12 o'clock on Sunday night. The total number of drunkards arrested in Balmain was 144, and they were irrespective of the 317 arrested in Sydney. There are thirty public-houses in Balmain, and there are three applications pending. With regard to the furnishing of public-houses we have no supervision at all, because after a house is once licensed the publican can do away with the beds and everything else. Under the old Act there used to be an annual inspection made by the Magistrates and the police to see that the house was properly furnished.
384. That is not the practice now? No; it is done away with under the present law.
385. What would you recommend should be done to carry out the law prohibiting the sale of liquors on Sunday—would you invest the officers of police with power to enter? If well-known officers of police were named for the purpose of entering public-houses, with the assistance of men who could be trusted, I think nothing could ever arise that would give offence to the publican, and the Act could be carried out without complaint.
386. You think the officers of police would be sufficiently intelligent and prudent not to abuse their privilege? Yes.
387. *Mr. J. Davies.*] You mean superior officers, of course? Yes, senior-sergeants and men who could be trusted.
388. *Mr. Charles.*] In the country, where there are no superior officers, what would you do—would you give the same privilege to the officer in charge of the district or station? Nearly every district has a senior-constable. They are generally picked men, and no doubt they could be trusted. Greater precaution would have to be taken in Sydney, so as to entrust this duty to officers who would know how to exercise it.
389. You know that the law as it now stands permits publicans to supply liquors to travellers? Yes.
390. Do you think that power is abused now in any way? Lately I have found it one of the great difficulties in getting a conviction, that the publican generally says that those persons are travellers who come from the North Shore or some of the suburbs, and it appears that the onus rests on the prosecutor to prove that they are not travellers.
391. You think that the onus of proving that they are travellers should rest with the publican if he is charged with a breach of the law? I think it should. In the same way, under the Dog Act, it would be impossible to prove that the dog actually belonged to the man in whose yard he was found.
392. You say, as I understood, that the number of licenses granted is far in excess of the number required. Do you think it would be desirable to stop issuing any more licenses? I believe it would be for the benefit of the public to stop the issue of licenses in my division for some years. The competition is entirely too great.

393. Does it induce them to sell bad liquor as a consequence of over-competition? That is the only conclusion that I can come to, from the number of people brought up for *delirium tremens*.
394. If genuine drinks only were sold they would not have the terrible effect you see? Not unless drunk to excess.
395. You think it would be desirable to suspend the granting of any more licenses for some years? I do. I could point to one place at Miller's Point where there are fourteen public-houses, and there is not more than 40 yards between them. In the same area you cannot find more than four or five grocery stores altogether.
396. In any new legislation would it be desirable to cancel the publican's license if he has been convicted several times for breach of the law? It might be hard to do so for one or two convictions, but after a publican had been convicted three or four times it would probably be a good thing if the law were strictly enforced.
397. You think it would not be advisable to give a common constable the right to enter public-houses? No; we have men in the Force whom I would not trust to go into a public-house except under the control of a superior officer.
398. In the case you have referred to where the license was refused at your objection, was that in consequence of the parties being improper parties—of bad character—or was it because the house was not suitable? In one or two instances the applicant was a bad character, and the license was afterwards granted. The woman had been living apart from her husband. In the first instance it was the man who was living with her who applied for a license; then she was allowed to apply again under a Judge's order, and she got the license in her own name. I could name an instance in which a man was several times convicted, in fact I succeeded once in having his license refused at a general licensing meeting; but he got it again after a short time.
399. You are decidedly of opinion that no house should be licensed as a public-house which could not accommodate a reasonable number of strangers? Yes; the great fault in the present Act is that it does not require sufficient accommodation. The accommodation required is two sitting-rooms and two bedrooms. That is too small for any licensed house. Twenty years ago there was a better class of houses on the Northern Road than we have in Sydney now.
400. During the week of the late Exhibition, have you seen that country people have had difficulty in finding a place to stop at? Yes, in a great many cases.
401. Do you think that if the licensed houses had had proper accommodation there would have been any difficulty? I saw a number of gentlemen looking the other night for accommodation; they had to go to a small house, and they had great difficulty. Many of the houses have no beds at all, and could not accommodate any one; and twenty years ago I have known them to be well furnished, clean, and respectably kept; I do not suppose that I have got more than half-a-dozen houses which have any accommodation at all; you can get better accommodation at the ordinary lodging-houses; the public-houses are the worst places we have.
402. *Mr. Eckford.*] You say that a party was refused a license for living in a state of adultery—that afterwards she got a Judge's order and she obtained the license? Yes.
403. Was her license objected to? I objected to the license myself; but she assured the Bench that she was a widow. The accommodation of the house she was living in was pretty good; the man had gone away, and she said that she had expended all her money in furnishing the house, and she said that the man would not be allowed there again. She got her license.
404. That would not do away with the fact of her being an improper character? She is an improper character—I am satisfied of that.
405. How do you think that houses ought to be licensed—by what body of people? I think that there are many excellent Magistrates in Sydney. I think it would be a good thing if there was a Licensing Board appointed annually by the whole of the Magistrates themselves. I believe we have some excellent Magistrates, who would discriminate well before granting or refusing licenses. The attendance at these monthly Benches sometimes consist of only two; and licenses are granted in an off-hand manner, and with very little inquiry. The police cannot urge the objection that the house is not required—they can only object to the character of the applicant, and to the want of accommodation in the house.
406. You expressed an opinion just now with regard to the closing of public-houses on Sunday. Are you of opinion that they should be closed entirely, with the exception of the sale to *bonâ fide* lodgers? I think the opening of the public-house from 1 till 3 is an accommodation to the public. It is generally from 7 till 12 o'clock at night that harm is done.
407. Perhaps what they get from 1 till 3 o'clock is the foundation of what follows afterwards? There are thousands of people who do not drink anything more than a glass of ale for dinner; to them it is an accommodation.
408. What distance ought persons to travel before they can be considered travellers under the Act? I think they should reside at least 10 miles away; that is what we look upon as a traveller up the country.
409. Suppose a man came 5 miles from the suburbs into town, and wanting refreshment, he went into an hotel for it, do you think that he ought to be considered a traveller? A man may feel as much exhausted and in need of refreshment after walking 5 miles as after riding 10.
410. Do you think that it would be a good thing if a clause were inserted in the Act, that public-houses or hotels should be licensed according to the population of the city or large towns? I think that ought to be a guide.
411. In proportion to what number do you think houses should be licensed: supposing there are 120,000 persons in the city, what number do you think would be sufficient to allow as the basis on which to license a public-house, 500, 1,000, 2,000, or what? Where there was a population of 200, I think they would be sufficient to support a public-house.
412. That would only apply to large towns and cities? Yes.
413. What do you think as to the road-side houses—what accommodation ought they to have? They require still greater accommodation than houses in the city; but it depends on the traffic and the number of people travelling. There ought to be stabling and all that sort of thing, which is not required in the city.
414. *Mr. Greenwood.*] What are the boundaries of your district? My district is bounded by Hunter-street to George-street, and by Margaret-street to the water. Then I have got all north of that.

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415. Do you cross the harbour? Yes, I have got Balmain.
416. Not Pyrmont? Not Pyrmont. All Balmain, and West Balmain as well. Then across the harbour again over to North Shore, including North Willoughby, North Sydney, and Manly Beach; following the water again back to Dawes Point, I take in Government House.
417. Have you any idea of the population of your district? I have not come prepared to say exactly, but I could give you a very close estimate. I know that there are 10,000 in Balmain, and 30,000 in Sydney.
418. In your district alone? Yes. Then including North Willoughby, taking all the farms down the Hawkesbury and Broken Bay back again to Manly, we estimate that there are 6,000.
419. *Mr. J. Davies.*] Including St. Leonards? Yes.
420. *Mr. Greenwood.*] 46,000 then, you think, is the population of your district? About that.
421. How long is it since that estimate was made? About twelve months ago.
422. Have you any idea of the total number of dwelling-houses in your district? I cannot tell you exactly, but I could make an estimate. I generally divide five into the whole number, giving five persons to every dwelling-house; that is about the average of the Census.
423. We understand then that out of 9,000 dwelling-houses in your district there are how many licensed houses? 124, and applications pending for four or five more; and they can scarcely be refused.
424. Up to what date was that? Up to the date when I was summoned to give evidence before this Committee.
425. Could you give us any idea of these 124 licensed houses within your district—are they within Sydney proper, that is from Margaret-street and Hunter-street northwards to the water? The number of new licenses granted last year within your district—I did not mention that before. I can hardly tell you the total number of houses in Sydney. I have a list of them at the station-house. There are about thirty in Balmain, about twenty in North Shore, North Willoughby, and Manly Beach; and the rest would be within Sydney proper.
426. That would give you seventy-four in Sydney. You said seventeen new licenses had been granted? The most of them were in Balmain. There has not been many new licenses granted in Sydney lately. They have been granted for Balmain, North Shore, and one at Manly Beach.
427. A few minutes ago I understood you to say that about 200 inhabitants would be able to support a public-house. You estimate the population of your district at 46,000. Divide that by 200, and it will give you 230 public-houses. The number of public-houses in your district is 124, and you say they are too many? When I gave that answer a while ago, I was considering the country districts as well.
428. When you say 200, do you mean that that should be the minimum for Sydney and the suburbs? Yes; and including the whole country—the little towns.
429. Are you aware that an Act was passed in England some time since, and is now the law, providing that in the boroughs the public-houses should be in the proportion of one for every one thousand persons? No, I am not aware of that.
430. You understand that there should be a difference in the proportion which public-houses bear to the population in large centres as compared with scattered districts? Decidedly.
431. When you spoke of one public-house to every 200 inhabitants, you did not mean that that was the proportion that should obtain for Sydney and the large cities of New South Wales? Certainly not; I had reference to the whole country, and I could name a town—Young for instance—where the inhabitants are not more than 200 to every public-house.
432. What instructions have you in regard to the supervision you have to exercise in the execution of your duties over public-houses? We have been told that we have no right to enter public-houses except acting under the 43rd clause. I would not enter a public-house under that clause unless I observed a disturbance actually taking place.
433. It applies to week-day as well as Sunday—to night as well as day? Certainly.
434. Have you any special instructions with regard to observing the Sunday traffic of these public-houses? Yes.
435. What are you instructed to do? I generally instruct my sergeants when I go round to see what number of people go in, and sometimes we see them come out. At one house, two Sundays ago, we counted twenty-seven men put out of the house after church on the Sunday evening.
436. In what street was that? In Argyle-street, near George-street.
437. *Chairman.*] Was that during the prohibited hours? Yes; between 7 and 9 o'clock on the Sunday evening.
438. Twenty-seven men? Yes; twenty-seven men were counted by one of my sergeants and a senior-constable.
439. Were any of them intoxicated? Some were not so. I think two or three were locked up for riotous behaviour.
440. *Mr. Greenwood.*] Did you report the result of these observations of this house in regard to Sunday selling, and to whom? Yes; to the Superintendent, Mr. Read.
441. Do any prosecutions arise out of reports of this kind? Yes; we prosecute where we can. Where the policeman finds a door open he goes in, but he runs a risk in doing so; if he sees the publican selling spirits during prohibited hours he summons him.
442. You go in only when the door is open? Only when the door is open.
443. If you heard any disturbance which, as a man of common sense, you thought clearly indicated a row in a public-house, could you go in except summoned by the publican? I or a sergeant could go in by virtue of our rank, without being called by the publican.
444. You could demand admittance, or break open the door? That is if a disturbance took place.
445. Whether summoned by the publican or not? Yes; but no one below the rank of a sergeant could do that.
446. Though you might believe that the publican was selling liquor during prohibited hours—reasonably believe that from knowing that the place was crowded for the sake of drinking—you could not enter unless called upon by the publican? No; it has been decided by the Water Police Bench that if a constable enters a public-house and is assaulted he has no redress. Some time ago a constable brought a charge of assault, but the Bench decided that he exceeded his duty in attempting to go in. There was an altercation between the policeman and the publican, who laid his hands on the constable to put him out, that constituting the assault.

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447. I understood you to say that the licensed houses in Sydney were better twenty years ago than they are now? I was speaking of a certain low class of houses in Sydney which once were good houses.
448. In what respect, in your opinion, were the houses better then than they are now? You could go in and get a clean meal and a clean bed; you could get good accommodation whether you drank or not. They were more like hotels then; now they are simply low pot-houses.
449. Out of the 124 houses in your district are there any which, in your judgment, do not fulfil the provisions of the Act? I am certain we could find between forty and fifty that would not come up to the requirements of the Act.
450. You mean that they have not bed-room and parlour accommodation? Yes.
451. One-third of the whole? I am certain there would be one-third of the whole. We very frequently have men come to the watch-house seeking lodgings, and I send a sergeant or a senior-constable with them. They may go to ten houses and the landlord will in every case say that he has no accommodation.
452. In your opinion houses of this class existing simply for the sake of the profits from drink? Decidedly, that is the only thing that they live by; they would not even take a boarder.
453. During the present crowded state of Sydney, in consequence of the Exhibition, is it now difficult for visitors to obtain a bed? It is.
454. But at ordinary times how is it? At ordinary times this class of houses have no accommodation. If a man wants to board in a public-house he cannot do it.
455. With regard to the other eighty houses in your district, do you think that at ordinary times they have sufficient accommodation for the average number of visitors? I certainly could not say that the whole eighty houses would have accommodation such as I experienced in them twenty years ago; but there is a number out of the eighty which have excellent accommodation, as good as could be expected in any part of the world.
456. When these hotels fail to be inns what becomes of the surplus visitors, as far as you know? They have to go into some of these very low lodging-houses—sixpenny and shilling houses. They are turned out of the public-houses at a late hour, when they cannot get a bed. The street is silent, and they are noisy, and they get locked up, or find a bed as best they can.
457. Have you any reason to think that any considerable number of these lodging-houses supply drink to the people they take in, either directly or indirectly, by some arrangement that interferes with the publicans? I have never heard a single complaint of that. There is such facility for getting drink, and so many public-houses to get it at, that it would not pay a lodging-house keeper to have it.
458. How many did you say were arrested within your district between 12 o'clock on Saturday night and 12 o'clock on Sunday night? 317; that is in the city part, not including Balmain.
459. Then for the seventy-four houses within the city in your district there are arrested between 12 o'clock on Saturday and 12 o'clock on Sunday 317 persons? Yes.
460. Can you say how many are arrested within that same district between 12 o'clock on Sunday night and 12 o'clock on Monday night? 125.
461. 317 between Saturday and Sunday, and 125 between Sunday and Monday? Yes.
462. In noticing the traffic of these public-houses on Sundays, do you pay special attention to the number of visits made between 1 o'clock and 3? The hours of sale authorized?
463. Yes? You scarcely ever see any tipplers in the public-houses at such times. There is only what is called the bottle and jug trade. People are then generally getting their dinners.
464. Have you ever made returns as to the number that go and return between those hours on Sunday? I have not.
465. In your opinion would it be a great inconvenience to the working men who live in the city if they could not go or send to the public-house for their dinner beer between 1 and 3 on Sundays? I think there would be a great deal of complaint, because the people have been accustomed to it for a number of years. It would be almost impossible to stop it unless the law were very strict.
466. Do they usually send for the beer in draught or bottle? I think the working people generally get their beer in draught.
467. Have you any means of knowing whether, if the beer were bought on Saturday and kept till Sunday, it would be considerably deteriorated? As far as I am concerned, I always get it on Saturday night and bottle it.
468. Would it be held by the people to be a grievance if they could not get their beer on a Sunday between 1 and 3? I have no doubt the people would fall in with that custom.
469. Would it cost them any more to get the same quantity? The people buy their vegetables on a Saturday night, and they could as well buy their beer, but the people have been schooled to getting their beer on a Sunday, and they would not like the change for some time. It would not be a popular clause to introduce in any Act.
470. I understand you to say that if a license is once issued, the accommodation provided by the publican need not be kept up so far as inspection is concerned? Yes.
471. When the time comes for renewing the license, could you not object if the accommodation was then insufficient? I have no means of inspecting a house. Under the old Act the Magistrates of the district and the chief constable went round and made an inspection, and they made the inspection at an uncertain period, so that they could see whether the house then had the accommodation or not.
472. That was a sort of casual inspection? Yes, not a regular visitation.
473. But it was done every year? Yes.
474. And it is not done now? It has not been done since the Act of 1861 was passed.
475. I understand you to say that when a house is once licensed, it is taken as a matter of fact at the annual licensing meeting that the license shall be renewed, and the police are not expected to offer any opposition? It can go on from year to year, and there is no inspection. That in my belief is one of the reasons why public-houses have degenerated.
476. When a license is first issued are you instructed to report on the house? Yes, and I do.
477. But never afterwards? Never afterwards.
478. *Mr. J. Davies.*] But you do frequently object? We might go into a house, but under this Act we have really no power to do it.
479. But you do frequently object on account of bad character? Yes, if there have been a number of convictions, but we do not for the want of accommodation.
480. Do you know of any case in which Justices of the Peace have sat on the Bench to grant or renew licenses



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licenses for houses in which they are interested as brewers—the house selling their beer—or as the owners of the house, or as wine and spirit merchants? If the Committee would excuse me from answering that question I would rather not answer it. I have had experience which has led me to believe that influence was brought to bear, but I would sooner questions on that point would not be pressed.

481. Do you know the gross number of public-houses in Sydney? I did hear lately that it was 700; I could not exactly say what it is now.

482. Is it a fact that a number of licenses are held by unmarried women? The number of licenses held by unmarried males and females is fourteen, and by married women living apart from their husbands, seven, in my division.

483. You do not know the gross number in the police district of Sydney? No; I could furnish it if necessary.

484. Do you know the number of objections taken in June last year to the issue of publicans' licenses in the metropolitan police district? I think the number was furnished some time ago; I had only three last year.

485. Were they sustained? Two were refused, and one was granted.

486. Do you remember the grounds of objection? One was want of accommodation, and the other that the parties were living in a state of adultery.

487. You do not know the gross number of convictions and the gross number of arrests? I could only speak for my own district.

488. I understood you to say that it would be a public advantage if public-houses were closed absolutely on Sundays? I think it would be an advantage—a great advantage.

489. You know that there is a great deal of drinking carried on, especially on a Sunday evening? Yes, between 7 o'clock and 12.

490. And that there is a larger number of arrests made for drunkenness and minor offences on that than on any other day in the week? Yes.

491. Would it be an advantage to change the present system of granting licenses, and to appoint a Licensing Board? I think it would be a great advantage, and that the meetings should only be held quarterly, as they are in the old country.

492. In order to carry out the law, you think it is desirable that the superior officers of police should have power to enter public-houses at all times? I think officers of police ought to be invested with that power.

493. To enter at all times? Yes; it would not be abused.

494. Would it be an advantage to stop the granting of any more licenses for a period of three or five years? It would be a great public advantage. The competition now is too great; and that is one of the reasons why public-houses have deteriorated so much.

495. A large number of the houses in your division are of a very low class? Yes.

496. And have not sufficient accommodation? Not even the small accommodation required under the present Act.

497. And many of them are kept by persons of bad character? Yes.

498. *Mr. Charles.*] You have stated that you think there is a great deal of tipping now during prohibited hours? Yes.

499. Do you think that if the houses were closed altogether there would not still be a great deal of tipping? Yes, there would, unless officers of police and their assistants had the power to enter. I think that eventually it would be done away with. It is only a certain class—a certain low class—who loaf about public-houses, who would be interfered with. There are a great many of them young men. The natives of the Colony, when I first came to Sydney, were a very temperate class, but now there are many of them who form the large class that go into the public-houses, and are what are called the larrikin element.

500. Suppose the law allowed public-houses to be opened for two hours during the day, and that the police had full power to enter public-houses during the prohibited hours, how would that act? That would be better than the present system. The two hours in the middle of the day are not the worst hours. The worst time is between 7 and 12 o'clock on Sunday nights.

Inspector Rush was called in and examined:—

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501. *Chairman.*] What is your name? James Rush.

502. You are an Inspector of the City Police Force? Yes.

503. How long have you been in the Force? About twenty-six years; about twenty-three in this Colony.

504. Has that time been spent mostly in the city? Partly in the city and partly in the country.

505. How long have you been in the city? I was about fourteen years in the country.

506. You have had a great deal of experience as to the result in the traffic in drink? Yes.

507. What is your opinion with reference to the present state of the licensing law—do you think the present mode of granting licenses a desirable one? I do not think so, as far as my personal opinion goes.

508. Do you think that under the present system licenses are often granted to improper persons and to unsuitable houses? I think that licenses are often granted to improper persons; I think private interest and influence often tend to operate against those who have a better knowledge of the matter than the parties who grant the license.

509. Have you known instances where the police have objected to the granting of a license, and where the license has still been granted? It is very seldom that the objections of the police are sustained.

510. Do you think that the transference of the power to grant licenses to some Board would be preferable to the present system? I should think some better arrangement might be introduced than the present.

511. Have licenses been granted to a larger number of houses than are really required for the city? That I do not know. They all seem to be getting a living, but I think it is putting temptation in the way of the people.

512. Do you think the present number of public-houses is really legitimately required by the people? I think the drinking habits of the people would be lessened if the number of houses were lessened.

513. Would the public suffer in any way if there was a less number of houses? I think they would benefit.

514.

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514. Is there much drink consumed on the Sunday in these houses? I think a great deal more than on any other day of the week.
515. Is there much drink consumed during the prohibited hours on the Sunday? More than at any other time no doubt.
516. Are there very many houses in your division which you believe break the law in that respect? I only know of one that does not do so. My division is larger than the other three put together. I have got 232 or 235 houses in the city and seventy-five in the district, and I only know of one house that closes entirely on the Sunday.
517. Do you believe that the majority of these houses sell drink at other times than during the two hours permitted? Speaking from suspicion, I do not think there is one exception. I cannot say that I know it, but where you see people go into a house sober and come out drunk, and you see so many drunkards on a Sunday to what you do on the week-day, it must be so.
518. Do you often hear noises in these houses? Yes; and generally speaking you will see the house lighted up brightly—as much so as on a week-day. The bar doors will be closed, and there will be somebody standing at the other door watching.
519. You have no power to go in and lay an information against them? No power whatever. There is one clause in the Act under which you may enter, but that is not to catch the publican selling liquor, but in case of a fight, and then the constable cannot go in without the written permission of the Magistrate, or unless he is called in by the publican.
520. Would it be desirable to close these houses entirely on the Sunday? Looking at the welfare of the people, I should think so.
521. Would the public suffer any serious inconvenience? Not any.
522. Would it be possible for those who drink moderately to get their usual supply on the Saturday? There would be nothing to prevent them. If they have the money on Sunday, they must have it on Saturday night.
523. Do you make a larger number of arrests on the Sunday? I think so. From 6 o'clock on Saturday night until 12 o'clock on Sunday night there are more arrests than during any other part of the week.
524. You have no return to show that? Not with me; but I have no doubt of the fact.
525. *Mr. Charles.*] You stated that it would be no inconvenience for people to have to get their beer on the Saturday instead of the Sunday. Are you not aware that draught beer deteriorates very much on exposure to the air? I do not use it; but I should imagine it would not if you bottled the beer up.
526. Are you not aware that bottled beer is more expensive than draught beer? I meant that people should buy their beer on Saturday, and cork it up and keep it until Sunday. There is a way which publicans have of keeping it turned upside down.
527. Do you think that the opening of public-houses for two hours on the Sunday has an evil effect upon the public generally? I think so.
528. Do you not think that the greatest amount of evil to the public generally is during the prohibited hours? I do. As a rule I notice on Sundays—and it applies to all classes of the people—that at those houses which fling their bar doors wide open you seldom see any one go in; but if the bar doors are closed, and the outer door only is kept open, the people will go in. They do not like to be seen going in.
529. Would you recommend that strangers or travellers should still be allowed the privilege of getting refreshment, in any Bill that might be introduced? I think travellers should have that privilege, but it would not apply to Sydney, where they can get refreshments in all kinds of houses; but as a rule you cannot get refreshments at public-houses in Sydney. Generally speaking you cannot get dinner, breakfast, or bed. It is not an unusual thing for people to come to the police and say that they have been to such and such houses, and the publicans say they are full, and they ask the police if we cannot make them give them accommodation.
530. These people have no accommodation? Unless in the case of hotels, they do not care about lodgers.
531. What distance should a man travel before he has a right to demand refreshment of a publican? If a man were to walk ten miles he ought to have the right to get refreshments; but if he rode ten miles after breakfast he would not need anything.
532. You are aware that the existing law gives a man a right to ask for refreshment without infringing the law, if he has gone from one suburb to another? Yes; but that is very greatly abused. If the police catch a publican selling liquor, the parties sleep in the house for a night or two and say they are lodgers.
533. *Mr. Greenwood.*] What are the boundaries of your district? I commence in Liverpool-street, go along Oxford-street to Riley-street, along Riley-street to Mount Carmel, right down to Botany. Crossing the Cook's River, away round by the Warren, up as far as Saltpan Creek, down to the Parramatta Electorate; down by Parramatta River until you come to Liverpool-street again.
534. Have you any idea of the population of that district? I cannot say exactly; but I think there must be 100,000 people there. When I say 100,000, that would not be at all times, day and night. The greater portion of the inhabitants of the city live there in the evening.
535. I mean the resident population? The greater part of that would be in the city.
536. What proportion do you hold to be within the city proper of that 100,000? I have no means of telling that.
537. The number of licensed houses you say is 310; and of those what proportion is within the city? 235 in the city and 75 in the district.
538. Do you consider that the city is provided with too many of these houses? That I cannot say; the publicans all seem to be getting a living. It is a traffic one scarcely knows how it is carried on. I believe the greater part of these houses belong to two or three brewers.
539. Is any regard paid to the distribution of these houses through the district, so that they should not be too close to each other, so as to meet what are supposed to be the legitimate demands of the resident population? The police only object to the houses on two grounds—where there is not the accommodation required by the law, and where the character of the applicant is not good. If we oppose the granting of a license on the ground that the house is not required, the Bench of Magistrates say that that does not concern us—that it concerns the inhabitants only.
540. As far as you can judge yourself, do the people wish to have these houses so close to them, or would they prefer to have them further off? I cannot say. It is very seldom the people oppose them. I have only known one or two instances where people have made a great stand against the licensing of a public-house,

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house, and in those cases the publicans got the license. At Redfern there were a great many people connected with St. Paul's Church and with the Wesleyan Church, Chippendale. They opposed the granting of the license applied for the house in Regent-street, nearly opposite the church. However, the license was granted in spite of all objections. Then there was another case in Parramatta-street, where Mr. Barnier and a great number of gentlemen interested objected, but in that case also the license was granted.

541. Have you noticed any effect in the appearance of property, in the way of deterioration or otherwise, consequent upon the opening of a public-house in a particular neighbourhood? I do not think so.

542. Does it affect the length of the tenancy or the character of the tenants, as far as you know, who settle there? It would affect the character of the tenants, no doubt, but as far as the deterioration of property is concerned I do not think it would affect it. If people have property they also build public-houses.

543. Do you recollect any instance in which a large owner of property in a particular neighbourhood places a public-house at the corner? Yes; as a rule where a man builds a terrace he usually reserves the corner for a public-house or a grocer's shop; and in nine cases out of ten it is a public-house.

544. Do you know any cases where owners or leaseholders of property when they sell or sublet their property expressly stipulate that a public-house shall not be built upon it? Yes.

545. *Mr. J. Davies.*] Do you know what is the gross number of public-houses in the police district of Sydney? I do not.

546. Do you know the number of unmarried women holding licenses in the city? I do not. I think but very few in my district.

547. How many? I cannot tell you now. We sent in a return of the number. I do not think I have got five single women holding licenses in my district.

548. Do you know the gross number of arrests made between 12 o'clock on Saturday night and 12 o'clock on Sunday night? No, but I could get it.

549. I understood you to say that it would be a great public advantage if public-houses were closed on Sundays? I think it would.

550. No inconvenience could arise, as far as you know? I do not think so.

551. Does the opening of public-houses between 1 and 2 o'clock on Sundays give facilities for people to get into public-houses and remain there drinking on Sundays? No, I do not think so. Some of them commence with the daylight, and at present there is not the least restriction upon them. They do more business in the public-houses at other times of the day than when people send for their beer in jugs.

552. Is it not a fact that there is a great deal of drinking carried on in public-houses on Sunday evenings? There cannot be a doubt of it.

553. In many cases a large number of persons have been seen going in and coming out of public-houses intoxicated on a Sunday night? Yes. I have frequently heard men who have been publicans say that they would have been glad if the public-houses one and all could be closed on Sundays. While one breaks the law the others must, or they would lose their trade.

554. If public-houses were closed on Sundays, would that be the means of stopping a great deal of drunkenness and reducing crime? I think it would. Three parts of the crime of the Colony is caused by drinking.

555. Do you think the superior officers of the police should have power to visit the public-houses at all hours? I think it would have a good effect.

556. Do you think a Licensing Board would be an improvement on the present system? I do. There is no one from the Inspector General down who has any power to enter public-houses, any more than a private person.

557. In many cases where the police have filed objections on account of persons of bad repute, or that the houses are defective, have the licenses still been granted? Yes.

558. Would it be an advantage to stop the granting of any more licenses for a period of three or five years,—the licenses now in existence to continue? It would be better for the publicans, but I do not see how the public would benefit by that except in districts where population springs up.

559. Is it necessary to have any more licenses granted in Sydney? No; I think there are quite enough for the next five years.

WEDNESDAY, 8 MAY, 1878.

Present:—

MR. J. DAVIES, | MR. CHARLES,  
MR. ECKFORD.

JOHN DAVIES, ESQ., IN THE CHAIR.

Edmund Fosbery, Esq., called in and examined:—

E. Fosbery, Esq. 560. *Chairman.*] You are Inspector General of Police? Yes.

561. Have you seen or read the Bill which has been referred to this Committee? I have.

562. You have noticed one of the clauses of the Bill which provides for Sunday closing? Yes.

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563. What is your opinion in regard to the absolute closing of public-houses on Sundays? My own opinion has always been that under certain restrictions, the public should be able, at certain specified hours, to obtain liquor to carry away from the premises, and that greater efforts should be made to keep the houses closed during the other portions of the day.

564. Has it come under your observation, or has it been reported to you by your officers, that a great deal of drinking and drunkenness is carried on in public-houses on the Sunday? It is a matter which I have observed myself, and it has frequently been reported to me.

565. That is, drinking during prohibited hours? Yes.

566. Have the police at present any power to enforce obedience on the part of publicans to the law, that is, with regard to prohibited hours? They have certain powers—imperfect powers.

567. In what way are they imperfect? I think they are imperfect, inasmuch as it is now very difficult to obtain

obtain evidence sufficient to convict. Only certain members of the Police Force have any power to obtain the necessary evidence. I think, moreover, that the light penalties inflicted upon publicans for a breach of the law in this respect are of no moment compared to the large profits which publicans make by breaches of the law.

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568. Do you not think that if public-houses were absolutely closed on Sunday, there would be nothing like the drinking and drunkenness there is now under the present law? I do not think the closing of public-houses altogether would in itself have the effect of preventing improper sales being made to people who congregate together in public-houses for the especial purpose of passing the Sunday in drinking, because the publicans would still evade the law in that respect.

569. Provided that superior officers of the Police Force had power to enter public-houses at all times, do you think it would be a means of preventing a great deal of crime and drunkenness which is now caused by the opening of public-houses on Sunday? It would have a tendency to prevent it.

570. In any future legislation on the subject, do you think it would be advisable to make provision for giving superior officers of the Police Force power at any time to enter a public-house? I certainly do. It would perhaps be better for me to explain in what manner I think future legislation should provide for the management of public-houses. It would not do simply to consider Sydney or other thickly populated districts. There is a large amount of drunkenness, particularly at country inns; and at many of the country places there are no sergeants of police, or officers of a superior rank, within perhaps 100 miles of a public-house. And I think that members of the Force of certain grades might have a general authority from Magistrates, or from a Licensing Board, to perform functions that can only be performed by sergeants in large towns.

571. Do you think it would be an advantage if the present system of granting licenses to publicans was changed, and Licensing Boards established in lieu thereof? Most decidedly.

572. Will you give the Committee your reasons for thinking so? My reasons are simply these:—In the first place, the law as it at present stands does not specify absolutely the Court at which a license may be obtained; the consequence is, that an intending publican having failed to get his license at one Court will sometimes apply at another where the whole of the circumstances may not be so well known, and may obtain his license.

573. Has any case of the kind come under your own observation? I have known such cases, but I cannot specify them at the present moment. I think, moreover, and it must be apparent to every one, that local influences will have some effect in inducing Magistrates to grant licenses in favour of those whom they know to be struggling and deserving men, and who have invested all their means perhaps in the erection and fitting up of premises for the purpose of carrying on the business of a licensed publican.

574. Have you read the sixth clause of the Bill now before the Committee, which provides for the licensing of Boards? I have.

575. Do you think it would work? I do not.

576. Will you point out in what way you think it will not work? I think the clause is wrongly constructed. I do not think it provides for any failure on the part of one or two of the members of a Licensing Board to meet on the day fixed. I think it should provide that two members of a Board should be sufficient to form a quorum, and it should also provide for filling up vacancies on a Board arising from unforeseen circumstances. I think also it should provide for a Police Magistrate acting as member of a Licensing Board at more Courts than one—that is, latitude should be allowed as regards time; and I also think it is very important that districts should be named, at the head Licensing Court, in which alone persons could obtain licenses. There should be one place only in each district where licenses could be obtained.

577. Are those the only particulars in which you consider it would be necessary to amend that clause? There are some minor details which I have embodied in a written memorandum I have with me.

578. Not bearing on the sixth clause? Bearing slightly on that clause. (*Memorandum was handed in by witness.*)

579. What is your opinion with reference to the issue of new licenses, that is additional licenses—do you think it would be an advantage not to issue any more licenses for a period of (say) three or five years? No, I do not. In the aggregate probably there are double the number of licensed houses that are required for the Colony; but at the same time I think that the extension of population in new districts, the opening of new gold-fields and new lines of road would require that new licenses should occasionally be granted.

580. Would you make an exception in regard to new districts, and not grant any more licenses for a certain period to large centres of population? I am firmly of opinion that in all large centres of population more licenses are granted than are requisite.

581. *Mr. Eckford.*] Of course it would be wrong to refuse licenses where new roads are opened up? That is what I say—it is necessary to grant them in new districts.

582. *Chairman.*] You think the present number of licensed houses is far in excess of what the public require? Undoubtedly. I may mention a case in point. When travelling recently, I came to a roadside place, within ten miles on either side of a township, where there were four licensed public-houses, and where I did not think one was wanted.

583. I gather from what you have said in evidence that you are strongly in favour of substituting a Licensing Board for the present method of granting licenses, and that you are also strongly in favour of superior officers of the Police Force having power to enter public-houses at all times? Certainly; but I wish to qualify that in this way: I see in this Bill a provision for breaking open doors. I am entirely opposed to giving the police any such power. I think it would result in serious affrays, disputes, and violence, which it would be very hard to check.

584. Suppose a case where a publican refuses admission to a superior officer of the Police Force—you would not be able to obtain admission without resorting to force? I should prefer to leave him to the administration of the law as it at present stands, even though there should be a failure in that respect. The police officer would probably have to get the assistance of the Magistrates before he could proceed to such an extent.

585. Then, if armed with authority from the Magistrates, you think he might break in? Certainly, the law would allow him that; and then if the police officer was wilfully obstructed, he would have remedy by summons against the person obstructing.

586. Do you know the gross number of prosecutions that took place last year for breaches of the Publicans Act? There were 394 prosecutions for Sunday trading in Sydney.

587.

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587. Do you know the amount of fines that were inflicted for such breaches of the law? In 266 cases the fines did not exceed 10s.
588. Do you think a fine of 10s. is a sufficient penalty upon a publican who violates the law and does a great trade on Sundays? Certainly not, even for a first offence. I have sometimes devoted the Sunday morning to a lengthened walk through the city and suburbs, and I may state as a matter of personal observation that I have passed many public-houses that were full of men of all ages, who were obviously passing their Sabbath in drinking.
589. During prohibited hours? During prohibited hours. I regret to observe another thing, which may be of some moment to the Committee to know. I used to notice not many years ago that the youth who were growing up were very temperate; but I have regretted to notice since that intemperance is a vice which is growing upon the youthful population of this Colony.
590. Do you know how many public-houses there are within the city of Sydney, the city proper? There are 592 in the city alone.
591. Do you know the number of unmarried persons, especially females, who hold licenses? There are ninety-six.
592. Is it in accordance with the present law for single women to hold publicans' licenses? I should say it was obviously not the intention of the Act that licenses should be granted to unmarried persons.
593. Have you any knowledge generally of the character of the unmarried women who hold publicans' licenses? I have a general knowledge.
594. And what is their general character? The character of some of them is certainly not such as to make it desirable they should hold publicans' licenses.
595. Has it come under your observation that a number of the holders of publicans' licenses, especially unmarried women, are persons who have been placed in public-houses by brewers? It is more or less the case with regard to a very large number of public-houses; they are, I believe, rapidly passing into the hands of the brewers.
596. Do you know how many objections were lodged against the granting of licenses last year? Twenty-nine.
597. The objections in many instances were raised, I suppose, on the ground of the bad character of the applicants? Some were on the ground of bad character, some because the premises to be licensed were unsuitable.
598. In how many cases were the objections sustained? In eleven out of twenty-nine.
599. These objections were filed by the police? Yes.
600. In some cases where the police have filed objections on the ground of immorality, the application has been granted? Yes.
601. If there was a Licensing Board constituted as you have suggested, do you think that such a state of things could exist? I think it highly improbable they could exist.
602. Do you know the number of arrests for drunkenness made on week-days, other than Sundays and Mondays, during 1877? 6,415.
603. Can you tell the Committee the number of arrests made on Sundays—that is between 12 o'clock on Saturday night and 12 o'clock on Sunday night, during last year? 1,962.
604. Can you tell the number of arrests made on Mondays, between 12 o'clock on Sunday night and 12 o'clock on Monday night, last year? 1,238.
605. Can you tell the Committee how many arrests were made on week-days, other than Sundays and Mondays, for *delirium tremens* or other forms of mental aberration, the result of drunkenness or drinking habits? 192.
606. And between 12 o'clock on Sunday night and 12 o'clock on Monday night? Fifty.
607. And between 12 o'clock on Saturday night and 12 o'clock on Sunday night? Twenty.
608. Have you anything further to offer to the Committee? I think that one of the most important points to be dealt with in any new enactment would be to provide for the cancellation of licenses. At the present time they are liable to be cancelled for conviction for felony and for abandonment of a licensed house. I think myself that any person who has been convicted of misdemeanour involving a term of imprisonment should forfeit his license.
609. Is that not so under the present Act? No. I also think that after a certain number of penalties for breaches of the Act, a publican should be liable to be summoned before a Licensing Board to show cause why his license should not be withdrawn. The only other suggestion I have to offer is this, and it is one to which I think too much importance cannot be attached:—It is now a common practice in the country for persons to build houses expressly for hotel purposes. When the buildings are completed, the proprietors apply to the Magistrates for licenses. The Magistrates, knowing that to refuse them would entail ruin upon the applicants, grant the licenses; but if the intention of the applicant was made known earlier, and the premises inspected and reported upon, the owner might be warned in time that his application would be opposed and probably refused. I also think that a system of public-house inspection should be reverted to. I know, from my own personal observation in the country, that many road-side inns, which are barely fit for licensing when the application for a license was first made, have subsequently to the granting of a license been allowed to fall into a state of squalor and wretchedness incompatible with the proper entertainment of the travelling public. Indeed, I know as a matter of fact that in many of the country inns travellers are considered rather a nuisance than otherwise, as the proprietors prefer to depend upon the bar trade for their profits.
610. You have been through the country recently I believe? I have travelled nearly all over the Colony, at various times; and I could not help noticing, in all parts of the Colony, increasing habits of drinking and intoxication amongst the people.
611. Do you attribute that to the greater facilities now offered for drinking than existed in former years, or to what cause do you think it is attributable? I attribute it partly to the greater facilities to drink thrown in the way of working men; I am also sorry to say I attribute it to the larger means at the disposal of the public for indulging in liquor; but, from whatever cause it comes, the fact undoubtedly remains that drunkenness is on the increase. Of course, the greater the number of public-houses there are, the more must landlords devise means for attracting custom, otherwise they would not be able to make their business pay.
612. The greater the facilities, the greater the amount of drinking? Yes.
613. Do you know what the population of Sydney proper is? Between 80,000 and 90,000.

614. Do you think that the public convenience requires 592 public-houses in Sydney? Certainly not.
615. Of the 592 public-houses in the city proper, how many have ordinary accommodation for lodgers or for persons who may seek accommodation? They are all bound to have such accommodation before they get their licenses; but as regards the accommodation they provide, I should think that, in very many instances, it was not in accordance with the requirements of the Act. But I cannot say what number of houses are without the requisite accommodation.
616. Do you think it would be possible to obtain accommodation for families at nine-tenths of these public houses? I should think so; I think the majority have got accommodation for lodgers, however indifferent it may be.
617. Has it come under your observation, within the past few weeks, that a large number of persons have sought accommodation in the public-houses of Sydney and could not obtain it? It has not come to my knowledge, for I have been away from Sydney for some little time.
618. It has not been reported to you by your officers? No. But, as I have already remarked, the tendency of the trade is to care less for the accommodation of travellers, and depend more upon the bar trade for profits.
619. Has it come under your observation that a large number of public-houses in the city are kept open very nearly the whole of the night? I am aware that although the outer doors are nominally closed, many publicans continue their trade late into the night.
620. And such houses are the resort of common prostitutes and thieves? Many of them are the resort of prostitutes. The thieves, of course, will go anywhere.
621. And these persons are drinking in these houses all night? I believe so.
622. *Mr. Eckford.*] Have you noticed whether drunkenness has increased or otherwise since colonial wine licenses were granted? I cannot establish any connection between the increase of drunkenness I have spoken of and the granting of wine licenses. I think the holding of wine licenses is very frequently only a cloak for the sale of spirituous liquors.
623. What is your opinion with regard to the granting of licenses in large centres of population such as Sydney or West Maitland—should they be granted according to the number of the population, or otherwise? I think it would be better left to the discretion of the Licensing Board; because in some sparsely populated place a public-house might be more necessary than three public-houses in a place of three times the population.
624. I am speaking now of large centres of population such as Sydney, not of road-side places? I think that population would form a very fair basis.
625. What is your opinion with regard to licensed houses—do you consider they should be licensed to sell as much grog as possible, or for the general accommodation of the public, as places where the public might obtain moderate refreshment? I think what is contemplated by the law is that they should exist for the convenience of the public, and not as inducements to people to drink, that landlords may make fortunes out of the sale of drink.
626. You are aware that under the present law a landlord is liable to punishment for allowing a drunken man on his premises? Yes.
627. And the man is punishable for getting drunk? Certainly, if he is drunk in the public streets.
628. And that bears out the opinion you have just expressed, that the public-houses are not licensed for the purpose of leading people to drink as much as possible, but for the accommodation of the general public? Yes. There is one thing worthy of notice in regard to this matter. In some very thinly populated districts, where there are long stretches of road between one place and another, there are accommodation houses, some of them extremely well kept, the owners of which would never lend themselves to a breach of the law by the illicit selling of liquor. It has been represented to me that the proprietors of such houses could not afford to pay £30 a year for a license, and yet it would be a great convenience to the travelling public if they could get refreshments at such places, by licenses being granted at a less rate than that charged in more populous places. I do not say that I am prepared to recommend it; but I think the matter is well worthy of consideration by the framers of any new law.
629. In the case of a person going to an hotel and seeking refreshments as a traveller, on Sunday, when he is really not a traveller in the eye of the law, upon whom do you think the onus of proof should rest—upon the innkeeper or upon the prosecutor? I do not see how you could hope to get a conviction unless you threw the onus of proof upon the man who sold the liquor.
630. Suppose you go to an hotel where you are not known, and represent yourself as a traveller when you are not one, how is the innkeeper to find out who you are? In ninety-nine cases out of a hundred the landlord knows best whether the visitor is a person living in the neighbourhood or not. The landlord is not likely to make a mistake if he does not wish to make one.
631. Suppose a man came from the Glebe to my house and called for refreshment, and said he was a traveller and had come a considerable distance, and neither I nor any person in the house knew him, do you think the onus of proof should rest with me? I think your barman ought to refuse to serve him unless he had luggage with him, or some evidence of his being a traveller.
632. But persons very often travel without luggage—you could not expect a person, for instance, to bring luggage with him if he only came from Parramatta? Legislation is not aimed against those who wish to abide by the law, but against those who wish to evade it, and such a case as you suppose is scarcely likely to occur. I know there is more drinking on the Sunday than on any other day of the week, and that is what the law aims at suppressing. And I think it can only be done by increasing the penalties for breaches of the law, and increasing the power of the authorities to enforce obedience to it. I know that with regard to many hotel-keepers in Sydney, the law cannot be made too severe; because, what they wish to prevent is the unfair competition to which they are now subjected. They do not care what amount of supervision is provided, because it cannot harm them, whilst it will increase their profits by putting a stop to unfair competition.
633. Do you think that if the law provided for more extensive accommodation than at present, it would tend to decrease the number of little drinking shops? You could scarcely pass such a law as that, for the simple reason that the amount of business done in some of the country places would be so small that it would not warrant much accommodation being provided.
634. I mean in the city of Sydney and other large centres of population: how would it be with Sydney? I do not see why, in a city like Sydney, licenses should not be granted to places where persons could go and obtain their lunch and a glass of beer. I do not see why you should refuse licenses to restaurants to

E. Fosbery,  
Esq.  
8 May, 1878.

E. Fosbery,  
Esq.  
8 May, 1878.

be open during certain specified hours. Many of these places, like the cafés, do a great business at luncheon time, and they cannot be said to promote drinking habits. They are more of luncheon shops than drinking houses. And it would be unfair to expect the proprietors of such establishments to provide accommodation that would not be required. I should prefer to leave such matters to the decision of an intelligent Board, who would deal with each case *per se*, and upon its merits.

635. *Mr. Charles.*] In any new law that may be passed for licensing public-houses, you would recommend that provision be made for inspection of the premises before the license was granted? Certainly.

636. Also an annual inspection? Certainly.

637. And, in connection with such inspection, you would recommend that cleanliness be a part of the condition? Decidedly.

638. Then you would also recommend a provision for giving the police the right of entry? Certainly—for the police to have certain defined powers.

639. And in the case of their being refused admittance, you would recommend larger penalties? I would recommend a heavy penalty for refusing admission.

640. And you would also recommend larger penalties for the sale of liquor during prohibited hours? Certainly I would.

641. And then, I think, you have said that you would recommend that, after several convictions, the licenses should be forfeited? I would give power to the Licensing Board to cancel the license.

642. You have stated in your evidence already that in country places you would give power to common constables to enter public-houses? I would, provided they obtained that power from some competent authority.

643. Are you not in the habit generally of appointing men of a rather superior character to stations where there are no police officers in the immediate neighbourhood? We strive as much as we can to get men of intelligence and character for such places, and I think we succeed.

644. And you do that because of the absence of superior officers? In a village there are generally two men—one would probably be in charge with the rank of a senior-constable or first-class constable, after some years service, and upon whom we could depend as much as we could upon sergeants. The second man would perhaps be a new hand, and I would not give him authority, lest he should abuse it.

645. But in some places you have only one man? Yes, and he is always selected from men who have one grade of rank at least.

646. *Chairman.*] What do you think should constitute a *bonâ fide* traveller—what distance should men be compelled to travel on Sunday to constitute them travellers? I should think seven or eight miles would be sufficient. It is reasonable to suppose that a man going from Sydney to the South Head would be entitled to refreshment.

647. *Mr. Charles.*] Would you recommend an inspection of liquors? I am glad that question has been asked, because it enables me to give the Committee some information. Some time ago, thinking it would be desirable to have some kind of a test applied for the inspection of liquors, I had samples of liquors purchased from all the inferior houses in Sydney, and at the hours of night when they are usually supposed to sell the worst kind of liquor. All these samples I placed in the hands of the Government Analytical Chemist, and the result was that although they were not good, there was nothing seriously deleterious in them. I was surprised at the result.

648. *Chairman.*] I suppose crime is keeping pace with the increase of drinking? Certain kinds of crime are very rife indeed, but the most serious class of crime has almost ceased. Ordinary kinds of crime I think are keeping pace with the population.

649. And with excessive drinking? I suppose drink is the root and cause of a great majority of the crimes committed in the Colony—there is very little doubt of that.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

## APPENDIX.

## A.

[To the Evidence of Edmund Fosbery, Esq., 8 May, 1878.]

## PUBLICANS ACT AMENDMENT BILL.

## SUGGESTIONS.

Section 1. It is suggested that public-houses should not be altogether closed on Sundays.

Section 2. Burden of proof—add "lodger."

Section 5. In many country districts there are only constables stationed. After the words "special instance," add "or any constable holding a general authority in writing under the hands of the Licensing Magistrates hereinafter referred to." Omit from "And if" on 18th line to "appurtenances" on 23rd line. Doubtful if powers of police to break open doors should be enlarged.

Section 6. This would be unworkable. There are several "places of Petty Sessions" in proclaimed "Police Districts." It would not be advisable to issue licenses at all, nor would it be practicable—better proclaim in Gazette Licensing Courts.

In some Police Districts there are no Police Magistrates, in others there are several, acting at several Benches; could not therefore attend all on the same day.

Better to fix licensing day in April by notice in Gazette and on Court-house doors.

Provide when no Police Magistrate in district, nearest shall act.

*Proposed alteration of Clause.*

The 11th section of "The Sale of Liquors Licensing Act of 1862" is hereby repealed, and the only persons authorized hereafter to grant publicans' licenses or packet licenses shall be a "Board of Licensing Magistrates," who shall be nominated in the manner following, viz. :—The Colonial Secretary shall cause to be notified in the Government Gazette from time to time the Courts of Petty Sessions at which Licensing Boards shall be elected and sit. If more than one such Court be appointed in any Police District, then applications for publicans' licenses shall be made to the Court nearest to the house proposed to be licensed. In the month of April in each year the Clerk of Petty Sessions for each proclaimed Licensing Court shall (by notice to be published in the Government Gazette and posted on the Court-house door) call a general meeting of the Justices acting for or usually residing in each district, to be holden in the Court-house, at noon, on the day specified in the notice, and such Justices then assembled, &c., &c., to end of clause, when add—Provided that should there be no Police Magistrate present in or appointed for such district, the nearest resident Police Magistrate shall attend and act as a member of the Licensing Board.

To follow section 7. Should any member of any Licensing Board fail to attend any meeting of the Board duly convened by the Clerk of Petty Sessions, the remaining two members shall legally form a quorum to consider applications for licenses, and other business; and should any vacancy occur in such Board by death, resignation, or otherwise of either of the two elected Justices, the Clerk of Petty Sessions shall forthwith call a meeting of Justices in the manner prescribed by the 6th section of this Act, and such Justices shall in like manner elect one of their number to fill such vacancy.

Section 9. This would be perhaps injurious to the public interests, as many suitable houses have been built for the public accommodation, and some are required, especially in parts of the country newly settled.

Section 11. This clause is too severe; it would have the effect of deterring Magistrates from convicting for many trivial offences, such as not keeping lamps alight, not having name painted over door, &c.

*Suggested Clause.*

If any licensed publican shall hereafter be duly convicted of a (third?) offence under either the 29th, 30th, 34th, 38th, 40th, 42nd, or 45th sections of the "Sale of Liquors Licensing Act of 1862," or under the 1st or 5th section of this Act; or if it shall be proved to the satisfaction of such Licensing Board that any licensed publican is by reason of intemperate habits unfit to conduct the business of his licensed house, or should any such licensed publican be convicted at any Assizes or Quarter Sessions of any misdemeanour involving a sentence of imprisonment for any term exceeding one month, then in either of such cases such Licensing Board is empowered to cancel the license of any publican so offending.

*New Clauses.*

It shall be lawful for any Licensing Board to inspect or direct the inspection by any member of the Police Force of any licensed premises before the annual renewal, or any premises for which an application has been received for license.

Should any person intend to apply for a license for premises not completed or fit for occupation, the Licensing Board may grant a certificate for license conditional upon such house and premises being duly completed, to fulfil the requirements of "The Sale of Liquors Licensing Act of 1862," the license not to issue until a further certificate is granted that the house is fit for occupation.

N.B.—This clause is suggested to prevent people from building and furnishing houses as inns and then being ruined by licenses being refused. Licenses have been granted which would otherwise have been refused, to save the owners from loss or ruin.

EDM. FOSBERY,  
I. G. Police.





1877-8.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION AGAINST, J. B. OLIFFE, PRESIDENT OF THE COUNCIL OF THE LICENSED VICTUALLERS' ASSOCIATION, SYDNEY.)

*Ordered by the Legislative Assembly to be printed, 20 March, 1878.*

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

The humble Petition of the Licensed Victuallers of the City of Sydney,—

RESPECTFULLY SHOWETH:—

That your Petitioners having carefully perused and considered the provisions of the Bill now before your Honorable House entitled "*A Bill to amend the sale of Liquors Licensing Act of 1862, and to make provision for the closing of all public-houses on Sundays,*" respectfully submit to your Honorable House that many of the principles laid down therein are calculated to inflict serious injury on the licensed victuallers generally without in any way benefiting the community at large.

That the powers proposed to be conferred on the licensing Magistrates are calculated to do incalculable injury to the licensed victuallers, inasmuch as it is proposed to allow private judgment to govern their actions.

That whilst additional and arbitrary enactments are contemplated no corresponding protection or security is extended to the licensed victuallers.

Your Petitioners respectfully submit that they are not as a body amenable to the many injurious and painful slanders that have from time to time been promulgated against them by ignorant or illadvised people, and that if any persons have been permitted to obtain licenses, who in public opinion ought not to have been licensed, the fault does not rest on the licensed victuallers.

That your Petitioners are perhaps the largest contributors to the Public Revenue of the Colony—have expended vast sums in the erection of buildings necessarily required for the accommodation and convenience of the public—and have with but few exceptions conducted themselves as good citizens.

Your Petitioners therefore pray,—

That your Honorable House will not by hasty legislation enact a law that must result in great public injury to the licensed victuallers generally, but that your Honorable House will wait till a well considered and digested Bill has been submitted for consideration by the Government for the time being, when the anomalies of the existing law can be rectified and justice done to all.

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

J. B. OLIFFE, JUNR.,

President of the Council of the Licensed Victuallers' Association,  
Sydney.



1877-8.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—RESIDENT CHAPLAIN AND STUDENTS OF CAMDEN COLLEGE.)

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*Ordered by the Legislative Assembly to be printed, 21 March, 1878.*

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

The Petition of the undersigned Resident Chaplain and Students of Camden College,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause, and that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other tradesmen.

And your Petitioners humbly pray that the House will pass a Bill to close all such houses on the Sabbath.

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

[Here follow 10 signatures.]

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, RESIDENTS OF PARRAMATTA.)

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*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned of Parramatta,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners humbly pray that your Honorable House will pass a Bill to close all such houses on the Sabbath.

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

[*Here follow 111 signatures.*]

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—INHABITANTS OF CAMPERDOWN.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

To the Honorable the Legislative Assembly of N.S.W., in Parliament assembled.

The Petition of the undersigned residents of Camperdown, numbering four hundred and eighteen,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause, and that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other tradesmen.

The above residents humbly pray that your Honorable House will pass the Bill introduced by Mr. Davies, now before the Assembly.

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

[Here follow 418 signatures]

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SUNDAY SALE OF LIQUORS PREVENTION BILL.  
(PETITION IN FAVOUR OF—INHABITANTS OF THE GLEBE.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned Inhabitants of Glebe,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink, &c., &c., is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners therefore humbly pray that your Honorable House will pass a Bill to close all such houses on Sundays.

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

*[Here follow 102 signatures.]*



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—MEMBERS OF CONGREGATIONAL CHURCH, BOURKE-STREET.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned Members and others of the Congregational Church, Bourke-street, Surry Hills,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, &c., as other tradesmen are.

Your Petitioners therefore humbly pray that your Honorable House will pass the Bill now before you, known as "Mr. Davies'."

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

*[Here follow 45 signatures.]*

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—MEMBERS OF PRESBYTERIAN CHURCH, GLEBE.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned Minister and Members of the Presbyterian Church at the Glebe, and others,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drinks is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners pray that the House will pass a Bill to close all such places on the Sabbath.

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

[Here follow 18 signatures.]

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, MEMBERS AND OFFICERS OF GOOD TEMPLARS, GLADSTONE LODGE.)

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*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

From the Gladstone Lodge, No. 80, I.O. of G.T., working under Right Worthy Grand Lodge of the World, Botany-street schoolroom, Surry Hills,—

The Petition of the undersigned,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other tradesmen are.

And your Petitioners pray your Honorable House to pass a Bill to close all such houses on Sundays.

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

[*Here follow 14 signatures.*]

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1877-8.

LEGISLATIVE ASSEMBLY.  
LEGISLATIVE ASSEMBLY  
NEW SOUTH WALES.

SUNDAY SALE OF LIQUORS PREVENTION BILL.  
(PETITION IN FAVOUR OF—RESIDENTS OF ORANGE.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The humble Petition of the undersigned residents of the Town of Orange,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners are of opinion that the drink traffic in this Colony is a fruitful source of drunkenness, immorality, lunacy, pauperism, and crime in the community.

2. That your Petitioners further believe the present law, authorizing the sale of spirituous and fermented liquors, unduly encourages to a dangerous extent the aforesaid drink traffic.

3. Your Petitioners therefore respectfully pray that your Honorable House will be pleased to pass such a law as will provide that hereafter the power to grant licenses for public-houses shall be transferred from the Magistracy to the people; that all public-houses shall be closed on the Sabbath Day; and further, that a short Act may be quickly passed by your Honorable House as will prevent the issue of further licenses until the full measure be passed by your Honorable House.

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

[Here follow 292 signatures.]

1877-8.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, MEMBERS OF THE MISSION CHURCH, LIVERPOOL AND SUSSEX STREETS.)

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*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned the Minister and members of the Mission Church, Liverpool and Sussex Streets,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drinks is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners pray your Honorable House to pass a Bill to close all such houses on Sundays.

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

[*Here follow 51 signatures.*]

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1877-8.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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SUNDAY SALE OF LIQUORS PREVENTION BILL.  
(PETITION IN FAVOR OF, MEMBERS OF YOUNG MEN'S CHRISTIAN ASSOCIATION.)

---

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

---

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

The Petition of the undersigned Office-bearers and Members of the Sydney Young Men's Christian Association, of New South Wales,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink, &c., &c., is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners therefore humbly pray that your Honorable House will pass a Bill to close all such houses on Sundays.

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

[*Here follow 67 signatures.*]

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

---

SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, MEMBERS OF ST. BARNABAS' CHURCH.)

---

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned the members and others of St. Barnabas' Church, Parramattastreet,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other tradesmen are.

And your Petitioners humbly pray the Honorable House will pass a Bill to close all such houses on Sundays.

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

[*Here follow 103 signatures.*]

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

---

SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, CRYSTAL SPRING LODGE OF GOOD TEMPLARS, SUSSEX-STREET.)

---

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

---

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

The Petition of the undersigned the Officers and Members of the Crystal Spring Lodge of Good Templars, Sussex-street, Sydney,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

Your Petitioners therefore humbly pray that your Honorable House will pass the Bill, &c., to close all such houses on Sundays.

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

*[Here follow 36 signatures.]*

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—CITIZENS OF SYDNEY.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned Citizens of Sydney,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

The above citizens humbly pray that your Honorable House will pass the Bill as introduced by Mr. J. Davies, now before the Assembly.

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

*[Here follow 904 signatures.]*

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SUNDAY SALE OF LIQUORS PREVENTION BILL.  
(PETITION IN FAVOUR OF, DAYSPRING LODGE OF GOOD TEMPLARS, DEVONSHIRE-STREET.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The undersigned officers and members of the Day Spring Lodge of Good Templars, Devonshire-street, Surry Hills,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners therefore humbly pray that the Honorable House will pass a Bill to close all such houses on the Sabbath.

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

*[Here follow 116 signatures.]*

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—RESIDENTS OF PYRMONT.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned the residents of Pyrmont, numbering 761,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other tradesmen are.

The above 761 residents hereby pray that your Honorable House will pass the Bill, as introduced by Mr. J. Davies, now before the Assembly.

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

[*Here follow 761 signatures.*]

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, MINISTER AND MEMBERS OF THE BAPTIST CHURCH, BOURKE-STREET WOOLLOOMOOLOO.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned Minister and Members of the Baptist Church, Bourke-street,  
Woolloomooloo,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause, and that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other tradesmen are.

And your Petitioners humbly pray that your Honorable House will pass a Bill to shut all such houses on Sundays.

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

[Here follow 39 signatures.]

1877-8.

—  
 LEGISLATIVE ASSEMBLY.  
 NEW SOUTH WALES.

---

SUNDAY SALE OF LIQUORS PREVENTION BILL.  
 (PETITION IN FAVOUR OF—RESIDENTS OF SYDNEY.)

---

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

---

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

The humble Petition from 1,405 Residents of Sydney,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

The citizens as above humbly pray that the Honorable House will pass the Bill introduced by Mr. J. Davies, now before the Assembly.

And your Petitioners, as in duty bound, ever pray.

[Here follow 1,405 signatures.]

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1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SUNDAY SALE OF LIQUORS PREVENTION BILL.  
(PETITION IN FAVOUR OF—MEMBERS OF BOURKE-STREET BAPTIST CHURCH, SYDNEY.)

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

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

The Petition of the undersigned the Minister and Members of the Baptist Church, and others, of  
Bourke-street,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink, &c., is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners therefore humbly pray that your Honorable House will pass such a Bill to close all such houses on the Sabbath.

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

*[Here follow 56 signatures.]*

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—OFFICERS AND SEAMEN OF H.M.S. "SAPPHIRE.")

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

To the Honorable the Legislative Assembly of N.S.W., in Parliament assembled.

The Petition of the undersigned officers and members of H.M. Ship "Sapphire," Independent Order of Good Templars, and others,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause, and that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sundays, as other people do; and that your Petitioners therefore humbly pray that your Honorable House will pass the Bill now before the Assembly, as introduced by Mr. Davies.

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

[Here follow 12 signatures.]

1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

---

SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, MEMBERS OF PRESBYTERIAN CHURCH, PALMER-STREET.)

---

*Ordered by the Legislative Assembly to be printed, 22 March, 1878.*

---

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

The Petition of the undersigned the Minister and Members and others of the Presbyterian Church of Palmer-street,—

HUMBLY SHOWETH :—

That your Petitioners believe that the Sunday traffic in intoxicating drink, &c., &c., is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners humbly pray that the House will pass a Bill to close all such houses on the Sabbath.

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

[*Here follow 29 signatures.*]

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## SUNDAY SALE-OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—EMPLOYEES OF ATLAS IRON WORKS, PYRMONT.)

*Ordered by the Legislative Assembly to be printed, 26 March, 1878.*

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

The Petition of the Employés and others of the Atlas Iron Works, Pyrmont,—

HUMBLY SHOWETH:—

That your Petitioners believe that the Sunday traffic in intoxicating drinks is a fruitful source of crime, misery, drunkenness, and immorality, as proved by the records of our Police Courts, whose Monday business chiefly consists of such cases arising from this cause. And that it is therefore necessary to the welfare of the community that publicans should be compelled to close their houses on Sunday, as other tradesmen are.

And your Petitioners therefore humbly pray that your Honorable House will pass a Bill that will close all such places up on such a day as the Sabbath.

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

*[Here follow 57 signatures.]*

1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

---

SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF—REVEREND T. GAINFORD, CHAIRMAN OF PUBLIC TEMPERANCE MEETING.)

---

*Ordered by the Legislative Assembly to be printed, 26 March, 1878.*

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

The Petition of a Public Temperance Meeting, held in the Reading Room of the Mariners' Church, Sydney, on Wednesday evening, 20th March, 1878,—

HUMBLY SHOWETH:—

That this meeting deplores the vast amount of drunkenness and its concomitant evils, resulting from the traffic in drink, and would humbly pray your Honorable House to pass the Bill to be introduced by Mr. John Davies, M.L.A.

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

On behalf of the meeting,

THOMAS GAINFORD,  
Chairman.

1877-8.

—  
 LEGISLATIVE ASSEMBLY.  
 NEW SOUTH WALES.

---

SUNDAY SALE OF LIQUORS PREVENTION BILL.

(PETITION IN FAVOUR OF, MINISTERS AND OTHERS OF METHODIST CHURCH, NEW SOUTH WALES.)

---

*Ordered by the Legislative Assembly to be printed, 27 March, 1878.*

---

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

The Petition of the Ministers and Lay Representatives assembled at the Annual Conference of  
 the Wesleyan Methodist Church in New South Wales,—

RESPECTFULLY SHOWETH:—

That your Petitioners are deeply impressed with the fact, as proved by the indisputed testimony of Ministers of the Gospel, Judges, Medical Men, and others, that the large consumption of intoxicating liquors in this Colony is the chief cause of the drunkenness, immorality, lunacy, crime, and pauperism that prevail; and believe that these evils are for the most part promoted by public-houses for the common sale of such intoxicating liquors.

That your Petitioners are of opinion that the evils arising from public-houses are greatly increased by the facilities afforded for obtaining licenses, and by the vast number of such houses already licensed, thereby causing all classes of the community to suffer from a traffic that is debasing numbers of our fellow-colonists.

That it appears to your Petitioners to be highly desirable that the people should be empowered to protect themselves from this demoralizing system, and that a thorough reform of the Licensing Laws is imperatively and immediately required.

Your Petitioners, therefore, humbly pray your Honorable House to enact a Bill for suspending the granting of any more licenses for some considerable time, and for closing public-houses on the Sabbath-day, and that such provisions be enacted as will place the granting of licenses in the hands of a responsible Board, to whom the residents of any district may appeal, if they so desire, to restrict the common sale of intoxicating liquors within the bounds of that district.

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

[Here follow 74 signatures.]

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1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

---

SUNDAY TRAFFIC IN INTOXICATING LIQUORS.

(PETITION AGAINST—GEORGE FULLERTON, M.D., AND JAMES FULLERTON, LL.D.)

---

*Ordered by the Legislative Assembly to be printed, 12 February, 1878.*

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To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned,—

HUMBLY SHOWETH:—

That the Sunday traffic in intoxicating drinks is a fruitful source of drunkenness, crime, and misery. The records of our Police Courts prove that on Mondays the chief business consists of cases arising from intemperance; that it is therefore necessary for the welfare of the community that publicans as well as other dealers be compelled to close their houses on Sundays.

Your Petitioners pray respectfully that your Honorable House will be pleased to take the premises into consideration, and adopt such measures as may in future prevent the opening of public-houses on Sundays.

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

GEORGE FULLERTON, M.D., Oatley-street, Woollahra.

JAMES FULLERTON, LL.D., Minister, Oatley-street, Woollahra.



1877-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## PUBLICANS LICENSING ACT.

(PETITION FROM PRESBYTERIAN GENERAL ASSEMBLY.)

*Ordered by the Legislative Assembly to be printed, 12 February, 1878.*

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

The humble Petition of the General Assembly of the Presbyterian Church,—

HUMBLY SHOWETH:—

That the Publicans Licensing Act as at present administered is fraught with many evils which are damaging to the morals of the people.

That Magistrates on the Bench are for the most part satisfied with applications without inquiry as to the character of the applicants, or the accommodation of the places for which the licenses are asked, and especially without regard to the need or desire of the neighbourhood in which those places are situated.

That the Act is frequently and systematically broken by "Sunday selling," the great majority of the public-houses being open on Sunday at other times than those provided in one of the clauses of the Act. The fact is notorious that if the police were strict in the discharge of their duty almost every publican in Sydney would be indicted for Sunday selling; and this other fact is equally patent,—that without the Sunday selling at present allowed most of the publicans in the lower localities of the city would not subsist. The result of those breaches of the Act are seen in the Police Court on the Monday morning, in the numerous drunkards that are then waiting to be dealt with.

Under these circumstances, and in view of the dreadful demoralization of the people directly traceable to the present administration of the Publicans Act, the General Assembly of the Presbyterian Church hereby pray your Honorable House to pass amendments to the following effect:—

First. That for the granting of licenses the present method be abolished, and that arrangements be made that districts shall have direct power to control the issue and renewal of licenses within their bounds by the vote of the inhabitants.

Second. That Sunday selling be absolutely abolished and prohibited, exception being made in favour of *bonâ fide* travellers, and lodgers in hotels and public-houses, who for the time being should be regarded as belonging to the licensee's household.

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

Signed on behalf of the Presbyterian Church, New South Wales,—

JAMES ADAM, M.A.,  
Moderator.



1877-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

---

**PUBLICANS LICENSING ACT.**

(PETITION FROM INHABITANTS OF THE TOWN AND DISTRICT OF WELLINGTON.)

*Ordered by the Legislative Assembly to be printed, 30. April, 1878.*

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

The humble Petition of the undersigned Inhabitants of the Town and District of Wellington,—

RESPECTFULLY SHOWETH:—

That your Petitioners are aware of the many evils arising from the sale of intoxicating liquors on the Sabbath Day, as practised under the Act now in force, and are desirous that the law should be amended so as,—

First. To absolutely prohibit the sale of all intoxicating liquors on the Sabbath Day, excepting to *bonâ fide* travellers and lodgers in any licensed house.

Secondly. To define what should constitute a *bonâ fide* traveller and lodger within the meaning of the Act.

Your Petitioners therefore humbly pray that the law may be amended accordingly.

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

[Here follow 141 signatures.]

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1877-8.

NEW SOUTH WALES.

VACCINATION.

(REPORT FOR 1877.)

Presented to Parliament by Command.

The Medical Adviser to the Government to The Under Secretary, Colonial Secretary's Department.

Sir,

24 April, 1878.

I do myself the honor herewith to inclose the annual returns of vaccinations performed during the year 1877, which have been received from the Government Vaccinators in the country districts, from the Vaccine Institution in Sydney, and from the Public Vaccinators in the suburbs.

Table A includes the returns from the country districts, and shows that 1,708 children under 1 year of age, 5,692 children from 1 to 5 years of age, and 4,245 children from 5 to 10 years of age were successfully vaccinated in the country.

Table B gives the number of successful vaccinations in Sydney and the suburbs, as follows:— 1,079 children under 1 year of age, 2,928 children from 1 to 5 years of age, and 1,229 children from 5 to 10 years of age, making a total for the whole Colony of 16,881.

No returns have as yet been received from many districts, but the number of successful vaccinations reported during the year has been 12,520 more than in 1876.

The temporary success which has attended the exertions of the Vaccinators is, however, to be attributed solely to the great alarm which was felt in the early part of the year in consequence of the existence at that time of several cases of small-pox in Port Jackson, and is no evidence of the value of our system, or that the work of vaccinating is remunerative to the operators. With one exception, all of the Vaccinators who have remarked on the quality of the lymph supplied to them from the Vaccine Institution in Sydney have reported it as having been good, producing well-marked vesicles, running a regular course, and attended with the usual constitutional disturbance, and in no instance has it been reported that any ill effects have followed vaccination.

I have, &c.,

H. G. ALLEYNE, M.D.

TABLE A.

RETURN showing the number of Children vaccinated by the Government Vaccinators in the Country Districts of the Colony, during the year 1877.

District.	Under 1 year of age.				From 1 to 5 years.				From 5 to 10 years.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Albury	38	44	82	81	51	45	96	96	9	3	12	12	98	92	190	189
Armidale	8	21	29	28	47	52	99	96	14	14	28	28	69	87	156	152
Araluen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Adelong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bathurst	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bega	63	76	139	137	304	349	653	650	133	138	271	271	500	563	1,063	1,058
Berrima	10	12	22	20	54	45	100	94	21	33	54	47	85	91	176	161
Berrima	2	3	5	5	13	8	21	21	11	6	17	17	26	17	43	43
Binlong and Burrowa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bourke	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombala	33	17	50	50	42	51	93	93	60	27	87	87	135	95	230	230
Braidwood	19	10	29	29	47	48	95	95	29	26	55	55	95	84	179	179
Camden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Caroon	24	26	50	50	159	155	314	314	87	94	181	181	270	275	545	545
Dungog	16	12	28	28	65	41	106	106	54	55	109	109	135	108	243	243
Dubbo	8	8	16	15	22	24	46	46	7	9	16	16	37	41	78	77
Deniliquin	30	21	51	44	19	9	28	23	1	1	2	2	59	30	80	68
Dungog	19	20	39	39	57	54	111	111	37	28	65	65	113	102	215	215
Forbes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gulgong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goulburn	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goulburn	9	22	31	31	110	98	208	208	91	105	196	196	210	225	435	435
Grafton	11	15	26	26	105	60	165	161	87	70	157	156	203	145	348	343
Gundagai	6	7	13	13	40	35	75	75	16	22	38	38	62	64	126	126
Grenfell	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill End	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

TABLE A—continued.

District.	Under 1 year of age.				From 1 to 5 years.				From 5 to 10 years.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Interell	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kempsey West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kiama	29	23	52	50	180	144	324	307	82	114	196	190	291	281	572	547
Lambton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mudgee	21	18	39	39	23	27	50	50	124	7	131	131	168	52	220	220
Macleay River	11	11	22	22	92	129	221	221	101	100	201	201	204	240	444	444
Molong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Morpeth	11	8	19	19	94	92	185	185	75	85	165	165	180	190	370	370
Maitland East and Paterson	23	31	54	54	176	186	362	362	88	85	173	173	288	303	591	591
Maitland West	23	32	55	55	54	53	107	107	107	60	112	112	120	145	274	274
Muswellbrook	20	13	33	33	75	54	129	129	78	95	173	173	173	162	335	335
Moruya or Broulee	8	11	19	19	60	68	128	128	28	29	57	55	96	108	204	204
Milton	3	3	6	6	17	14	31	31	55	45	100	91	75	62	137	128
Macedonald River	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Murrumbidgee	11	8	19	19	38	33	71	71	8	31	50	50	77	72	149	149
Newcastle	22	8	30	30	23	18	41	41	21	3	38	35	61	64	125	113
Narrabri	6	9	15	15	34	38	72	65	17	17	35	35	167	139	306	269
Orange	20	9	29	25	84	76	160	139	63	54	117	105	107	107	214	192
Oberon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oxley	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Parramatta	17	15	32	31	126	134	260	250	241	205	446	434	384	354	738	731
Parkes	1	1	2	2	8	3	11	11	1	1	2	2	10	5	15	15
Penrith	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Port Macquarie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rockley	134	137	271	255	123	147	270	264	118	136	254	251	375	420	795	780
Raymond Terrace	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Richmond	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rocky Mouth	...	...	...	...	3	13	16	13	8	14	22	21	11	27	38	34
Singleton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Stroud, Port Stephens	3	6	9	9	31	28	59	59	36	22	58	58	70	56	126	126
Sofala	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tenterfield	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tamworth	24	18	42	41	86	91	177	171	54	79	133	133	164	188	352	345
Tumut	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wagga Wagga	13	16	29	29	33	40	73	73	32	42	74	74	78	98	176	176
Windsor	4	2	6	3	25	24	49	35	21	33	54	45	59	109	168	168
Wollombi	...	...	...	...	7	7	14	14	4	4	8	8	12	11	23	22
Wallsend	2	2	4	4	2	2	4	4	6	6	12	12	7	7	14	14
Wollongong	94	112	206	201	148	172	320	315	67	107	174	174	282	351	633	623
Waleba	7	10	17	15	20	20	40	40	9	10	19	19	36	40	76	74
Wellington	1	4	5	5	14	21	35	29	5	7	12	12	20	32	52	46
Ulladulla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yass	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Young	...	...	...	...	15	18	33	31	14	15	29	29	39	33	63	63
Patrick's Plains	68	64	132	105	144	140	284	245	87	79	166	149	299	283	582	499
Rylston	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Corowa	7	3	10	10	14	15	29	29	...	...	...	...	...	...	...	...
Liverpool	3	1	4	4	30	17	47	49	47	48	95	95	82	66	148	148
<b>Total</b>	<b>884</b>	<b>890</b>	<b>1,774</b>	<b>1,708</b>	<b>2,932</b>	<b>2,911</b>	<b>5,843</b>	<b>5,692</b>	<b>2,188</b>	<b>2,138</b>	<b>4,326</b>	<b>4,245</b>	<b>6,004</b>	<b>5,939</b>	<b>11,943</b>	<b>11,645</b>

TABLE B.

SYDNEY and SUBURBS.

	Under 1 year of age.				From 1 to 5 years.				From 5 to 10 years.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Egan, Myles	168	163	331	327	339	380	719	717	49	25	74	72	556	568	1,124	1,116
M'Donough, Patrick	1	4	5	4	5	9	14	14	6	6	12	12	12	12	24	24
Jones, R. T.	94	78	172	168	278	249	527	526	109	105	214	214	481	432	913	908
Evans, Owen S.	45	37	82	79	95	95	190	184	61	89	150	148	201	221	422	411
Sedgwick, W. G.	24	29	53	50	96	80	176	176	41	33	74	73	109	151	260	260
Ward, R. D.	36	33	69	69	88	108	196	194	79	141	220	212	191	274	465	455
Dausey, G. F.	...	...	...	...	...	...	...	...	63	42	105	105	188	164	352	352
Hogg, Thomas	100	115	215	205	364	368	732	713	161	169	330	325	625	652	1,277	1,243
Jones, J. A.	54	61	115	115	108	97	205	205	27	38	65	65	159	156	315	315
Cumming, Frederick	1	1	2	2	7	7	14	14	1	2	3	3	9	11	20	20
<b>Total</b>	<b>555</b>	<b>546</b>	<b>1,101</b>	<b>1,079</b>	<b>1,469</b>	<b>1,491</b>	<b>2,960</b>	<b>2,928</b>	<b>597</b>	<b>650</b>	<b>1,247</b>	<b>1,229</b>	<b>2,621</b>	<b>2,687</b>	<b>5,308</b>	<b>5,236</b>

TABLE C.

SUMMARY.

	Under 1 year of age.				From 1 to 5 years.				From 5 to 10 years.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Total in Country Districts	884	890	1,774	1,708	2,932	2,911	5,843	5,692	2,188	2,138	4,326	4,245	6,004	5,939	11,943	11,645
Total in Sydney and Suburbs	555	546	1,101	1,079	1,469	1,491	2,960	2,928	597	650	1,247	1,229	2,621	2,687	5,308	5,236
<b>Grand Total</b>	<b>1,439</b>	<b>1,436</b>	<b>2,875</b>	<b>2,787</b>	<b>4,401</b>	<b>4,402</b>	<b>8,803</b>	<b>8,620</b>	<b>2,785</b>	<b>2,788</b>	<b>5,573</b>	<b>5,474</b>	<b>8,625</b>	<b>8,626</b>	<b>17,251</b>	<b>16,881</b>